



## Agenda

### COMMUNITY ADVISORY COMMITTEE Meeting Notice

**DATE:** Wednesday, May 24, 2023, 6:00 p.m.

**LOCATION:** Hearing Room, SFCTA Offices

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

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#### **PUBLIC COMMENT DURING THE MEETING:**

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

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

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

This meeting will be held remotely and will allow for remote public comment pursuant to AB 361, which amended the Brown Act to include Government Code Section 54953(e) and empowers local legislative bodies to convene by teleconferencing technology during a proclaimed state of emergency under the State Emergency Services Act so long as certain conditions are met.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at [clerk@sfcta.org](mailto:clerk@sfcta.org) or sending written comments

to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. the day before the meeting will be distributed to committee members before the meeting begins.

1. Roll Call
2. Chair's Report – **INFORMATION**

### Consent Agenda

3. Approve the minutes of the April 26, 2023 Community Advisory Committee Meeting – **ACTION\*** page 5
4. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2023 - **INFORMATION\*** page 17
5. State and Federal Legislation Update - **INFORMATION\*** page 45  
**Support:** AB 361 (Ward).

### End of Consent Agenda

6. Adopt a Motion of Support to Adopt the Ocean Avenue Mobility Action Plan [NTIP Planning] – **ACTION\*** page 49
7. TNCs 2020: A Profile of Ride Hailing in California – **INFORMATION\*** page 113
8. Adopt a Motion of Support to Adopt the Proposed Fiscal Year 2023/24 Budget and Work Program – **ACTION\*** page 195
9. Adopt a Motion of Support to Adopt the Octavia Improvements Study Final Report [NTIP Planning] - **ACTION\*** page 237
10. Adopt a Motion of Support to Adopt the Prop L Strategic Plan Baseline - **ACTION\*** page 289
11. Adopt a Motion of Support to Adopt Guidance for Development of the 2023 Prop L 5-Year Prioritization Programs - **ACTION\*** page 347
12. San Francisco Municipal Transportation Agency Commuter Shuttle Bus Program - **INFORMATION\*** page 385

### Other Items

13. 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.

14. Public Comment
15. Adjournment

\*Additional Materials

## Next Meeting: June 28, 2023

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

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If any materials related to an item on this agenda have been distributed to the Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

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# 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 16<sup>th</sup> 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 (SFMTA) to explore an expansion of the Muni Transit Ambassadors Program (MTAP). Member Siegal shared conversations she had with SFUSD 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 5<sup>th</sup> 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). as

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 24<sup>th</sup> 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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San Francisco  
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## Memorandum

### AGENDA ITEM 4

**DATE:** May 19, 2023

**TO:** Transportation Authority Board

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

**SUBJECT:** 06/13/2023 Board Meeting: Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2023

#### **RECOMMENDATION** ☒ Information ☐ Action

None. This is an information item.

#### **SUMMARY**

The purpose of this memorandum is to provide the quarterly internal accounting report, investment report, and debt expenditure report for the Fiscal Year (FY) 2022/23 period ending March 31, 2023.

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

### BACKGROUND

Our Fiscal Policy (Resolution 21-57) establishes an annual audit requirement and directs staff to report to the Board the agency's actual expenditures in comparison to the approved budget, on at least a quarterly basis. The Investment Policy (Resolution 23-46) directs a review of portfolio compliance with the Investment Policy in conjunction with, and in the context of, the quarterly expenditure and budgetary report.

**Internal Accounting Report.** Using the format of our annual financial statements for governmental funds, the Internal Accounting Report includes a "Balance Sheet" (Attachment 1) and a "Statement of Revenues, Expenditures, and Changes in Fund Balances, with Budget Comparison" (Attachment 2). In Attachment 2, the last two columns show the prorated adopted budget values and the variance of revenues and expenditures as compared to the prorated adopted budget. For the nine months



ending March 31, 2023, the numbers in the prorated amended budget column are three-fourth of the total amended budget for FY 2022/23, including the Treasure Island Mobility Management Agency. Although the sales tax revenue bond revenue accrual for sales tax, vehicle registration fee, and Traffic Congestion Mitigation Tax Program are included, the Internal Accounting Report does not include: the Governmental Accounting Standards Board Statement Number 34 adjustments, and the other accruals that are done at fiscal year-end. The Balance Sheet values, as of March 31, 2023, are used as the basis for the Investment Policy compliance review.

**Investment Report.** Our investment policies and practices are subject to, and limited by, applicable provisions of state law and prudent money management principles. All investable funds are invested in accordance with the Investment Policy and applicable provisions of California Government Code, Section 53600 et seq. Any investment of bond proceeds will be further restricted by the provisions of relevant bond documents. We observe the "Prudent Investor" standard, as stated in California Government Code, Section 53600.3, applied in the context of managing an overall portfolio. Investments are to be made with care, skill, prudence, and diligence, taking into account the prevailing circumstances, including, but not limited to, general economic conditions, our anticipated needs, and other relevant factors that a prudent person of a like character and purpose, acting in a fiduciary capacity and familiar with those matters, would use in the stewardship of funds. The primary objectives for the investment activities, in order of priority, are:

- 1) **Safety.** Safety of the principal is the foremost objective of the investment program. Investments will be undertaken in a manner that seeks to ensure preservation of the principal of the funds under its control.
- 2) **Liquidity.** The investment portfolio will remain sufficiently liquid to enable us to meet its reasonably anticipated cash flow requirements.
- 3) **Return on Investment.** The investment portfolio will be managed with the objective of attaining a market rate of return throughout budgetary and economic cycles, commensurate with the investment risk parameters and the cash flow characteristics of the portfolio.

Permitted investment instruments are specifically listed in the Investment Policy and include the San Francisco City and County Treasury Pool (Treasury Pool), certificates of deposit, and money market funds.



**Balance Sheet Analysis.** Attachment 1 presents assets, liabilities, and fund balances, as of March 31, 2023. Cash, deposits, and investments, total to \$109.5 million. Other assets total to \$61.5 million, which mainly includes, \$16.7 million sales tax receivable, and \$31.2 million of the program receivables. Liabilities total \$276.1 million, as of March 31, 2023, and mainly includes \$73.8 million in accounts payable, and \$194.2 million in sales tax revenue bond and premium amounts (Series 2017). There is \$133.5 million in total fund deficit, which is largely the result of how multi-year programming commitments are accounted for. Future sales tax revenues and grant reimbursements collected will fully fund this difference. This amount is obtained as follows: \$38.8 million is restricted for capital projects and \$172.3 million is an unassigned fund deficit. The unassigned fund deficit reflects grant-funded capital projects that are scheduled to be implemented over the course of several fiscal years. The commitments are multi-year commitments and funded with non-current (i.e., future) revenues. In addition, we do not hold nor retain title for the projects constructed or for the vehicles and system improvements purchased with sales tax funds, which can result in a negative position.

**Statement of Revenues, Expenditures, and Changes in Fund Balances Analysis.**

Attachment 2 compares the prorated budget to actual levels for revenues and expenditures for the nine months (three quarters) of the fiscal year. We earned \$99.6 million in revenues, including \$81.9 million in sales tax revenues, \$3.4 million in vehicle registration fee, \$5.2 million in traffic congestion mitigation tax, \$668,948 in investment income, and \$8.4 million in total program revenues for the three months ending March 31, 2023. Total revenue was \$23.4 million under budget mainly due to Program revenues coming in at lower amount than projected. Program revenue variance of \$21.1 million is mainly related to the anticipated federal reimbursements from Caltrans for Southgate project that has been deferred from past years due to Caltrans' cash management policy, which requires local agencies to use non-federal fund sources to advance the project until federal funds are obligated and available for reimbursement. We anticipate seeking reimbursement in the next quarter. Also, investment income is \$112,354 lower than the prorated amended budgetary estimates. However, we are expecting to earn higher investment income in the fourth quarter as we anticipate more cash on hand since we no longer have to withhold debt service payments.

As of March 31, 2023, we incurred \$99.9 million of expenditures, including \$21.5 million in debt principal payment and service cost for the sales tax revenue bond; \$8.1 million for personnel and non- personnel expenditures; and \$70.2 million of



capital project costs. Total expenditures were lower than the prorated budgetary estimates by \$38.8 million. This amount mainly includes a net favorable variance of \$42.2 million in capital project costs. The net non-favorable variance of \$5.2 million in debt service costs is due to timing of bond principal and interest payments and earlier start of withholding the necessary amounts for the bi-annual interest payments made in August and February. The favorable variance of \$42.2 million in capital project costs are mainly due to costs (reimbursement requests) from project sponsors that have not yet been received in the third quarter. We anticipate a higher amount of reimbursement requests and expenditures in the next quarter which is the typical pattern for this time of year. The variance in capital project costs is also due to construction activities for the Yerba Buena Island Westside Bridges project that will commence in the fourth quarter of this year. The net favorable variance of \$848,167 in non-personnel costs is due to costs related to the migration of financial and accounting data and transition of the current accounting system and costs for computer equipment and software upgrades that were previously paused due to the pandemic that are anticipated to incur next quarter. The net favorable variance of \$889,598 in personnel costs is due to the hiring of vacant positions in the next quarter.

**Investment Compliance.** As of March 31, 2023, approximately 73.8% of our investable assets were invested in the Treasury Pool. These investments are in compliance with both the California Government Code and the adopted Investment Policy, and provide sufficient liquidity to meet expenditure requirements for the next six months with the drawdown from the Revolving Credit (loan) Agreement later in the fiscal year. Attachment 3 is the most recent investment report furnished by the City's Office of the Treasurer.

**Debt Expenditure Compliance.** In October 2021, we entered into a 3-year Revolving Credit (loan) Agreement with U.S. Bank for a total amount of \$125 million, to ensure we have available funds when needed to support the delivery of the projects and programs in the Sales Tax Expenditure Plan. As of March 31, 2023, we do not have an outstanding balance in the loan.

As of March 31, 2023, total outstanding bond principal and premium balance is \$194.2 million. We made cumulative payments of \$99.4 million, including principal payment of \$54 million and interest payment of \$45.4 million.





## **FINANCIAL IMPACT**

None. This is an information item.

## **CAC POSITION**

None. This is an information item.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 – Balance Sheet (unaudited)
- Attachment 2 – Statement of Revenue, Expenditures, and Changes in Fund Balance with Budget Comparison (unaudited)
- Attachment 3 – Investment Report



**San Francisco  
County Transportation  
Authority**

**Attachment 1**  
Governmental Funds  
Balance Sheet (unaudited)  
March 31, 2023

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency	Traffic Congestion Mitigation Tax Program	Total Governmental Funds
<b>ASSETS</b>							
Cash in bank	\$ 5,388,443	\$ -	\$ 2,180,199	\$ 21,172,816	\$ -	\$ -	\$ 28,741,458
Deposits and investments with City Treasurer	64,405,671	-	-	-	-	16,349,337	80,755,008
Sales tax receivable	16,736,832	-	-	-	-	-	16,736,832
Vehicle registration fee receivable	-	-	-	740,702	-	-	740,702
Interest receivable from City and County of San Francisco	369,342	-	-	-	-	-	369,342
Program receivables	-	30,733,645	-	-	496,625	-	31,230,270
Receivable from the City and County of San Francisco	-	3,283,940	-	-	1,257,826	-	4,541,766
Other receivables	6,160	-	-	-	-	-	6,160
Due from other funds	7,749,211	-	-	-	-	-	7,749,211
Prepaid costs and deposits	81,580	-	-	-	-	-	81,580
<b>Total Assets</b>	<b>\$ 94,737,239</b>	<b>\$ 34,017,585</b>	<b>\$ 2,180,199</b>	<b>\$ 21,913,518</b>	<b>\$ 1,754,451</b>	<b>\$ 16,349,337</b>	<b>\$ 170,952,329</b>
<b>LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES</b>							
<b>LIABILITIES</b>							
Accounts payable	\$ 23,637,313	\$ 2,362,423	\$ 104,241	\$ 265,442	\$ 25,870	\$ 729,641	\$ 27,124,930
Accounts payable to the City and County of San Francisco	40,008,991	-	545,220	4,678,590	-	1,451,913	46,684,714
Accrued salaries and taxes	377,419	-	-	-	-	-	377,419
Sales tax revenue bond (series 2017)	194,185,000	-	-	-	-	-	194,185,000
Due to other funds	-	4,534,444	535,406	317,428	565,322	1,796,611	7,749,211
<b>Total Liabilities</b>	<b>\$ 258,208,723</b>	<b>\$ 6,896,867</b>	<b>\$ 1,184,867</b>	<b>\$ 5,261,460</b>	<b>\$ 591,192</b>	<b>\$ 3,978,165</b>	<b>\$ 276,121,274</b>
<b>Deferred Inflows of Resources</b>							
Unavailable revenues	\$ -	\$ 27,120,718	\$ -	\$ -	\$ 1,163,259	\$ -	\$ 28,283,977
<b>Total deferred inflows of resources</b>	<b>\$ -</b>	<b>\$ 27,120,718</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,163,259</b>	<b>\$ -</b>	<b>\$ 28,283,977</b>
<b>Fund Balances</b>							
Nonspendable	\$ 81,580	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,580
Restricted	8,751,731	-	995,332	16,652,058	-	12,371,172	38,770,293
Unassigned	(172,304,795)	-	-	-	-	-	(172,304,795)
<b>Total Fund Balances (Deficit)</b>	<b>\$ (163,471,484)</b>	<b>\$ -</b>	<b>\$ 995,332</b>	<b>\$ 16,652,058</b>	<b>\$ -</b>	<b>\$ 12,371,172</b>	<b>\$ (133,452,922)</b>
<b>Total Liabilities, Deferred Inflows of Resources, and Fund Balances</b>	<b>\$ 94,737,239</b>	<b>\$ 34,017,585</b>	<b>\$ 2,180,199</b>	<b>\$ 21,913,518</b>	<b>\$ 1,754,451</b>	<b>\$ 16,349,337</b>	<b>\$ 170,952,329</b>



**San Francisco  
County Transportation  
Authority**

**Attachment 2**

Governmental Funds

Statement of Revenues, Expenditures, and Changes in Fund Balances with Budget Comparison (unaudited)

For the Nine Months Ending March 31, 2023

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency	Traffic Congestion Mitigation Tax Program	Total Governmental Funds	Prorated Amended Budget Fiscal Year 2022/23	Variance With Prorated Amended Budget Positive (Negative)
<b>REVENUES</b>									
Sales tax	\$ 81,890,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,890,375	\$ 83,409,000	\$ (1,518,625)
Vehicle registration fee	-	-	-	3,447,797	-	-	3,447,797	3,625,536	(177,739)
Traffic congestion mitigation tax	-	-	-	-	-	5,209,660	5,209,660	5,659,500	(449,840)
Investment income	660,915	-	753	7,280	-	-	668,948	781,302	(112,354)
Program revenues	-	7,512,161	348,998	-	528,730	-	8,389,889	29,530,233	(21,140,344)
Other revenues	778	-	-	-	-	-	778	-	778
<b>Total Revenues</b>	<b>\$ 82,552,068</b>	<b>\$ 7,512,161</b>	<b>\$ 349,751</b>	<b>\$ 3,455,077</b>	<b>\$ 528,730</b>	<b>\$ 5,209,660</b>	<b>\$ 99,607,447</b>	<b>\$ 123,005,571</b>	<b>\$ (23,398,124)</b>
<b>EXPENDITURES</b>									
Current - transportation improvement									
Personnel expenditures	\$ 2,931,499	\$ 2,266,134	\$ 20,573	\$ 168,756	\$ 471,347	\$ 138,641	\$ 5,996,950	\$ 6,886,548	\$ 889,598
Non-personnel expenditures	2,063,779	44,208	-	648	35,128	-	2,143,763	2,991,930	848,167
Capital project costs	57,616,548	6,178,435	411,308	3,682,977	92,311	2,196,037	70,177,616	112,420,953	42,243,337
Debt service									
Principal	14,125,000	-	-	-	-	-	14,125,000	10,593,750	(3,531,250)
Interest and fiscal charges	7,407,250	-	-	-	-	-	7,407,250	5,754,789	(1,652,461)
<b>Total Expenditures</b>	<b>\$ 84,144,076</b>	<b>\$ 8,488,777</b>	<b>\$ 431,881</b>	<b>\$ 3,852,381</b>	<b>\$ 598,786</b>	<b>\$ 2,334,678</b>	<b>\$ 99,850,579</b>	<b>\$ 138,647,970</b>	<b>\$ 38,797,391</b>
<b>Excess (Deficiency) of Revenues Over (Under) Expenditures</b>	<b>\$ (1,592,008)</b>	<b>\$ (976,616)</b>	<b>\$ (82,130)</b>	<b>\$ (397,304)</b>	<b>\$ (70,056)</b>	<b>\$ 2,874,982</b>	<b>\$ (243,132)</b>	<b>\$ (15,642,399)</b>	<b>\$ 15,399,267</b>
<b>OTHER FINANCING SOURCES (USES)</b>									
Transfer in	\$ -	\$ 976,616	\$ -	\$ -	\$ 70,056	\$ -	\$ 1,046,672	\$ 13,842,261	\$ (12,795,589)
Transfer out	(1,046,672)	-	-	-	-	-	(1,046,672)	(13,842,261)	12,795,589
Draw on revolving credit agreement	-	-	-	-	-	-	-	15,000,000	(15,000,000)
<b>Total Other Financing Sources (Uses)</b>	<b>\$ (1,046,672)</b>	<b>\$ 976,616</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 70,056</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 15,000,000</b>	<b>\$ (15,000,000)</b>
<b>NET CHANGE IN FUND BALANCES</b>	<b>\$ (2,638,680)</b>	<b>\$ -</b>	<b>\$ (82,130)</b>	<b>\$ (397,304)</b>	<b>\$ -</b>	<b>\$ 2,874,982</b>	<b>\$ (243,132)</b>	<b>\$ (642,399)</b>	<b>\$ 399,267</b>
<b>Fund Balances - Beginning</b>	<b>\$ 33,352,196</b>	<b>\$ -</b>	<b>\$ 1,077,462</b>	<b>\$ 17,049,362</b>	<b>\$ -</b>	<b>\$ 9,496,190</b>	<b>\$ 60,975,210</b>		
Sales tax revenue bond (series 2017)	(194,185,000)	-	-	-	-	-	(194,185,000)		
<b>Fund Balances (Deficit) - End</b>	<b>\$ (163,471,484)</b>	<b>\$ -</b>	<b>\$ 995,332</b>	<b>\$ 16,652,058</b>	<b>\$ -</b>	<b>\$ 12,371,172</b>	<b>\$ (133,452,922)</b>		

**Office of the Treasurer & Tax Collector**  
**City and County of San Francisco**



Tajel Shah, Chief Assistant Treasurer  
 Hubert R White, III CFA, CTP, Chief Investment Officer

José Cisneros, Treasurer

Investment Report for the month of March 2023

April 15, 2023

**The Honorable London N. Breed**  
**Mayor of San Francisco**  
 City Hall, Room 200  
 1 Dr. Carlton B. Goodlett Place  
 San Francisco, CA 94102-4638

**The Honorable Board of Supervisors**  
**City and County of San Francisco**  
 City Hall, Room 244  
 1 Dr. Carlton B. Goodlett Place  
 San Francisco, CA 94102-4638

Colleagues,

In accordance with the provisions of California State Government Code, Section 53646, we forward this report detailing the City's pooled fund portfolio as of March 31, 2023. These investments provide sufficient liquidity to meet expenditure requirements for the next six months and are in compliance with our statement of investment policy and California Code.

This correspondence and its attachments show the investment activity for the month of March 2023 for the portfolios under the Treasurer's management. All pricing and valuation data is obtained from Interactive Data Corporation.

**CCSF Pooled Fund Investment Earnings Statistics \***

(in \$ million)	Current Month		Prior Month	
	Fiscal YTD	March 2023	Fiscal YTD	February 2023
Average Daily Balance	\$ 14,198	\$ 15,335	\$ 14,053	\$ 14,215
Net Earnings	190.39	31.26	159.13	25.45
Earned Income Yield	1.79%	2.40%	1.70%	2.33%

**CCSF Pooled Fund Statistics \***

(in \$ million)	% of	Book	Market	Wtd. Avg.	Wtd. Avg.	
Investment Type	Portfolio	Value	Value	Coupon	YTM	WAM
U.S. Treasuries	24.23%	\$ 3,877.9	\$ 3,645.3	0.90%	0.86%	738
Federal Agencies	38.77%	6,033.3	5,833.1	2.03%	2.09%	643
Public Time Deposits	0.20%	30.0	30.0	4.75%	4.75%	82
Negotiable CDs	13.75%	2,070.0	2,068.3	4.85%	4.85%	191
Commercial Paper	4.26%	631.5	640.4	0.00%	5.12%	111
Money Market Funds	14.26%	2,144.9	2,144.9	3.16%	4.74%	1
Supranationals	4.55%	711.0	684.1	0.61%	1.59%	551
<b>Totals</b>	<b>100.0%</b>	<b>\$ 15,498.6</b>	<b>\$ 15,046.0</b>	<b>2.22%</b>	<b>2.66%</b>	<b>484</b>

In the remainder of this report, we provide additional information and analytics at the security-level and portfolio-level, as recommended by the California Debt and Investment Advisory Commission.

Respectfully,

**José Cisneros**  
**Treasurer**

cc: Treasury Oversight Committee: Aimee Brown, Kevin Kone, Brenda Kwee McNulty, Meghan Wallace  
 Ben Rosenfield - Controller, Office of the Controller  
 Mark de la Rosa - Director of Audits, Office of the Controller  
 Mayor's Office of Public Policy and Finance  
 San Francisco County Transportation Authority  
 San Francisco Public Library  
 San Francisco Health Service System

## Portfolio Summary

### Pooled Fund

As of March 31, 2023

<i>(in \$ million)</i>							
<b>Security Type</b>	<b>Par Value</b>	<b>Book Value</b>	<b>Market Value</b>	<b>Market/Book Price</b>	<b>Current % Allocation</b>	<b>Max. Policy Allocation</b>	<b>Compliant?</b>
U.S. Treasuries	\$ 3,875.0	\$ 3,877.9	\$ 3,645.3	94.00	24.23%	100%	Yes
Federal Agencies	6,035.2	6,033.3	5,833.1	96.68	38.77%	100%	Yes
State & Local Government							
Agency Obligations	-	-	-	-	0.00%	20%	Yes
Public Time Deposits	30.0	30.0	30.0	100.00	0.20%	100%	Yes
Negotiable CDs	2,070.0	2,070.0	2,068.3	99.92	13.75%	30%	Yes
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes
Commercial Paper	650.0	631.5	640.4	101.40	4.26%	25%	Yes
Medium Term Notes	-	-	-	-	0.00%	30%	Yes
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes
Reverse Repurchase/							
Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes
Money Market Funds - Government	2,144.9	2,144.9	2,144.9	100.00	14.26%	20%	Yes
LAIF	-	-	-	-	0.00%	\$50mm	Yes
Supranationals	704.2	711.0	684.1	96.22	4.55%	30%	Yes
<b>TOTAL</b>	<b>\$ 15,509.2</b>	<b>\$ 15,498.6</b>	<b>\$ 15,046.0</b>	<b>97.08</b>	<b>100.00%</b>	<b>-</b>	<b>Yes</b>

The City and County of San Francisco uses the following methodology to determine compliance: Compliance is pre-trade and calculated on a par value basis of the overall portfolio value. Cash balances are included in the City's compliance calculations.

Please note the information in this report does not include cash balances. Due to fluctuations in the market value of the securities held in the Pooled Fund and changes in the City's cash position, the allocation limits may be exceeded on a post-trade compliance basis. In these instances, no compliance violation has occurred, as the policy limits were not exceeded prior to trade execution. The full Investment Policy can be found at <https://sftreasurer.org/banking-investments/investments>

Totals may not add due to rounding.

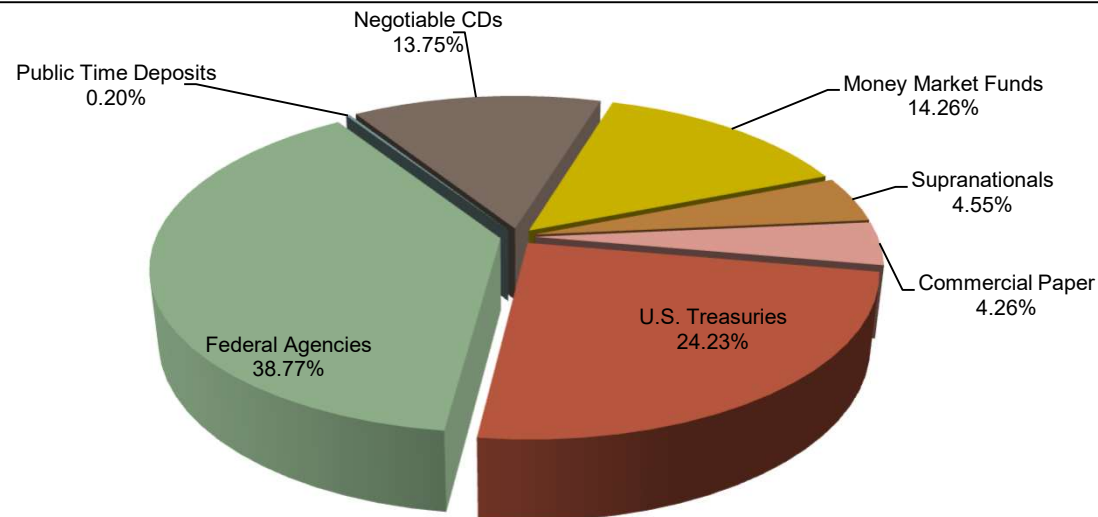
## City and County of San Francisco

### Pooled Fund Portfolio Statistics

For the month ended March 31, 2023

Average Daily Balance	\$15,334,870,303
Net Earnings	\$31,263,422
Earned Income Yield	2.40%
Weighted Average Maturity	484 days

<b>Investment Type</b>	<b>Par Value</b>	<b>Book Value</b>	<b>Market Value</b>
	<i>(\$ million)</i>		
U.S. Treasuries	\$ 3,875.0	\$ 3,877.9	\$ 3,645.3
Federal Agencies	6,035.2	6,033.3	5,833.1
Public Time Deposits	30.0	30.0	30.0
Negotiable CDs	2,070.0	2,070.0	2,068.3
Commercial Paper	650.0	631.5	640.4
Money Market Funds	2,144.9	2,144.9	2,144.9
Supranationals	704.2	711.0	684.1
<b>Total</b>	<b>\$ 15,509.2</b>	<b>\$ 15,498.6</b>	<b>\$ 15,046.0</b>

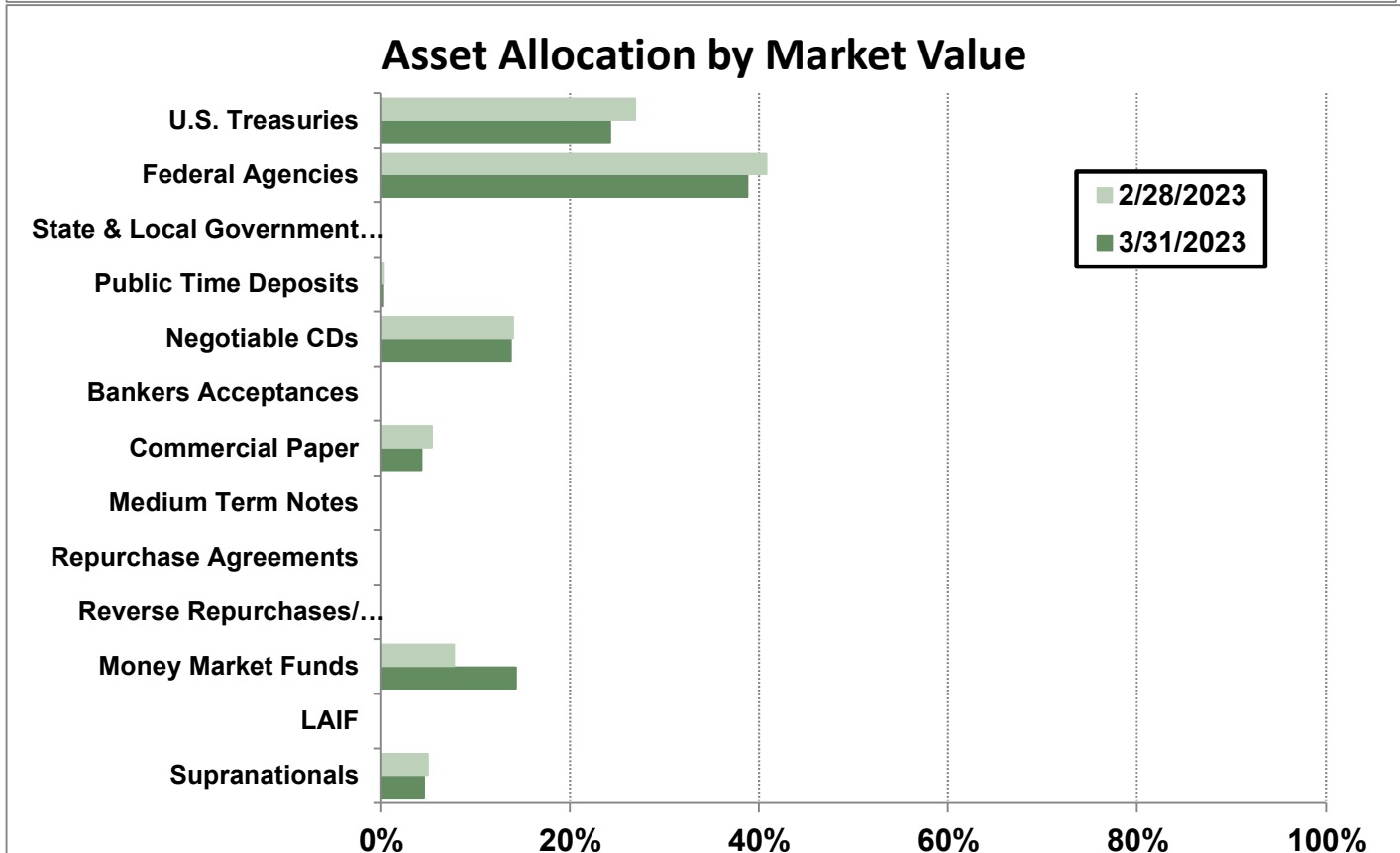
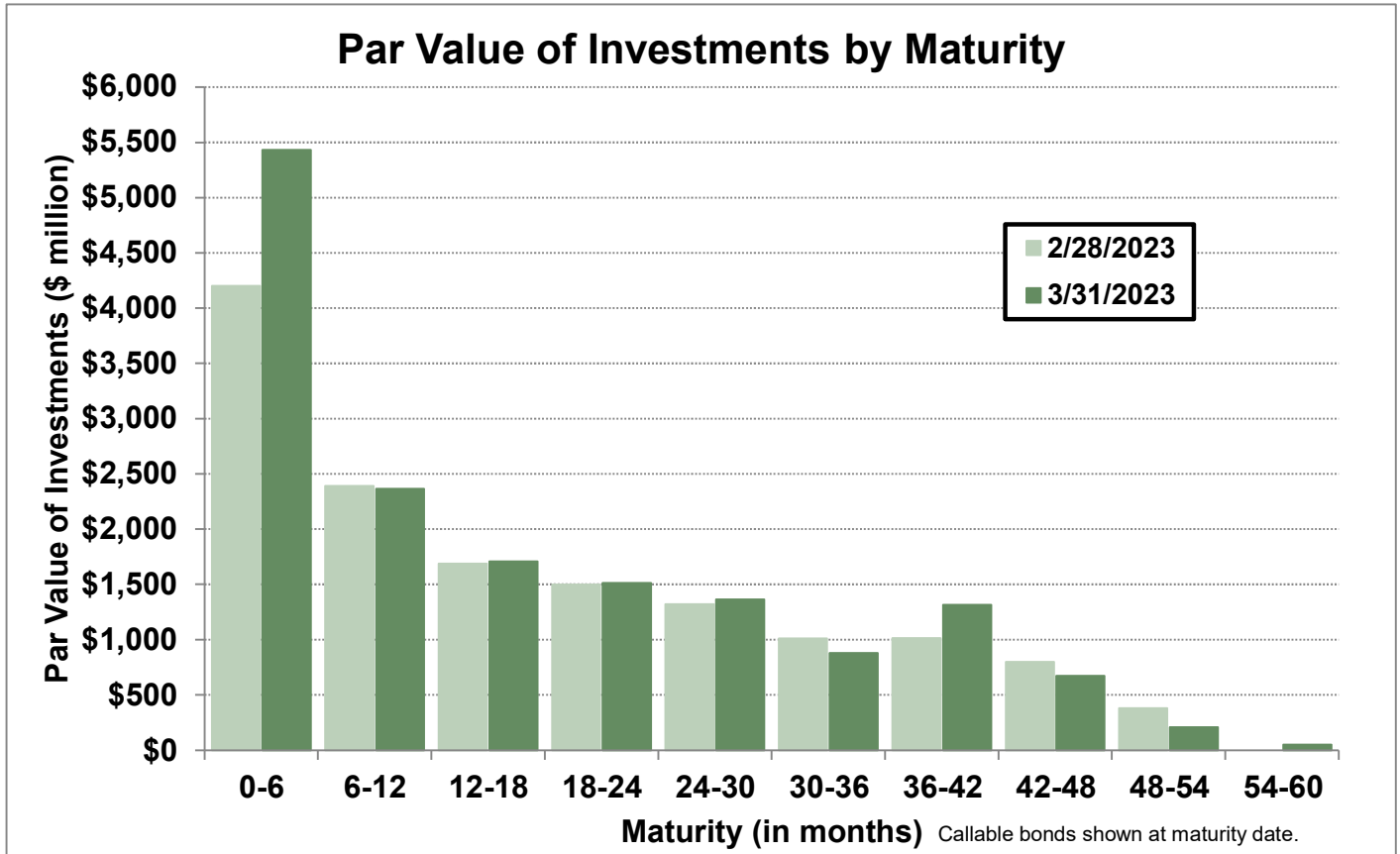


**Asset Allocation by Market Value**

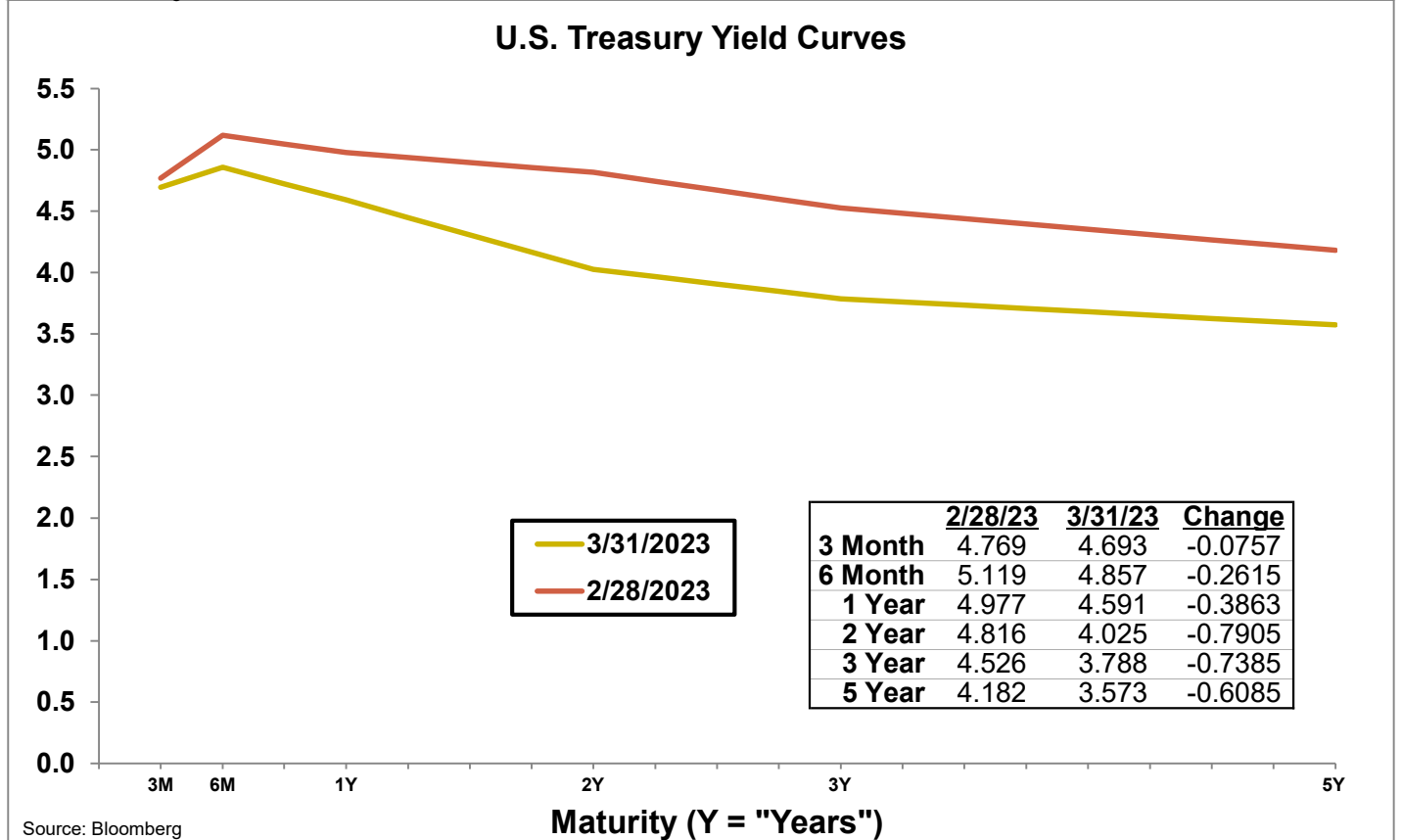
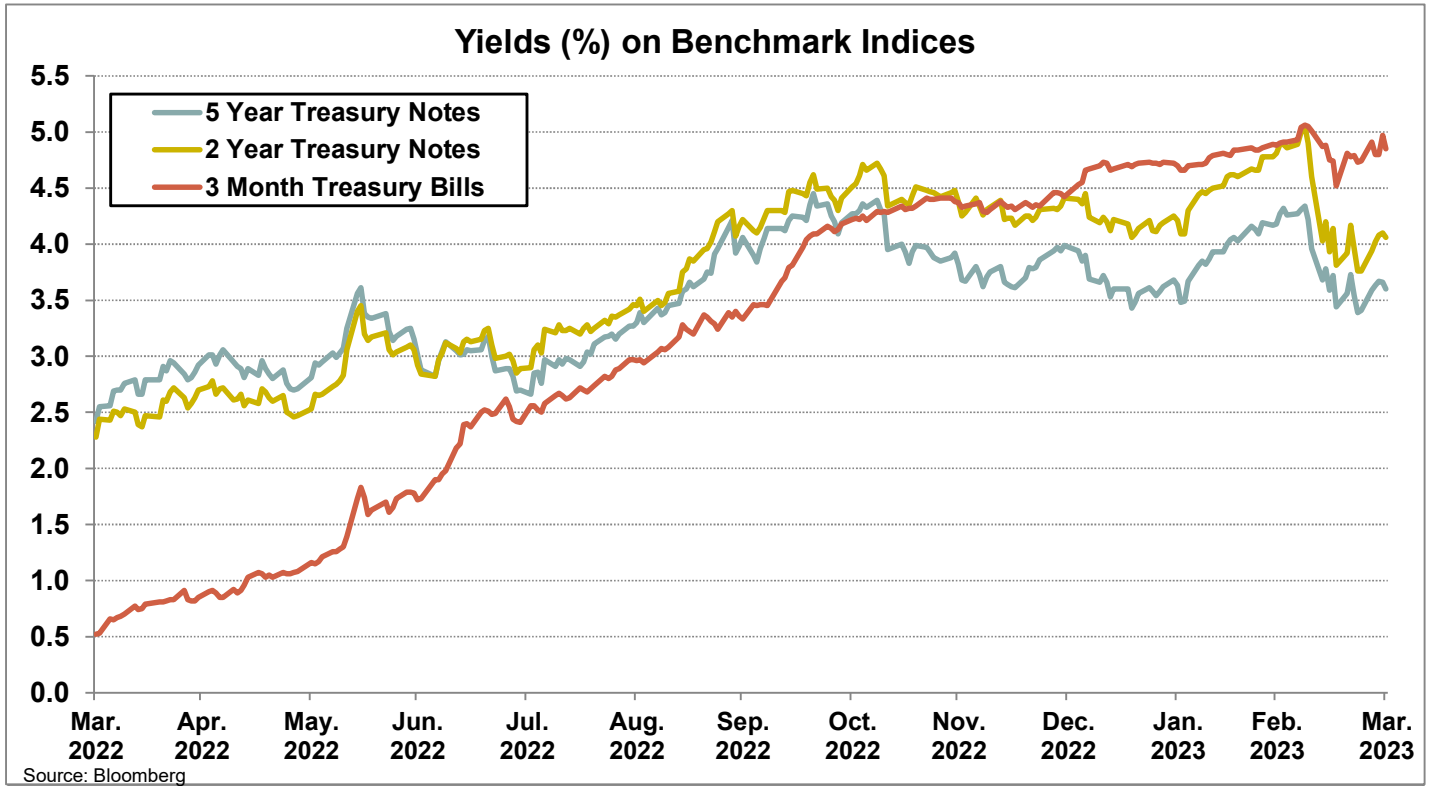
# Portfolio Analysis

## Pooled Fund

27



## Yield Curves





# Investment Inventory

## Pooled Fund

As of March 31, 2023

Type of Investment	CUSIP	Issuer Name	Maturity	Coupon		Par Value		Book Value		Amortized	Market Value
			Date							Book Value	
U.S. Treasuries	912828ZU7	UNITED STATES TREASURY	6/15/2023	0.25	\$	150,000,000	\$	150,136,719	\$	150,012,626	\$ 148,617,188
U.S. Treasuries	912828S35	UNITED STATES TREASURY	6/30/2023	1.38		100,000,000		100,744,141		100,111,237	\$ 99,171,875
U.S. Treasuries	91282CCK5	UNITED STATES TREASURY	6/30/2023	0.13		50,000,000		49,865,234		49,983,385	\$ 49,445,313
U.S. Treasuries	912828S92	UNITED STATES TREASURY	7/31/2023	1.25		100,000,000		102,439,453		100,346,855	\$ 98,812,500
U.S. Treasuries	91282CAK7	UNITED STATES TREASURY	9/15/2023	0.13		50,000,000		49,886,719		49,975,303	\$ 48,984,375
U.S. Treasuries	912828WE6	UNITED STATES TREASURY	11/15/2023	2.75		50,000,000		51,960,938		50,312,872	\$ 49,359,375
U.S. Treasuries	91282CBA8	UNITED STATES TREASURY	12/15/2023	0.13		150,000,000		148,613,281		149,533,860	\$ 145,265,625
U.S. Treasuries	91282CDV0	UNITED STATES TREASURY	1/31/2024	0.88		100,000,000		97,996,094		99,092,673	\$ 96,828,125
U.S. Treasuries	9128285Z9	UNITED STATES TREASURY	1/31/2024	2.50		50,000,000		52,511,719		50,902,325	\$ 49,078,125
U.S. Treasuries	912828B66	UNITED STATES TREASURY	2/15/2024	2.75		50,000,000		50,250,000		50,118,519	\$ 49,164,063
U.S. Treasuries	91282CBR1	UNITED STATES TREASURY	3/15/2024	0.25		50,000,000		48,708,984		49,389,479	\$ 47,960,938
U.S. Treasuries	91282CCC3	UNITED STATES TREASURY	5/15/2024	0.25		50,000,000		49,718,750		49,889,969	\$ 47,671,875
U.S. Treasuries	912828XT2	UNITED STATES TREASURY	5/31/2024	2.00		50,000,000		52,263,672		50,909,740	\$ 48,578,125
U.S. Treasuries	91282CCL3	UNITED STATES TREASURY	7/15/2024	0.38		150,000,000		147,531,250		148,595,949	\$ 142,429,688
U.S. Treasuries	912828Y87	UNITED STATES TREASURY	7/31/2024	1.75		50,000,000		52,210,938		50,883,287	\$ 48,273,438
U.S. Treasuries	91282CCT6	UNITED STATES TREASURY	8/15/2024	0.38		50,000,000		49,898,438		49,953,053	\$ 47,343,750
U.S. Treasuries	912828YM6	UNITED STATES TREASURY	10/31/2024	1.50		50,000,000		51,746,094		50,780,686	\$ 47,882,813
U.S. Treasuries	912828G38	UNITED STATES TREASURY	11/15/2024	2.25		100,000,000		106,388,672		102,820,454	\$ 96,843,750
U.S. Treasuries	912828YY0	UNITED STATES TREASURY	12/31/2024	1.75		50,000,000		52,226,563		51,027,397	\$ 47,960,938
U.S. Treasuries	912828Z52	UNITED STATES TREASURY	1/31/2025	1.38		100,000,000		103,023,438		101,454,311	\$ 95,156,250
U.S. Treasuries	912828ZC7	UNITED STATES TREASURY	2/28/2025	1.13		100,000,000		102,009,766		100,976,924	\$ 94,531,250
U.S. Treasuries	912828ZF0	UNITED STATES TREASURY	3/31/2025	0.50		100,000,000		99,619,141		99,807,502	\$ 93,250,000
U.S. Treasuries	912828ZL7	UNITED STATES TREASURY	4/30/2025	0.38		50,000,000		49,615,234		49,797,351	\$ 46,375,000
U.S. Treasuries	912828XB1	UNITED STATES TREASURY	5/15/2025	2.13		50,000,000		52,849,609		51,634,676	\$ 48,062,500
U.S. Treasuries	912828ZW3	UNITED STATES TREASURY	6/30/2025	0.25		450,000,000		442,748,047		445,924,328	\$ 414,703,125
U.S. Treasuries	91282CAB7	UNITED STATES TREASURY	7/31/2025	0.25		100,000,000		98,822,266		99,310,575	\$ 91,812,500
U.S. Treasuries	91282CFK2	UNITED STATES TREASURY	9/15/2025	3.50		50,000,000		48,968,750		49,120,316	\$ 49,515,625
U.S. Treasuries	91282CAM3	UNITED STATES TREASURY	9/30/2025	0.25		100,000,000		98,390,625		99,062,678	\$ 91,515,625
U.S. Treasuries	91282CAT8	UNITED STATES TREASURY	10/31/2025	0.25		150,000,000		147,425,781		148,574,424	\$ 136,734,375
U.S. Treasuries	91282CBC4	UNITED STATES TREASURY	12/31/2025	0.38		100,000,000		98,726,563		99,276,713	\$ 91,125,000
U.S. Treasuries	91282CBW0	UNITED STATES TREASURY	4/30/2026	0.75		100,000,000		99,392,578		99,612,882	\$ 91,156,250
U.S. Treasuries	912828R36	UNITED STATES TREASURY	5/15/2026	1.63		100,000,000		104,093,750		102,681,094	\$ 93,609,375
U.S. Treasuries	91282CCJ8	UNITED STATES TREASURY	6/30/2026	0.88		450,000,000		449,880,859		449,846,524	\$ 410,343,750
U.S. Treasuries	91282CCW9	UNITED STATES TREASURY	8/31/2026	0.75		50,000,000		49,449,219		49,617,700	\$ 45,187,500
U.S. Treasuries	91282CCZ2	UNITED STATES TREASURY	9/30/2026	0.88		150,000,000		148,679,688		149,068,943	\$ 135,843,750
U.S. Treasuries	91282CDK4	UNITED STATES TREASURY	11/30/2026	1.25		150,000,000		147,267,578		147,847,375	\$ 137,203,125
U.S. Treasuries	91282CDQ1	UNITED STATES TREASURY	12/31/2026	1.25		50,000,000		47,107,422		47,719,890	\$ 45,671,875
U.S. Treasuries	91282CEF4	UNITED STATES TREASURY	3/31/2027	2.50		25,000,000		24,757,813		24,805,718	\$ 23,875,000
<b>Subtotals</b>				<b>0.90</b>	<b>\$</b>	<b>3,875,000,000</b>	<b>\$</b>	<b>3,877,925,781</b>	<b>\$</b>	<b>3,870,779,591</b>	<b>\$ 3,645,343,750</b>
Federal Agencies	3133EMVP4	FEDERAL FARM CREDIT BANKS FU	4/13/2023	0.13	\$	95,000,000	\$	94,874,600	\$	94,997,939	\$ 94,874,125
Federal Agencies	3133EMXM9	FEDERAL FARM CREDIT BANKS FU	4/27/2023	0.13		44,500,000		44,462,233		44,498,640	\$ 44,358,490
Federal Agencies	3133EMYX4	FEDERAL FARM CREDIT BANKS FU	5/10/2023	0.13		112,500,000		112,356,000		112,492,307	\$ 111,948,975
Federal Agencies	313384FX2	FEDERAL HOME LOAN BANKS	5/22/2023	0.00		30,000,000		29,750,100		29,797,700	\$ 29,810,430
Federal Agencies	3130AMRY0	FEDERAL HOME LOAN BANKS	6/2/2023	0.13		15,000,000		14,986,200		14,998,825	\$ 14,882,460
Federal Agencies	3133EMF31	FEDERAL FARM CREDIT BANKS FU	6/2/2023	0.13		100,000,000		99,938,000		99,994,734	\$ 99,216,400
Federal Agencies	3133EMH96	FEDERAL FARM CREDIT BANKS FU	6/14/2023	0.13		50,000,000		49,864,850		49,986,032	\$ 49,529,300
Federal Agencies	3130AUNE0	FEDERAL HOME LOAN BANKS	6/26/2023	4.78		29,000,000		29,000,000		29,000,000	\$ 28,985,674
Federal Agencies	3133EM3S9	FEDERAL FARM CREDIT BANKS FU	6/26/2023	0.20		98,067,000		97,806,076		98,027,366	\$ 97,003,954

## Investment Inventory

### Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity	Coupon	Par Value	Book Value	Amortized	Market Value
			Date				Book Value	
Federal Agencies	3133EMS37	FEDERAL FARM CREDIT BANKS FU	7/14/2023	0.13	100,000,000	99,835,044	99,976,499	98,660,900
Federal Agencies	3133ENEY2	FEDERAL FARM CREDIT BANKS FU	7/24/2023	0.45	50,000,000	49,996,500	49,999,343	49,314,100
Federal Agencies	3133EM2E1	FEDERAL FARM CREDIT BANKS FU	8/10/2023	0.16	50,000,000	49,970,000	49,994,616	49,170,600
Federal Agencies	3137EAEV7	FEDERAL HOME LOAN MORTGAGE	8/24/2023	0.25	40,776,000	40,542,761	40,721,975	40,040,523
Federal Agencies	313384LJ6	FEDERAL HOME LOAN BANKS	9/6/2023	0.00	50,000,000	48,055,750	48,986,167	48,963,050
Federal Agencies	3130AJXD6	FEDERAL HOME LOAN BANKS	9/8/2023	0.13	20,975,000	20,806,361	20,932,374	20,547,865
Federal Agencies	313383YJ4	FEDERAL HOME LOAN BANKS	9/8/2023	3.38	90,000,000	90,243,750	90,095,687	89,396,010
Federal Agencies	3135G0U43	FEDERAL NATIONAL MORTGAGE A	9/12/2023	2.88	29,648,000	30,793,302	29,940,569	29,380,368
Federal Agencies	3133EM6N7	FEDERAL FARM CREDIT BANKS FU	9/27/2023	0.17	50,000,000	49,950,000	49,987,740	48,872,900
Federal Agencies	3133ENG1	FEDERAL FARM CREDIT BANKS FU	12/1/2023	0.50	125,000,000	124,818,750	124,939,251	121,467,500
Federal Agencies	3130A3VC5	FEDERAL HOME LOAN BANKS	12/8/2023	2.25	40,000,000	41,204,000	40,415,115	39,298,880
Federal Agencies	3133ENHR4	FEDERAL FARM CREDIT BANKS FU	12/20/2023	0.68	112,000,000	111,946,088	111,980,577	108,725,904
Federal Agencies	3130AU4V3	FEDERAL HOME LOAN BANKS	1/8/2024	4.80	36,000,000	35,986,400	35,990,315	35,971,992
Federal Agencies	3133ENLF5	FEDERAL FARM CREDIT BANKS FU	1/18/2024	0.90	61,856,000	61,439,815	61,684,181	59,958,815
Federal Agencies	3130AFW94	FEDERAL HOME LOAN BANKS	2/13/2024	2.50	39,010,000	40,648,810	39,643,222	38,396,627
Federal Agencies	3133ELNE0	FEDERAL FARM CREDIT BANKS FU	2/14/2024	1.43	20,495,000	20,950,604	20,596,777	19,904,334
Federal Agencies	3130AUYG3	FEDERAL HOME LOAN BANKS	2/16/2024	5.10	25,000,000	24,996,500	24,996,922	25,045,775
Federal Agencies	3133EMRZ7	FEDERAL FARM CREDIT BANKS FU	2/26/2024	0.25	110,000,000	109,960,400	109,988,030	105,594,940
Federal Agencies	3130ARHG9	FEDERAL HOME LOAN BANKS	2/28/2024	2.13	36,000,000	35,958,960	35,980,615	35,142,408
Federal Agencies	3130ATUQ8	FEDERAL HOME LOAN BANKS	3/8/2024	4.75	115,000,000	114,976,300	114,981,664	114,887,185
Federal Agencies	3133EMTW2	FEDERAL FARM CREDIT BANKS FU	3/18/2024	0.30	100,000,000	99,878,950	99,961,123	95,793,100
Federal Agencies	3133EMWV0	FEDERAL FARM CREDIT BANKS FU	4/22/2024	0.35	84,969,000	84,992,791	84,977,494	81,215,409
Federal Agencies	3133ENWP1	FEDERAL FARM CREDIT BANKS FU	5/16/2024	2.63	95,000,000	94,871,750	94,927,892	92,892,425
Federal Agencies	3133ENYH7	FEDERAL FARM CREDIT BANKS FU	6/10/2024	2.63	100,000,000	99,871,000	99,923,059	97,674,800
Federal Agencies	3130A1XJ2	FEDERAL HOME LOAN BANKS	6/14/2024	2.88	109,435,000	109,808,808	109,651,435	107,194,209
Federal Agencies	3130ASHK8	FEDERAL HOME LOAN BANKS	6/14/2024	3.13	56,210,000	56,019,452	56,089,017	55,220,648
Federal Agencies	3133ENYX2	FEDERAL FARM CREDIT BANKS FU	6/17/2024	3.25	100,000,000	99,911,250	99,946,216	98,372,700
Federal Agencies	3133ENZS2	FEDERAL FARM CREDIT BANKS FU	6/28/2024	3.10	100,000,000	99,947,000	99,967,083	98,166,400
Federal Agencies	3130ASME6	FEDERAL HOME LOAN BANKS	7/8/2024	3.00	42,500,000	42,417,550	42,447,665	41,657,310
Federal Agencies	3133EMV25	FEDERAL FARM CREDIT BANKS FU	7/23/2024	0.45	50,000,000	50,092,000	50,040,728	47,393,450
Federal Agencies	3133EPBF1	FEDERAL FARM CREDIT BANKS FU	8/21/2024	4.88	55,000,000	54,977,700	54,979,290	55,234,575
Federal Agencies	3133ENJ84	FEDERAL FARM CREDIT BANKS FU	8/26/2024	3.38	50,000,000	49,916,500	49,941,402	49,211,950
Federal Agencies	3130ATVD6	FEDERAL HOME LOAN BANKS	9/13/2024	4.88	50,000,000	50,062,000	50,048,918	50,258,700
Federal Agencies	3133EM5X6	FEDERAL FARM CREDIT BANKS FU	9/23/2024	0.43	125,000,000	124,873,750	124,937,681	117,848,875
Federal Agencies	3133ENP79	FEDERAL FARM CREDIT BANKS FU	9/26/2024	4.25	50,000,000	49,996,000	49,997,023	49,830,150
Federal Agencies	3130ATT31	FEDERAL HOME LOAN BANKS	10/3/2024	4.50	50,000,000	49,879,250	49,890,506	50,029,350
Federal Agencies	3133ENEJ5	FEDERAL FARM CREDIT BANKS FU	11/18/2024	0.88	70,000,000	69,919,500	69,956,151	66,181,570
Federal Agencies	3133ENZ94	FEDERAL FARM CREDIT BANKS FU	11/18/2024	4.50	25,000,000	24,973,500	24,978,358	25,017,200
Federal Agencies	3133ELCP7	FEDERAL FARM CREDIT BANKS FU	12/3/2024	1.63	25,000,000	24,960,000	24,986,601	23,919,825
Federal Agencies	3133ENGQ7	FEDERAL FARM CREDIT BANKS FU	12/9/2024	0.92	100,000,000	99,948,000	99,970,679	94,505,800
Federal Agencies	3133EN4N7	FEDERAL FARM CREDIT BANKS FU	12/20/2024	4.25	60,000,000	59,891,900	59,906,984	59,919,060
Federal Agencies	3135GAG39	FEDERAL NATIONAL MORTGAGE A	12/30/2024	5.38	100,000,000	100,000,000	100,000,000	99,884,600
Federal Agencies	3133ENKS8	FEDERAL FARM CREDIT BANKS FU	1/6/2025	1.13	70,000,000	69,842,500	69,906,742	66,342,640
Federal Agencies	3135G0X24	FEDERAL NATIONAL MORTGAGE A	1/7/2025	1.63	39,060,000	40,632,556	39,809,774	37,343,899
Federal Agencies	3133ENZ37	FEDERAL FARM CREDIT BANKS FU	1/10/2025	4.88	50,000,000	49,997,780	49,998,178	50,490,900
Federal Agencies	3133EPAG0	FEDERAL FARM CREDIT BANKS FU	2/10/2025	4.25	39,875,000	39,663,265	39,677,748	39,873,804
Federal Agencies	3137EAP0	FEDERAL HOME LOAN MORTGAGE	2/12/2025	1.50	133,532,000	135,388,452	134,449,384	127,151,040
Federal Agencies	3130AUVZ4	FEDERAL HOME LOAN BANKS	2/13/2025	4.50	50,000,000	49,921,500	49,926,547	50,228,750
Federal Agencies	3130AV7L0	FEDERAL HOME LOAN BANKS	2/28/2025	5.00	60,000,000	59,920,800	59,923,955	60,835,440
Federal Agencies	3133ELQY3	FEDERAL FARM CREDIT BANKS FU	3/3/2025	1.21	40,000,000	39,954,960	39,982,493	37,805,640

# Investment Inventory

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity	Coupon	Par Value	Book Value	Amortized	Market Value
			Date				Book Value	
Federal Agencies	3133EMWT5	FEDERAL FARM CREDIT BANKS FU	4/21/2025	0.60	50,000,000	49,973,500	49,986,378	46,528,050
Federal Agencies	3135G03U5	FEDERAL NATIONAL MORTGAGE A	4/22/2025	0.63	137,938,000	136,719,742	137,186,660	128,414,485
Federal Agencies	3133ENXE5	FEDERAL FARM CREDIT BANKS FU	5/23/2025	2.85	26,000,000	25,963,600	25,973,995	25,319,892
Federal Agencies	3130ASG86	FEDERAL HOME LOAN BANKS	6/13/2025	3.38	24,640,000	24,806,223	24,767,932	24,258,055
Federal Agencies	3133EN4B3	FEDERAL FARM CREDIT BANKS FU	6/13/2025	4.25	45,000,000	44,967,233	44,971,145	45,120,105
Federal Agencies	3133ENYQ7	FEDERAL FARM CREDIT BANKS FU	6/13/2025	2.95	50,000,000	49,975,500	49,982,027	48,783,650
Federal Agencies	3135G04Z3	FEDERAL NATIONAL MORTGAGE A	6/17/2025	0.50	14,655,000	14,346,240	14,461,155	13,547,551
Federal Agencies	3130AN4A5	FEDERAL HOME LOAN BANKS	6/30/2025	0.70	17,680,000	17,734,631	17,710,954	16,401,595
Federal Agencies	3135G05X7	FEDERAL NATIONAL MORTGAGE A	8/25/2025	0.38	97,500,000	96,546,250	96,989,876	89,360,895
Federal Agencies	3130A8ZQ9	FEDERAL HOME LOAN BANKS	9/12/2025	1.75	10,295,000	10,575,333	10,472,942	9,749,869
Federal Agencies	3137EAEX3	FEDERAL HOME LOAN MORTGAGE	9/23/2025	0.38	22,600,000	22,295,352	22,434,128	20,670,141
Federal Agencies	3133EPDL6	FEDERAL FARM CREDIT BANKS FU	10/1/2025	4.85	50,000,000	50,000,000	50,000,000	50,951,200
Federal Agencies	3133ENEG1	FEDERAL FARM CREDIT BANKS FU	11/17/2025	1.05	94,675,000	94,545,232	94,589,643	87,718,565
Federal Agencies	3133ENHM5	FEDERAL FARM CREDIT BANKS FU	12/16/2025	1.17	95,000,000	94,903,100	94,934,339	88,128,460
Federal Agencies	3133EN5E6	FEDERAL FARM CREDIT BANKS FU	12/29/2025	4.00	60,000,000	59,818,050	59,833,489	59,965,440
Federal Agencies	3133EN6A3	FEDERAL FARM CREDIT BANKS FU	1/13/2026	4.00	50,000,000	49,959,600	49,962,475	49,983,900
Federal Agencies	3130AUTC8	FEDERAL HOME LOAN BANKS	2/6/2026	4.01	21,100,000	20,990,128	20,990,773	21,104,473
Federal Agencies	3133EPBJ3	FEDERAL FARM CREDIT BANKS FU	2/23/2026	4.38	103,000,000	102,825,580	102,831,468	104,038,755
Federal Agencies	3133ENJ35	FEDERAL FARM CREDIT BANKS FU	2/25/2026	3.32	35,000,000	34,957,650	34,964,896	34,354,180
Federal Agencies	3133EMZ21	FEDERAL FARM CREDIT BANKS FU	4/6/2026	0.69	15,500,000	15,458,150	15,472,912	14,071,458
Federal Agencies	3133ENU00	FEDERAL FARM CREDIT BANKS FU	4/8/2026	2.64	50,000,000	49,903,000	49,926,769	48,127,650
Federal Agencies	3130ANNM8	FEDERAL HOME LOAN BANKS	7/13/2026	1.05	100,000,000	100,000,000	100,000,000	90,561,700
Federal Agencies	3130ANMP2	FEDERAL HOME LOAN BANKS	7/27/2026	1.07	100,000,000	100,000,000	100,000,000	90,504,400
Federal Agencies	3130ANTG5	FEDERAL HOME LOAN BANKS	8/10/2026	1.05	100,000,000	100,000,000	100,000,000	90,355,800
Federal Agencies	3130AP6T7	FEDERAL HOME LOAN BANKS	9/3/2026	1.08	100,000,000	100,000,000	100,000,000	90,280,800
Federal Agencies	3130APPR0	FEDERAL HOME LOAN BANKS	10/19/2026	1.43	100,000,000	100,000,000	100,000,000	91,032,000
Federal Agencies	3130AQ7L1	FEDERAL HOME LOAN BANKS	11/16/2026	1.61	100,000,000	100,000,000	100,000,000	91,397,900
Federal Agencies	3130AQJ95	FEDERAL HOME LOAN BANKS	12/14/2026	1.65	100,000,000	100,000,000	100,000,000	91,318,000
Federal Agencies	3130ARB59	FEDERAL HOME LOAN BANKS	3/8/2027	2.35	100,000,000	100,000,000	100,000,000	93,543,600
Federal Agencies	3133ENRD4	FEDERAL FARM CREDIT BANKS FU	3/10/2027	1.68	48,573,000	47,432,020	47,670,874	44,806,310
Federal Agencies	3133ENTS9	FEDERAL FARM CREDIT BANKS FU	4/5/2027	2.60	72,000,000	71,573,348	71,657,509	68,790,456
Federal Agencies	3133EN2L3	FEDERAL FARM CREDIT BANKS FU	5/17/2027	4.13	55,650,000	55,613,093	55,616,127	56,282,685
Federal Agencies	3130ASGU7	FEDERAL HOME LOAN BANKS	6/11/2027	3.50	44,100,000	44,710,878	44,623,554	43,606,433
Federal Agencies	3133ENZK9	FEDERAL FARM CREDIT BANKS FU	6/28/2027	3.24	27,865,000	28,099,066	28,064,542	27,268,828
Federal Agencies	3133EPBM6	FEDERAL FARM CREDIT BANKS FU	8/23/2027	4.13	10,000,000	9,974,000	9,974,586	10,118,340
Federal Agencies	3130AUXL3	FEDERAL HOME LOAN BANKS	2/24/2028	6.00	50,000,000	50,000,000	50,000,000	49,913,000
<b>Subtotals</b>				<b>2.03</b>	<b>\$ 6,035,179,000</b>	<b>\$ 6,033,315,116</b>	<b>\$ 6,032,876,456</b>	<b>\$ 5,833,063,322</b>
Public Time Deposits	PPFTL68P0	Bank of San Francisco	6/5/2023	4.69	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
Public Time Deposits	PPG03UL74	Bridge Bank	6/19/2023	4.72	10,000,000	10,000,000	10,000,000	10,000,000
Public Time Deposits	PPFTLUBP3	Bank of San Francisco	7/10/2023	4.85	10,000,000	10,000,000	10,000,000	10,000,000
<b>Subtotals</b>				<b>4.75</b>	<b>\$ 30,000,000</b>	<b>\$ 30,000,000</b>	<b>\$ 30,000,000</b>	<b>\$ 30,000,000</b>

## Investment Inventory

### Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
			Date					
Negotiable CDs	65602Y3E8	Norinchukin Bank - New York Branch	5/8/2023	5.20	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,006,900
Negotiable CDs	89115B3A6	Toronto-Dominion Bank - New York Br	6/15/2023	3.60	100,000,000	100,000,000	100,000,000	99,662,700
Negotiable CDs	78012U6W0	Royal Bank of Canada New York Bran	6/15/2023	3.71	50,000,000	50,000,000	50,000,000	49,841,650
Negotiable CDs	78012U7H2	Royal Bank of Canada New York Bran	6/15/2023	3.68	50,000,000	50,000,000	50,000,000	49,839,050
Negotiable CDs	89115BAW0	Toronto-Dominion Bank - New York Br	6/30/2023	3.90	50,000,000	50,000,000	50,000,000	49,828,050
Negotiable CDs	06367CX51	Bank of Montreal - Chicago Branch	6/30/2023	3.92	50,000,000	50,000,000	50,000,000	49,830,600
Negotiable CDs	06367CWT0	Bank of Montreal - Chicago Branch	7/3/2023	3.75	50,000,000	50,000,000	50,000,000	49,802,750
Negotiable CDs	78015J3N5	Royal Bank of Canada New York Bran	7/3/2023	3.73	50,000,000	50,000,000	50,000,000	49,800,300
Negotiable CDs	06367CXA0	Bank of Montreal - Chicago Branch	7/3/2023	3.84	50,000,000	50,000,000	50,000,000	49,815,000
Negotiable CDs	06417MB87	Bank of Nova Scotia - Houston Branch	7/3/2023	3.73	50,000,000	50,000,000	50,000,000	49,801,650
Negotiable CDs	78015JAJ6	Royal Bank of Canada New York Bran	7/3/2023	4.02	50,000,000	50,000,000	50,000,000	49,838,250
Negotiable CDs	06367D2M6	Bank of Montreal - Chicago Branch	7/3/2023	5.30	50,000,000	50,000,000	50,000,000	50,009,200
Negotiable CDs	65602Y7E4	Norinchukin Bank - New York Branch	8/16/2023	5.05	50,000,000	50,000,000	50,000,000	49,974,300
Negotiable CDs	06367CXR3	Bank of Montreal - Chicago Branch	8/28/2023	4.23	50,000,000	50,000,000	50,000,000	49,786,300
Negotiable CDs	78015JFJ1	Royal Bank of Canada New York Bran	9/20/2023	4.75	50,000,000	50,000,000	50,000,000	49,843,450
Negotiable CDs	78015JHJ9	Royal Bank of Canada New York Bran	9/22/2023	4.81	50,000,000	50,000,000	50,000,000	49,889,700
Negotiable CDs	06367CY27	Bank of Montreal - Chicago Branch	9/22/2023	4.80	50,000,000	50,000,000	50,000,000	49,887,850
Negotiable CDs	06367CXX0	Bank of Montreal - Chicago Branch	9/25/2023	4.82	50,000,000	50,000,000	50,000,000	49,889,850
Negotiable CDs	78015JH67	Royal Bank of Canada New York Bran	9/25/2023	4.76	50,000,000	50,000,000	50,000,000	49,875,750
Negotiable CDs	06367CYA9	Bank of Montreal - Chicago Branch	10/6/2023	4.97	50,000,000	50,000,000	50,000,000	49,888,400
Negotiable CDs	89115BC73	Toronto-Dominion Bank - New York Br	10/23/2023	5.57	50,000,000	50,000,000	50,000,000	50,083,750
Negotiable CDs	78015JMJ3	Royal Bank of Canada New York Bran	10/23/2023	5.46	50,000,000	50,000,000	50,000,000	50,056,850
Negotiable CDs	06367D4E2	Bank of Montreal - Chicago Branch	10/24/2023	5.42	100,000,000	100,000,000	100,000,000	100,137,800
Negotiable CDs	13606KRZ1	Canadian Imperial Bank of Commerce	11/6/2023	5.32	50,000,000	50,000,000	50,000,000	50,032,300
Negotiable CDs	89115BJX9	Toronto-Dominion Bank - New York Br	11/20/2023	5.51	50,000,000	50,000,000	50,000,000	50,083,700
Negotiable CDs	06417MN84	Bank of Nova Scotia - Houston Branch	11/21/2023	5.50	50,000,000	50,000,000	50,000,000	50,081,700
Negotiable CDs	78015JPE1	Royal Bank of Canada New York Bran	12/18/2023	5.37	50,000,000	50,000,000	50,000,000	50,041,600
Negotiable CDs	78015JRE9	Royal Bank of Canada New York Bran	12/29/2023	5.43	100,000,000	100,000,000	100,000,000	100,128,500
Negotiable CDs	89115BPP0	Toronto-Dominion Bank - New York Br	1/3/2024	5.43	50,000,000	50,000,000	50,000,000	50,063,650
Negotiable CDs	89115BPF1	Toronto-Dominion Bank - New York Br	1/5/2024	5.43	50,000,000	50,000,000	50,000,000	50,027,350
Negotiable CDs	06367D3V5	Bank of Montreal - Chicago Branch	1/12/2024	5.24	70,000,000	70,000,000	70,000,000	69,991,460
Negotiable CDs	89115BQB9	Toronto-Dominion Bank - New York Br	1/17/2024	5.24	50,000,000	50,000,000	50,000,000	49,958,750
Negotiable CDs	89115BY79	Toronto-Dominion Bank - New York Br	1/29/2024	5.75	50,000,000	50,000,000	50,000,000	50,211,200
Negotiable CDs	89115BST8	Toronto-Dominion Bank - New York Br	1/29/2024	5.21	100,000,000	100,000,000	100,000,000	99,964,500
Negotiable CDs	06417MT47	Bank of Nova Scotia - Houston Branch	2/9/2024	5.43	50,000,000	50,000,000	50,000,000	50,073,500
Negotiable CDs	89115BWK2	Toronto-Dominion Bank - New York Br	2/22/2024	5.58	50,000,000	50,000,000	50,000,000	50,144,150
Negotiable CDs	89115BXF2	Toronto-Dominion Bank - New York Br	3/6/2024	5.60	50,000,000	50,000,000	50,000,000	50,111,450
<b>Subtotals</b>				<b>4.85</b>	<b>\$ 2,070,000,000</b>	<b>\$ 2,070,000,000</b>	<b>\$ 2,070,000,000</b>	<b>\$ 2,068,303,910</b>



# Investment Inventory

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity Date	Coupon	Par Value	Book Value	Amortized Book Value	Market Value
Commercial Paper	62479MTG8	MUFG Bank - New York Branch	6/16/2023	0.00	\$ 50,000,000	\$ 48,751,972	\$ 49,470,111	\$ 49,507,500
Commercial Paper	89233HTW4	Toyota Motor Credit Corporation	6/30/2023	0.00	150,000,000	144,920,833	148,150,000	148,113,450
Commercial Paper	62479MTW3	MUFG Bank - New York Branch	6/30/2023	0.00	100,000,000	97,331,306	98,742,500	98,835,500
Commercial Paper	62479MU35	MUFG Bank - New York Branch	7/3/2023	0.00	50,000,000	48,515,417	49,342,542	49,398,500
Commercial Paper	62479MV26	MUFG Bank - New York Branch	8/2/2023	0.00	50,000,000	48,785,111	49,150,958	49,205,950
Commercial Paper	62479MV75	MUFG Bank - New York Branch	8/7/2023	0.00	50,000,000	48,750,597	49,116,444	49,173,850
Commercial Paper	89233HVB7	Toyota Motor Credit Corporation	8/11/2023	0.00	50,000,000	48,756,944	49,083,333	49,060,300
Commercial Paper	62479MVE0	MUFG Bank - New York Branch	8/14/2023	0.00	50,000,000	48,660,667	49,077,500	49,128,900
Commercial Paper	62479MVU4	MUFG Bank - New York Branch	8/28/2023	0.00	50,000,000	48,457,583	48,969,417	49,038,850
Commercial Paper	89233HVW1	Toyota Motor Credit Corporation	8/30/2023	0.00	50,000,000	48,601,375	48,949,292	48,915,450
<b>Subtotals</b>				<b>0.00</b>	<b>\$ 650,000,000</b>	<b>\$ 631,531,806</b>	<b>\$ 640,052,097</b>	<b>\$ 640,378,250</b>
Money Market Funds	61747C319	MORG STAN I LQ:GV IMP	4/1/2023	4.75	\$ 667,030,309	\$ 667,030,309	\$ 667,030,309	\$ 667,030,309
Money Market Funds	85749T517	SS INST INV:US GV MM OPP	4/1/2023	4.68	24,672,839	24,672,839	24,672,839	24,672,839
Money Market Funds	31607A703	FIDELITY IMM:GOVT INSTL	4/1/2023	0.00	710,242,707	710,242,707	710,242,707	710,242,707
Money Market Funds	608919718	FEDERATED HRMS GV O PRMR	4/1/2023	4.69	123,580,022	123,580,022	123,580,022	123,580,022
Money Market Funds	262006208	DREYFUS GVT CSH MGT INST	4/1/2023	4.71	414,191,030	414,191,030	414,191,030	414,191,030
Money Market Funds	09248U718	BLKRK	4/1/2023	4.68	205,191,339	205,191,339	205,191,339	205,191,339
<b>Subtotals</b>				<b>3.16</b>	<b>\$ 2,144,908,247</b>	<b>\$ 2,144,908,247</b>	<b>\$ 2,144,908,247</b>	<b>\$ 2,144,908,247</b>
Supranationals	459058JV6	INTERNATIONAL BANK FOR RECON	4/20/2023	0.13	\$ 100,000,000	\$ 99,793,000	\$ 99,994,612	\$ 99,760,100
Supranationals	4581X0CC0	INTER-AMERICAN DEVELOPMENT E	10/4/2023	3.00	25,756,000	26,837,752	26,061,784	25,513,456
Supranationals	45906M3B5	INTERNATIONAL BANK FOR RECON	6/14/2024	1.98	100,000,000	100,000,000	100,000,000	97,111,000
Supranationals	4581X0EE4	INTER-AMERICAN DEVELOPMENT E	7/1/2024	3.25	80,000,000	79,992,000	79,994,999	78,877,840
Supranationals	459056HV2	INTERNATIONAL BANK FOR RECON	8/28/2024	1.50	50,000,000	50,984,250	50,492,125	48,029,500
Supranationals	45950VQG4	INTERNATIONAL FINANCE CORP	9/23/2024	0.44	10,000,000	9,918,700	9,958,779	9,400,590
Supranationals	4581X0DZ8	INTER-AMERICAN DEVELOPMENT E	9/23/2024	0.50	50,000,000	49,595,500	49,792,377	47,281,600
Supranationals	4581X0CM8	INTER-AMERICAN DEVELOPMENT E	1/15/2025	2.13	100,000,000	105,676,000	102,733,662	96,473,400
Supranationals	459058JB0	INTERNATIONAL BANK FOR RECON	4/22/2025	0.63	40,000,000	40,086,000	40,047,240	37,286,120
Supranationals	4581X0DN5	INTER-AMERICAN DEVELOPMENT E	7/15/2025	0.63	28,900,000	28,519,098	28,664,472	26,776,197
Supranationals	45950VRU2	INTERNATIONAL FINANCE CORP	1/26/2026	4.02	100,000,000	100,000,000	100,000,000	99,815,600
Supranationals	45818WDG8	INTER-AMERICAN	2/27/2026	0.82	19,500,000	19,556,907	19,536,729	17,724,857
<b>Subtotals</b>				<b>1.90</b>	<b>\$ 704,156,000</b>	<b>\$ 710,959,207</b>	<b>\$ 707,276,778</b>	<b>\$ 684,050,259</b>
<b>Grand Totals</b>				<b>2.22</b>	<b>\$ 15,509,243,247</b>	<b>\$ 15,498,640,156</b>	<b>\$ 15,495,893,170</b>	<b>\$ 15,046,047,738</b>

## Monthly Investment Earnings

### Pooled Fund

For month ended March 31, 2023

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity		Earned Interest	Amort.	Realized	Earned Income
							Date			Expense	Gain/(Loss)	/Net Earnings
U.S. Treasuries	912828WE6	United States Department of The Treasury	50000000	2.75	1.7265	12/17/19	11/15/23		117,749	-42,540	0	75,209
U.S. Treasuries	912828S35	United States Department of The Treasury	50000000	1.375	1.6051	1/9/20	6/30/23		58,874	9,645	0.00	68,520
U.S. Treasuries	91282CAT8	United States Department of The Treasury	50000000	0.25	0.5534	2/25/21	10/31/25		10,704	12,719	0	23,423
U.S. Treasuries	91282CBC4	United States Department of The Treasury	50000000	0.375	0.603	2/25/21	12/31/25		16,057	9,544	0	25,600
U.S. Treasuries	91282CBC4	United States Department of The Treasury	50000000	0.375	0.6805	2/26/21	12/31/25		16,057	12,767	0.00	28,823
U.S. Treasuries	91282CAT8	United States Department of The Treasury	50000000	0.25	0.6509	3/2/21	10/31/25		10,704	16,771	0.00	27,476
U.S. Treasuries	91282CAT8	United States Department of The Treasury	50000000	0.25	0.6643	3/4/21	10/31/25		10,704	17,325	0	28,029
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6534	3/8/21	6/30/25		10,704	16,915	0	27,619
U.S. Treasuries	912828G38	United States Department of The Treasury	50000000	2.25	0.5199	3/9/21	11/15/24		96,340	-72,728	0	23,612
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6999	3/9/21	6/30/25		10,704	18,849	0	29,553
U.S. Treasuries	912828G38	United States Department of The Treasury	50000000	2.25	0.4798	3/12/21	11/15/24		96,340	-74,467	0	21,873
U.S. Treasuries	912828ZU7	United States Department of The Treasury	50000000	0.25	0.1912	3/12/21	6/15/23		10,646	-2,495	0	8,150
U.S. Treasuries	912828YY0	United States Department of The Treasury	50000000	1.75	0.5654	3/15/21	12/31/24		74,931	-49,765	0.00	25,166
U.S. Treasuries	912828ZC7	United States Department of The Treasury	50000000	1.125	0.6083	3/15/21	2/28/25		47,385	-21,690	0	25,695
U.S. Treasuries	912828ZD5	United States Department of The Treasury	0	0.5	0.5	3/18/21	3/15/23		9,669	-6,469	0.00	3,199
U.S. Treasuries	91282CBA8	United States Department of The Treasury	50000000	0.125	0.2951	3/19/21	12/15/23		5,323	7,198	0.00	12,521
U.S. Treasuries	912828Y87	United States Department of The Treasury	50000000	1.75	0.4178	3/30/21	7/31/24		74,931	-56,226	0	18,705
U.S. Treasuries	912828Z52	United States Department of The Treasury	50000000	1.375	0.5773	3/30/21	1/31/25		58,874	-33,489	0.00	25,386
U.S. Treasuries	912828ZC7	United States Department of The Treasury	50000000	1.125	0.6095	3/31/21	2/28/25		47,385	-21,636	0.00	25,749
U.S. Treasuries	912828S92	United States Department of The Treasury	50000000	1.25	0.2046	4/1/21	7/31/23		53,522	-44,396	0.00	9,126
U.S. Treasuries	912828S92	United States Department of The Treasury	50000000	1.25	0.2029	4/1/21	7/31/23		53,522	-44,467	0	9,055
U.S. Treasuries	912828ZU7	United States Department of The Treasury	50000000	0.25	0.1838	4/8/21	6/15/23		10,646	-2,807	0.00	7,838
U.S. Treasuries	912828YM6	United States Department of The Treasury	50000000	1.5	0.5059	4/15/21	10/31/24		64,227	-41,798	0.00	22,428
U.S. Treasuries	912828Z52	United States Department of The Treasury	50000000	1.375	0.5723	4/15/21	1/31/25		58,874	-33,700	0	25,174
U.S. Treasuries	912828ZF0	United States Department of The Treasury	50000000	0.5	0.6127	4/15/21	3/31/25		21,287	4,732	0	26,019
U.S. Treasuries	912828ZF0	United States Department of The Treasury	50000000	0.5	0.582	4/19/21	3/31/25		21,287	3,443	0.00	24,730
U.S. Treasuries	91282CBU4	United States Department of The Treasury	0	0.125	0.125	5/4/21	3/31/23		5,151	1,179	0	6,330
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6015	5/12/21	6/30/25		10,704	14,756	0	25,460
U.S. Treasuries	91282CAM3	United States Department of The Treasury	50000000	0.25	0.6619	5/12/21	9/30/25		10,644	17,234	0	27,878
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6499	5/13/21	6/30/25		10,704	16,772	0	27,476
U.S. Treasuries	912828ZL7	United States Department of The Treasury	50000000	0.375	0.5719	5/18/21	4/30/25		16,057	8,266	0	24,323
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6165	5/18/21	6/30/25		10,704	15,378	0.00	26,083
U.S. Treasuries	912828S35	United States Department of The Treasury	50000000	1.375	0.2459	6/24/21	6/30/23		58,874	-47,960	0	10,914
U.S. Treasuries	912828ZU7	United States Department of The Treasury	50000000	0.25	0.252	6/24/21	6/15/23		10,646	84	0	10,730
U.S. Treasuries	91282CBW0	United States Department of The Treasury	50000000	0.75	0.8926	6/28/21	4/30/26		32,113	5,928	0.00	38,041
U.S. Treasuries	91282CCK5	United States Department of The Treasury	50000000	0.125	0.2597	6/30/21	6/30/23		5,352	5,723	0.00	11,075
U.S. Treasuries	91282CBW0	United States Department of The Treasury	50000000	0.75	0.8639	7/2/21	4/30/26		32,113	4,739	0.00	36,853
U.S. Treasuries	91282CCC3	United States Department of The Treasury	50000000	0.25	0.4471	7/2/21	5/15/24		10,704	8,319	0.00	19,024
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.903	7/2/21	6/30/26		37,465	1,162	0	38,627
U.S. Treasuries	912828XT2	United States Department of The Treasury	50000000	2	0.4302	7/6/21	5/31/24		85,165	-66,202	0.00	18,963
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.6014	7/12/21	6/30/25		10,704	14,750	0	25,455
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.8461	7/14/21	6/30/26		37,465	-1,203	0.00	36,263
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.7326	7/22/21	6/30/26		37,465	-5,941	0	31,525
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.7398	7/22/21	6/30/26		37,465	-5,639	0.00	31,827
U.S. Treasuries	912828R36	United States Department of The Treasury	50000000	1.625	0.6941	7/23/21	5/15/26		69,579	-38,871	0	30,707
U.S. Treasuries	91282CAM3	United States Department of The Treasury	50000000	0.25	0.5983	7/26/21	9/30/25		10,644	14,592	0.00	25,235
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.5087	8/5/21	6/30/25		10,704	10,877	0.00	21,582
U.S. Treasuries	91282CAB7	United States Department of The Treasury	50000000	0.25	0.5241	8/5/21	7/31/25		10,704	11,519	0	22,223
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	0.5577	8/6/21	6/30/25		10,704	12,926	0.00	23,630
U.S. Treasuries	91282CAB7	United States Department of The Treasury	50000000	0.25	0.5731	8/6/21	7/31/25		10,704	13,566	0	24,270
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.7063	8/6/21	6/30/26		37,465	-7,040	0	30,426
U.S. Treasuries	91282CCL3	United States Department of The Treasury	50000000	0.375	0.3763	8/6/21	7/15/24		16,057	56	0	16,113
U.S. Treasuries	91282CCL3	United States Department of The Treasury	50000000	0.375	0.4018	8/9/21	7/15/24		16,057	1,131	0	17,187

# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
U.S. Treasuries	91282CAK7	United States Department of The Treasury	50000000	0.125	0.2334	8/10/21	9/15/23	5,304	4,584	0.00	9,889
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.7749	8/10/21	6/30/26	37,465	-4,172	0.00	33,293
U.S. Treasuries	91282CCT6	United States Department of The Treasury	50000000	0.375	0.4437	8/25/21	8/15/24	16,057	2,899	0.00	18,956
U.S. Treasuries	912828R36	United States Department of The Treasury	50000000	1.625	0.8077	8/27/21	5/15/26	69,579	-34,036	0.00	35,543
U.S. Treasuries	912828XB1	United States Department of The Treasury	50000000	2.125	0.5683	9/2/21	5/15/25	90,988	-65,387	0	25,601
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	0.9018	9/24/21	6/30/26	37,465	1,114	0	38,579
U.S. Treasuries	91282CCW9	United States Department of The Treasury	50000000	0.75	0.9795	9/28/21	8/31/26	31,590	9,496	0.00	41,086
U.S. Treasuries	9128285Z9	United States Department of The Treasury	50000000	2.5	0.3304	10/4/21	1/31/24	107,044	-91,712	0	15,332
U.S. Treasuries	91282CCZ2	United States Department of The Treasury	50000000	0.875	1.0103	10/8/21	9/30/26	37,253	5,595	0	42,848
U.S. Treasuries	91282CCZ2	United States Department of The Treasury	50000000	0.875	1.003	10/8/21	9/30/26	37,253	5,295	0	42,548
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	1.0519	10/14/21	6/30/26	37,465	7,322	0.00	44,787
U.S. Treasuries	91282CCZ2	United States Department of The Treasury	50000000	0.875	1.1589	10/19/21	9/30/26	37,253	11,694	0.00	48,947
U.S. Treasuries	91282CDK4	United States Department of The Treasury	50000000	1.25	1.22	12/3/21	11/30/26	53,228	-1,229	0	51,999
U.S. Treasuries	912828ZW3	United States Department of The Treasury	50000000	0.25	1.035	12/7/21	6/30/25	10,704	32,670	0.00	43,375
U.S. Treasuries	91282CDK4	United States Department of The Treasury	50000000	1.25	1.2013	12/7/21	11/30/26	53,228	-1,997	0	51,231
U.S. Treasuries	91282CBA8	United States Department of The Treasury	50000000	0.125	0.7231	12/9/21	12/15/23	5,323	25,173	0.00	30,496
U.S. Treasuries	91282CBA8	United States Department of The Treasury	50000000	0.125	0.6864	12/15/21	12/15/23	5,323	23,638	0	28,961
U.S. Treasuries	91282CCJ8	United States Department of The Treasury	50000000	0.875	1.3228	1/4/22	6/30/26	37,465	18,408	0	55,873
U.S. Treasuries	91282CDV0	United States Department of The Treasury	50000000	0.875	1.5159	2/23/22	1/31/24	37,465	26,719	0.00	64,185
U.S. Treasuries	91282CBR1	United States Department of The Treasury	50000000	0.25	1.5538	3/8/22	3/15/24	10,609	54,230	0.00	64,838
U.S. Treasuries	91282CDK4	United States Department of The Treasury	50000000	1.25	2.5854	3/29/22	11/30/26	53,228	53,063	0.00	106,291
U.S. Treasuries	91282CDQ1	United States Department of The Treasury	50000000	1.25	2.5489	3/29/22	12/31/26	53,522	51,594	0.00	105,116
U.S. Treasuries	91282CEF4	United States Department of The Treasury	25000000	2.5	2.7091	4/6/22	3/31/27	53,219	4,125	0.00	57,344
U.S. Treasuries	912828B66	United States Department of The Treasury	50000000	2.75	2.4706	4/11/22	2/15/24	117,749	-11,481	0.00	106,267
U.S. Treasuries	91282CDV0	United States Department of The Treasury	50000000	0.875	2.4625	4/11/22	1/31/24	37,465	65,501	0.00	102,966
U.S. Treasuries	91282CCL3	United States Department of The Treasury	50000000	0.375	2.6013	4/12/22	7/15/24	16,057	91,224	0.00	107,281
U.S. Treasuries	91282CFK2	United States Department of The Treasury	50000000	3.5	4.2532	10/7/22	9/15/25	148,522	26,696	0.00	175,218
<b>Subtotals</b>			<b>\$ 3,875,000,000</b>					<b>\$ 2,957,387</b>	<b>\$ (101,639)</b>	<b>\$ -</b>	<b>\$ 2,855,748</b>
Federal Agencies	3133ELCP7	Federal Farm Credit Banks Funding Corpor:	\$ 25,000,000	1.63	1.66	12/3/19	12/3/24	\$ 33,854	\$ 679	\$ -	\$ 34,533
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	65	-	6,315
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	65	-	6,315
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	5,000,000	1.50	1.52	2/14/20	2/12/25	6,250	65	-	6,315
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	15,000,000	1.50	1.52	2/14/20	2/12/25	18,750	196	-	18,946
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	50,000,000	1.50	1.52	2/14/20	2/12/25	62,500	654	-	63,154
Federal Agencies	3133ELNE0	Federal Farm Credit Banks Funding Corpor:	20,495,000	1.43	0.85	3/18/20	2/14/24	24,423	(9,891)	-	14,533
Federal Agencies	3133ELQY3	Federal Farm Credit Banks Funding Corpor:	16,000,000	1.21	1.22	3/23/20	3/3/25	16,133	159	-	16,293
Federal Agencies	3133ELQY3	Federal Farm Credit Banks Funding Corpor:	24,000,000	1.21	1.24	3/23/20	3/3/25	24,200	614	-	24,814
Federal Agencies	3135G05X7	Federal National Mortgage Association	72,500,000	0.38	0.57	2/25/21	8/25/25	22,656	12,045	-	34,701
Federal Agencies	3133EMRZ7	Federal Farm Credit Banks Funding Corpor:	5,000,000	0.25	0.26	2/26/21	2/26/24	1,042	51	-	1,093
Federal Agencies	3133EMRZ7	Federal Farm Credit Banks Funding Corpor:	5,000,000	0.25	0.26	2/26/21	2/26/24	1,042	51	-	1,093
Federal Agencies	3133EMRZ7	Federal Farm Credit Banks Funding Corpor:	100,000,000	0.25	0.26	2/26/21	2/26/24	20,833	1,019	-	21,853
Federal Agencies	3135G05X7	Federal National Mortgage Association	25,000,000	0.38	0.66	3/4/21	8/25/25	7,813	5,987	-	13,799
Federal Agencies	3137EAEX3	Federal Home Loan Mortgage Corporation	22,600,000	0.38	0.67	3/4/21	9/23/25	7,063	5,676	-	12,738
Federal Agencies	3133EMTW2	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.30	0.34	3/18/21	3/18/24	12,500	1,713	-	14,213
Federal Agencies	3133EMTW2	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.30	0.34	3/18/21	3/18/24	12,500	1,711	-	14,211
Federal Agencies	3133EMUH3	Federal Farm Credit Banks Funding Corpor:	-	0.13	0.13	3/31/21	3/23/23	4,965	1,367	-	6,332
Federal Agencies	3133EMVP4	Federal Farm Credit Banks Funding Corpor:	20,000,000	0.13	0.19	4/13/21	4/13/23	2,083	1,121	-	3,204
Federal Agencies	3133EMVP4	Federal Farm Credit Banks Funding Corpor:	25,000,000	0.13	0.19	4/13/21	4/13/23	2,604	1,401	-	4,006
Federal Agencies	3133EMVP4	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.13	0.19	4/13/21	4/13/23	5,208	2,803	-	8,011
Federal Agencies	3133EMWT5	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.60	0.61	4/21/21	4/21/25	25,000	562	-	25,562
Federal Agencies	3135G0X24	Federal National Mortgage Association	39,060,000	1.63	0.53	4/21/21	1/7/25	52,894	(35,924)	-	16,969
Federal Agencies	3137EAEP0	Federal Home Loan Mortgage Corporation	53,532,000	1.50	0.55	4/21/21	2/12/25	66,915	(42,685)	-	24,230
Federal Agencies	3133EMWV0	Federal Farm Credit Banks Funding Corpor:	16,545,000	0.35	0.34	5/4/21	4/22/24	4,826	(132)	-	4,693

## Monthly Investment Earnings

### Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3133EMWV0	Federal Farm Credit Banks Funding Corpor:	29,424,000	0.35	0.34	5/4/21	4/22/24	8,582	(236)	-	8,346
Federal Agencies	3133EMWV0	Federal Farm Credit Banks Funding Corpor:	39,000,000	0.35	0.34	5/4/21	4/22/24	11,375	(312)	-	11,063
Federal Agencies	3133EMXM9	Federal Farm Credit Banks Funding Corpor:	44,500,000	0.13	0.17	5/5/21	4/27/23	4,635	1,622	-	6,257
Federal Agencies	3133EMYX4	Federal Farm Credit Banks Funding Corpor:	12,500,000	0.13	0.19	5/10/21	5/10/23	1,302	679	-	1,982
Federal Agencies	3133EMYX4	Federal Farm Credit Banks Funding Corpor:	25,000,000	0.13	0.19	5/10/21	5/10/23	2,604	1,359	-	3,963
Federal Agencies	3133EMYX4	Federal Farm Credit Banks Funding Corpor:	75,000,000	0.13	0.19	5/10/21	5/10/23	7,813	4,077	-	11,889
Federal Agencies	3133EMF31	Federal Farm Credit Banks Funding Corpor:	100,000,000	0.13	0.16	6/2/21	6/2/23	10,417	2,633	-	13,050
Federal Agencies	3130AMRY0	Federal Home Loan Banks	15,000,000	0.13	0.17	6/4/21	6/2/23	1,563	588	-	2,150
Federal Agencies	3133EMH96	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.13	0.26	6/28/21	6/14/23	5,208	5,851	-	11,060
Federal Agencies	3130AN4A5	Federal Home Loan Banks	17,680,000	0.70	0.62	7/12/21	6/30/25	10,313	(1,169)	-	9,145
Federal Agencies	3135G03U5	Federal National Mortgage Association	50,000,000	0.63	0.57	7/12/21	4/22/25	26,042	(2,426)	-	23,616
Federal Agencies	3133EMS37	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.13	0.20	7/14/21	7/14/23	5,208	3,066	-	8,275
Federal Agencies	3133EMS37	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.13	0.22	7/14/21	7/14/23	5,208	3,939	-	9,147
Federal Agencies	3133EMV25	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.45	0.39	8/6/21	7/23/24	18,750	(2,636)	-	16,114
Federal Agencies	3133EMZ21	Federal Farm Credit Banks Funding Corpor:	15,500,000	0.69	0.75	8/9/21	4/6/26	8,913	763	-	9,675
Federal Agencies	3133EM2E1	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.16	0.19	8/10/21	8/10/23	6,667	1,274	-	7,941
Federal Agencies	3130ANNM8	Federal Home Loan Banks	25,000,000	1.05	1.05	8/19/21	7/13/26	21,875	-	-	21,875
Federal Agencies	3130ANNM8	Federal Home Loan Banks	25,000,000	1.05	1.05	8/19/21	7/13/26	21,875	-	-	21,875
Federal Agencies	3130ANNM8	Federal Home Loan Banks	25,000,000	1.05	1.05	8/19/21	7/13/26	21,875	-	-	21,875
Federal Agencies	3130ANNM8	Federal Home Loan Banks	25,000,000	1.05	1.05	8/19/21	7/13/26	21,875	-	-	21,875
Federal Agencies	3130ANMP2	Federal Home Loan Banks	25,000,000	1.07	1.07	8/20/21	7/27/26	22,292	-	-	22,292
Federal Agencies	3130ANMP2	Federal Home Loan Banks	25,000,000	1.07	1.07	8/20/21	7/27/26	22,292	-	-	22,292
Federal Agencies	3130ANMP2	Federal Home Loan Banks	25,000,000	1.07	1.07	8/20/21	7/27/26	22,292	-	-	22,292
Federal Agencies	3130ANMP2	Federal Home Loan Banks	25,000,000	1.07	1.07	8/20/21	7/27/26	22,292	-	-	22,292
Federal Agencies	3133EM3S9	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.20	0.22	8/26/21	6/26/23	8,333	932	-	9,265
Federal Agencies	3130ANTG5	Federal Home Loan Banks	25,000,000	1.05	1.05	9/13/21	8/10/26	21,875	-	-	21,875
Federal Agencies	3130ANTG5	Federal Home Loan Banks	25,000,000	1.05	1.05	9/13/21	8/10/26	21,875	-	-	21,875
Federal Agencies	3130ANTG5	Federal Home Loan Banks	25,000,000	1.05	1.05	9/13/21	8/10/26	21,875	-	-	21,875
Federal Agencies	3133EM5X6	Federal Farm Credit Banks Funding Corpor:	25,000,000	0.43	0.46	9/23/21	9/23/24	8,958	714	-	9,673
Federal Agencies	3133EM5X6	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.43	0.46	9/23/21	9/23/24	17,917	1,428	-	19,345
Federal Agencies	3133EM5X6	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.43	0.46	9/23/21	9/23/24	17,917	1,428	-	19,345
Federal Agencies	3133EM6N7	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.17	0.22	9/27/21	9/27/23	7,083	2,123	-	9,207
Federal Agencies	3130AP6T7	Federal Home Loan Banks	25,000,000	1.08	1.07	10/1/21	9/3/26	22,396	-	-	22,396
Federal Agencies	3130AP6T7	Federal Home Loan Banks	25,000,000	1.08	1.07	10/1/21	9/3/26	22,396	-	-	22,396
Federal Agencies	3130AP6T7	Federal Home Loan Banks	25,000,000	1.08	1.07	10/1/21	9/3/26	22,396	-	-	22,396
Federal Agencies	3130AP6T7	Federal Home Loan Banks	25,000,000	1.08	1.07	10/1/21	9/3/26	22,396	-	-	22,396
Federal Agencies	3130A8ZQ9	Federal Home Loan Banks	10,295,000	1.75	1.03	11/2/21	9/12/25	15,014	(6,163)	-	8,850
Federal Agencies	3130AFW94	Federal Home Loan Banks	39,010,000	2.50	0.62	11/12/21	2/13/24	81,271	(61,729)	-	19,542
Federal Agencies	3133ENEG1	Federal Farm Credit Banks Funding Corpor:	39,675,000	1.05	1.08	11/17/21	11/17/25	34,716	1,120	-	35,835
Federal Agencies	3133ENEG1	Federal Farm Credit Banks Funding Corpor:	55,000,000	1.05	1.09	11/17/21	11/17/25	48,125	1,634	-	49,759
Federal Agencies	3130APPR0	Federal Home Loan Banks	25,000,000	1.43	1.43	11/18/21	10/19/26	29,792	-	-	29,792
Federal Agencies	3130APPR0	Federal Home Loan Banks	25,000,000	1.43	1.43	11/18/21	10/19/26	29,792	-	-	29,792
Federal Agencies	3130APPR0	Federal Home Loan Banks	25,000,000	1.43	1.43	11/18/21	10/19/26	29,792	-	-	29,792
Federal Agencies	3130APPR0	Federal Home Loan Banks	25,000,000	1.43	1.43	11/18/21	10/19/26	29,792	-	-	29,792
Federal Agencies	3133ENEJ5	Federal Farm Credit Banks Funding Corpor:	10,000,000	0.88	0.91	11/18/21	11/18/24	7,292	325	-	7,617
Federal Agencies	3133ENEJ5	Federal Farm Credit Banks Funding Corpor:	10,000,000	0.88	0.91	11/18/21	11/18/24	7,292	325	-	7,617
Federal Agencies	3133ENEJ5	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.88	0.91	11/18/21	11/18/24	36,458	1,626	-	38,085
Federal Agencies	3133ENEY2	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.45	0.45	11/24/21	7/24/23	18,750	179	-	18,929
Federal Agencies	3133ENGf1	Federal Farm Credit Banks Funding Corpor:	25,000,000	0.50	0.57	12/3/21	12/1/23	10,417	1,544	-	11,960
Federal Agencies	3133ENGf1	Federal Farm Credit Banks Funding Corpor:	25,000,000	0.50	0.57	12/3/21	12/1/23	10,417	1,544	-	11,960
Federal Agencies	3133ENGf1	Federal Farm Credit Banks Funding Corpor:	75,000,000	0.50	0.57	12/3/21	12/1/23	31,250	4,631	-	35,881
Federal Agencies	3137EAEV7	Federal Home Loan Mortgage Corporation	40,776,000	0.25	0.58	12/6/21	8/24/23	8,495	11,550	-	20,045
Federal Agencies	3135G03U5	Federal National Mortgage Association	37,938,000	0.63	1.08	12/8/21	4/22/25	19,759	14,359	-	34,119



## Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3135G03U5	Federal National Mortgage Association	50,000,000	0.63	1.08	12/8/21	4/22/25	26,042	19,039	-	45,081
Federal Agencies	3135G04Z3	Federal National Mortgage Association	4,655,000	0.50	1.11	12/8/21	6/17/25	1,940	2,369	-	4,309
Federal Agencies	3135G04Z3	Federal National Mortgage Association	10,000,000	0.50	1.11	12/8/21	6/17/25	4,167	5,068	-	9,235
Federal Agencies	3133ENGQ7	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.92	0.95	12/9/21	12/9/24	38,333	1,047	-	39,380
Federal Agencies	3133ENGQ7	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.92	0.93	12/9/21	12/9/24	38,333	424	-	38,758
Federal Agencies	3135G0U43	Federal National Mortgage Association	29,648,000	2.88	0.66	12/9/21	9/12/23	71,032	(55,303)	-	15,729
Federal Agencies	3130A3VC5	Federal Home Loan Banks	10,000,000	2.25	0.73	12/10/21	12/8/23	18,750	(12,817)	-	5,933
Federal Agencies	3130A3VC5	Federal Home Loan Banks	30,000,000	2.25	0.73	12/10/21	12/8/23	56,250	(38,452)	-	17,798
Federal Agencies	3130AJXD6	Federal Home Loan Banks	20,975,000	0.13	0.59	12/14/21	9/8/23	2,185	8,259	-	10,444
Federal Agencies	3133EM3S9	Federal Farm Credit Banks Funding Corpor:	48,067,000	0.20	0.53	12/14/21	6/26/23	8,011	13,355	-	21,366
Federal Agencies	3130AQ7L1	Federal Home Loan Banks	25,000,000	1.61	1.61	12/16/21	11/16/26	33,438	-	-	33,438
Federal Agencies	3130AQ7L1	Federal Home Loan Banks	25,000,000	1.61	1.61	12/16/21	11/16/26	33,438	-	-	33,438
Federal Agencies	3130AQ7L1	Federal Home Loan Banks	25,000,000	1.61	1.61	12/16/21	11/16/26	33,438	-	-	33,438
Federal Agencies	3130AQ7L1	Federal Home Loan Banks	25,000,000	1.61	1.61	12/16/21	11/16/26	33,438	-	-	33,438
Federal Agencies	3133ENHM5	Federal Farm Credit Banks Funding Corpor:	45,000,000	1.17	1.20	12/16/21	12/16/25	43,875	974	-	44,849
Federal Agencies	3133ENHM5	Federal Farm Credit Banks Funding Corpor:	50,000,000	1.17	1.20	12/16/21	12/16/25	48,750	1,082	-	49,832
Federal Agencies	3133ENHR4	Federal Farm Credit Banks Funding Corpor:	25,000,000	0.68	0.70	12/20/21	12/20/23	14,167	510	-	14,676
Federal Agencies	3133ENHR4	Federal Farm Credit Banks Funding Corpor:	25,000,000	0.68	0.70	12/20/21	12/20/23	14,167	527	-	14,693
Federal Agencies	3133ENHR4	Federal Farm Credit Banks Funding Corpor:	62,000,000	0.68	0.70	12/20/21	12/20/23	35,133	1,253	-	36,387
Federal Agencies	3133ENKS8	Federal Farm Credit Banks Funding Corpor:	20,000,000	1.13	1.20	1/11/22	1/6/25	18,750	1,279	-	20,029
Federal Agencies	3133ENKS8	Federal Farm Credit Banks Funding Corpor:	25,000,000	1.13	1.20	1/11/22	1/6/25	23,438	1,598	-	25,036
Federal Agencies	3133ENKS8	Federal Farm Credit Banks Funding Corpor:	25,000,000	1.13	1.20	1/11/22	1/6/25	23,438	1,598	-	25,036
Federal Agencies	3130AQJ95	Federal Home Loan Banks	25,000,000	1.65	1.65	1/14/22	12/14/26	34,271	-	-	34,271
Federal Agencies	3130AQJ95	Federal Home Loan Banks	25,000,000	1.65	1.65	1/14/22	12/14/26	34,271	-	-	34,271
Federal Agencies	3130AQJ95	Federal Home Loan Banks	25,000,000	1.65	1.65	1/14/22	12/14/26	34,271	-	-	34,271
Federal Agencies	3130AQJ95	Federal Home Loan Banks	25,000,000	1.65	1.65	1/14/22	12/14/26	34,271	-	-	34,271
Federal Agencies	3133ENLF5	Federal Farm Credit Banks Funding Corpor:	50,000,000	0.90	1.21	2/1/22	1/18/24	37,500	12,946	-	50,446
Federal Agencies	3133ENLF5	Federal Farm Credit Banks Funding Corpor:	11,856,000	0.90	1.44	3/3/22	1/18/24	8,892	5,296	-	14,188
Federal Agencies	3133ENRD4	Federal Farm Credit Banks Funding Corpor:	48,573,000	1.68	2.18	3/16/22	3/10/27	68,002	19,434	-	87,436
Federal Agencies	3130ARB59	Federal Home Loan Banks	25,000,000	2.35	2.35	3/22/22	3/8/27	48,958	-	-	48,958
Federal Agencies	3130ARB59	Federal Home Loan Banks	25,000,000	2.35	2.35	3/22/22	3/8/27	48,958	-	-	48,958
Federal Agencies	3130ARB59	Federal Home Loan Banks	25,000,000	2.35	2.35	3/22/22	3/8/27	48,958	-	-	48,958
Federal Agencies	3130ARB59	Federal Home Loan Banks	25,000,000	2.35	2.35	3/22/22	3/8/27	48,958	-	-	48,958
Federal Agencies	3130ARHG9	Federal Home Loan Banks	11,000,000	2.13	2.18	3/25/22	2/28/24	19,479	551	-	20,031
Federal Agencies	3130ARHG9	Federal Home Loan Banks	25,000,000	2.13	2.18	3/25/22	2/28/24	44,271	1,253	-	45,524
Federal Agencies	3133ENTS9	Federal Farm Credit Banks Funding Corpor:	22,500,000	2.60	2.70	4/6/22	4/5/27	48,750	1,829	-	50,579
Federal Agencies	3133ENTS9	Federal Farm Credit Banks Funding Corpor:	24,500,000	2.60	2.71	4/6/22	4/5/27	53,083	2,089	-	55,172
Federal Agencies	3133ENTS9	Federal Farm Credit Banks Funding Corpor:	25,000,000	2.60	2.77	4/6/22	4/5/27	54,167	3,329	-	57,496
Federal Agencies	3133ENUD0	Federal Farm Credit Banks Funding Corpor:	20,000,000	2.64	2.69	4/8/22	4/8/26	44,000	823	-	44,823
Federal Agencies	3133ENUD0	Federal Farm Credit Banks Funding Corpor:	30,000,000	2.64	2.69	4/8/22	4/8/26	66,000	1,235	-	67,235
Federal Agencies	3130A1XJ2	Federal Home Loan Banks	25,500,000	2.88	2.77	5/12/22	6/14/24	61,094	(2,131)	-	58,962
Federal Agencies	3130A1XJ2	Federal Home Loan Banks	50,000,000	2.88	2.67	5/16/22	6/14/24	119,792	(8,321)	-	111,471
Federal Agencies	3133ENWP1	Federal Farm Credit Banks Funding Corpor:	45,000,000	2.63	2.69	5/16/22	5/16/24	98,438	2,576	-	101,014
Federal Agencies	3133ENWP1	Federal Farm Credit Banks Funding Corpor:	50,000,000	2.63	2.69	5/16/22	5/16/24	109,375	2,863	-	112,238
Federal Agencies	3130A1XJ2	Federal Home Loan Banks	15,955,000	2.88	2.71	5/18/22	6/14/24	38,226	(2,186)	-	36,040
Federal Agencies	3130A1XJ2	Federal Home Loan Banks	17,980,000	2.88	2.70	5/18/22	6/14/24	43,077	(2,610)	-	40,467
Federal Agencies	3133ENXE5	Federal Farm Credit Banks Funding Corpor:	6,000,000	2.85	2.90	5/23/22	5/23/25	14,250	238	-	14,488
Federal Agencies	3133ENXE5	Federal Farm Credit Banks Funding Corpor:	20,000,000	2.85	2.90	5/23/22	5/23/25	47,500	792	-	48,292
Federal Agencies	3133ENYH7	Federal Farm Credit Banks Funding Corpor:	100,000,000	2.63	2.69	6/10/22	6/10/24	218,750	5,471	-	224,221
Federal Agencies	3133ENYQ7	Federal Farm Credit Banks Funding Corpor:	50,000,000	2.95	2.97	6/13/22	6/13/25	122,917	693	-	123,610
Federal Agencies	3133ENYX2	Federal Farm Credit Banks Funding Corpor:	25,000,000	3.25	3.31	6/17/22	6/17/24	67,708	1,240	-	68,949
Federal Agencies	3133ENYX2	Federal Farm Credit Banks Funding Corpor:	25,000,000	3.25	3.31	6/17/22	6/17/24	67,708	1,251	-	68,959
Federal Agencies	3133ENYX2	Federal Farm Credit Banks Funding Corpor:	50,000,000	3.25	3.28	6/17/22	6/17/24	135,417	1,272	-	136,689
Federal Agencies	3133ENZS2	Federal Farm Credit Banks Funding Corpor:	25,000,000	3.10	3.13	6/28/22	6/28/24	64,583	573	-	65,156

## Monthly Investment Earnings

### Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3133ENZS2	Federal Farm Credit Banks Funding Corpor:	25,000,000	3.10	3.13	6/28/22	6/28/24	64,583	530	-	65,113
Federal Agencies	3133ENZS2	Federal Farm Credit Banks Funding Corpor:	50,000,000	3.10	3.13	6/28/22	6/28/24	129,167	1,145	-	130,312
Federal Agencies	3133ENZK9	Federal Farm Credit Banks Funding Corpor:	27,865,000	3.24	3.06	7/7/22	6/28/27	75,236	(3,993)	-	71,242
Federal Agencies	3130ASME6	Federal Home Loan Banks	10,000,000	3.00	3.10	7/8/22	7/8/24	25,000	823	-	25,823
Federal Agencies	3130ASME6	Federal Home Loan Banks	15,000,000	3.00	3.10	7/8/22	7/8/24	37,500	1,234	-	38,734
Federal Agencies	3130ASME6	Federal Home Loan Banks	17,500,000	3.00	3.10	7/8/22	7/8/24	43,750	1,440	-	45,190
Federal Agencies	3130ASGU7	Federal Home Loan Banks	10,000,000	3.50	3.19	7/19/22	6/11/27	29,167	(2,453)	-	26,713
Federal Agencies	3130ASGU7	Federal Home Loan Banks	12,375,000	3.50	3.18	7/19/22	6/11/27	36,094	(3,083)	-	33,011
Federal Agencies	3130ASGU7	Federal Home Loan Banks	21,725,000	3.50	3.20	7/20/22	6/11/27	63,365	(5,058)	-	58,307
Federal Agencies	3130ASHK8	Federal Home Loan Banks	28,000,000	3.13	3.31	7/22/22	6/14/24	72,917	4,271	-	77,188
Federal Agencies	3130ASHK8	Federal Home Loan Banks	28,210,000	3.13	3.31	7/22/22	6/14/24	73,464	4,253	-	77,716
Federal Agencies	313383YJ4	Federal Home Loan Banks	25,000,000	3.38	3.11	7/27/22	9/8/23	70,313	(5,452)	-	64,861
Federal Agencies	313383YJ4	Federal Home Loan Banks	25,000,000	3.38	3.12	7/27/22	9/8/23	70,313	(5,319)	-	64,994
Federal Agencies	313383YJ4	Federal Home Loan Banks	40,000,000	3.38	3.14	7/28/22	9/8/23	112,500	(7,769)	-	104,731
Federal Agencies	3130ASG86	Federal Home Loan Banks	12,700,000	3.38	3.07	8/3/22	6/13/25	35,719	(3,146)	-	32,573
Federal Agencies	3130ASG86	Federal Home Loan Banks	11,940,000	3.38	3.19	8/4/22	6/13/25	33,581	(1,787)	-	31,794
Federal Agencies	3133ENJ35	Federal Farm Credit Banks Funding Corpor:	35,000,000	3.32	3.36	8/25/22	2/25/26	96,833	1,026	-	97,859
Federal Agencies	3133ENJ84	Federal Farm Credit Banks Funding Corpor:	50,000,000	3.38	3.46	8/26/22	8/26/24	140,625	3,541	-	144,166
Federal Agencies	3133ENP79	Federal Farm Credit Banks Funding Corpor:	50,000,000	4.25	4.25	9/26/22	9/26/24	177,083	170	-	177,253
Federal Agencies	3130ATT31	Federal Home Loan Banks	50,000,000	4.50	4.65	11/1/22	10/3/24	187,500	6,160	-	193,660
Federal Agencies	313384LJ6	Federal Home Loan Banks	50,000,000	0.00	4.77	11/7/22	9/6/23	-	198,917	-	198,917
Federal Agencies	3130ATVD6	Federal Home Loan Banks	50,000,000	4.88	4.81	11/10/22	9/13/24	203,125	(2,856)	-	200,269
Federal Agencies	3133ENZ37	Federal Farm Credit Banks Funding Corpor:	10,000,000	4.88	4.88	11/10/22	1/10/25	40,625	23	-	40,648
Federal Agencies	3133ENZ37	Federal Farm Credit Banks Funding Corpor:	20,000,000	4.88	4.88	11/10/22	1/10/25	81,250	47	-	81,297
Federal Agencies	3133ENZ37	Federal Farm Credit Banks Funding Corpor:	20,000,000	4.88	4.88	11/10/22	1/10/25	81,250	16	-	81,266
Federal Agencies	3130ATUQ8	Federal Home Loan Banks	10,000,000	4.75	4.65	11/15/22	3/8/24	39,583	(861)	-	38,723
Federal Agencies	3133EN2L3	Federal Farm Credit Banks Funding Corpor:	4,650,000	4.13	4.14	11/17/22	5/17/27	15,984	61	-	16,045
Federal Agencies	3133EN2L3	Federal Farm Credit Banks Funding Corpor:	5,000,000	4.13	4.14	11/17/22	5/17/27	17,188	65	-	17,253
Federal Agencies	3133EN2L3	Federal Farm Credit Banks Funding Corpor:	21,000,000	4.13	4.14	11/17/22	5/17/27	72,188	245	-	72,433
Federal Agencies	3133EN2L3	Federal Farm Credit Banks Funding Corpor:	25,000,000	4.13	4.14	11/17/22	5/17/27	85,938	326	-	86,263
Federal Agencies	3130ATUQ8	Federal Home Loan Banks	20,000,000	4.75	4.75	11/18/22	3/8/24	79,167	(52)	-	79,115
Federal Agencies	3130ATUQ8	Federal Home Loan Banks	30,000,000	4.75	4.75	11/18/22	3/8/24	118,750	(117)	-	118,633
Federal Agencies	3133ENZ94	Federal Farm Credit Banks Funding Corpor:	25,000,000	4.50	4.56	11/18/22	11/18/24	93,750	1,124	-	94,874
Federal Agencies	3130ATUQ8	Federal Home Loan Banks	25,000,000	4.75	4.81	12/8/22	3/8/24	98,958	1,224	-	100,182
Federal Agencies	3130ATUQ8	Federal Home Loan Banks	30,000,000	4.75	4.81	12/8/22	3/8/24	118,750	1,468	-	120,218
Federal Agencies	3130AU4V3	Federal Home Loan Banks	11,000,000	4.80	4.81	12/8/22	1/8/24	44,000	86	-	44,086
Federal Agencies	3130AU4V3	Federal Home Loan Banks	25,000,000	4.80	4.85	12/8/22	1/8/24	100,000	979	-	100,979
Federal Agencies	3133EN4B3	Federal Farm Credit Banks Funding Corpor:	15,000,000	4.25	4.28	12/13/22	6/13/25	53,125	394	-	53,519
Federal Agencies	3133EN4B3	Federal Farm Credit Banks Funding Corpor:	15,000,000	4.25	4.28	12/13/22	6/13/25	53,125	346	-	53,471
Federal Agencies	3133EN4B3	Federal Farm Credit Banks Funding Corpor:	15,000,000	4.25	4.28	12/13/22	6/13/25	53,125	372	-	53,497
Federal Agencies	3133EN4N7	Federal Farm Credit Banks Funding Corpor:	10,000,000	4.25	4.34	12/20/22	12/20/24	35,417	725	-	36,142
Federal Agencies	3133EN4N7	Federal Farm Credit Banks Funding Corpor:	25,000,000	4.25	4.35	12/20/22	12/20/24	88,542	1,930	-	90,471
Federal Agencies	3133EN4N7	Federal Farm Credit Banks Funding Corpor:	25,000,000	4.25	4.35	12/20/22	12/20/24	88,542	1,930	-	90,471
Federal Agencies	3133EN5E6	Federal Farm Credit Banks Funding Corpor:	15,000,000	4.00	4.11	12/29/22	12/29/25	50,000	1,281	-	51,281
Federal Agencies	3133EN5E6	Federal Farm Credit Banks Funding Corpor:	20,000,000	4.00	4.11	12/29/22	12/29/25	66,667	1,708	-	68,375
Federal Agencies	3133EN5E6	Federal Farm Credit Banks Funding Corpor:	25,000,000	4.00	4.11	12/29/22	12/29/25	83,333	2,157	-	85,490
Federal Agencies	313384CM9	Federal Home Loan Banks	-	0.00	0.00	1/9/23	3/1/23	-	-	-	-
Federal Agencies	3133EN6A3	Federal Farm Credit Banks Funding Corpor:	20,000,000	4.00	4.03	1/13/23	1/13/26	66,667	498	-	67,164
Federal Agencies	3133EN6A3	Federal Farm Credit Banks Funding Corpor:	30,000,000	4.00	4.03	1/13/23	1/13/26	100,000	645	-	100,645
Federal Agencies	3130AUNE0	Federal Home Loan Banks	29,000,000	4.78	4.78	1/26/23	6/26/23	115,517	-	-	115,517
Federal Agencies	3130AUTC8	Federal Home Loan Banks	21,100,000	4.01	4.21	2/9/23	2/6/26	70,509	3,250	-	73,759
Federal Agencies	3133EPAG0	Federal Farm Credit Banks Funding Corpor:	10,000,000	4.25	4.53	2/10/23	2/10/25	35,417	2,239	-	37,656
Federal Agencies	3133EPAG0	Federal Farm Credit Banks Funding Corpor:	29,875,000	4.25	4.53	2/10/23	2/10/25	105,807	6,740	-	112,547
Federal Agencies	3130AUVZ4	Federal Home Loan Banks	50,000,000	4.50	4.58	2/13/23	2/13/25	187,500	3,329	-	190,829

## Monthly Investment Earnings

### Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3130AUYG3	Federal Home Loan Banks	25,000,000	5.10	5.11	2/16/23	2/16/24	106,250	297	-	106,547
Federal Agencies	3133EPBF1	Federal Farm Credit Banks Funding Corpor:	10,000,000	4.88	4.91	2/21/23	8/21/24	40,625	244	-	40,869
Federal Agencies	3133EPBF1	Federal Farm Credit Banks Funding Corpor:	20,000,000	4.88	4.90	2/21/23	8/21/24	81,250	453	-	81,703
Federal Agencies	3133EPBF1	Federal Farm Credit Banks Funding Corpor:	25,000,000	4.88	4.90	2/21/23	8/21/24	101,563	567	-	102,129
Federal Agencies	3133EPBJ3	Federal Farm Credit Banks Funding Corpor:	25,000,000	4.38	4.44	2/23/23	2/23/26	91,146	1,315	-	92,461
Federal Agencies	3133EPBJ3	Federal Farm Credit Banks Funding Corpor:	28,000,000	4.38	4.43	2/23/23	2/23/26	102,083	1,299	-	103,382
Federal Agencies	3133EPBJ3	Federal Farm Credit Banks Funding Corpor:	50,000,000	4.38	4.43	2/23/23	2/23/26	182,292	2,319	-	184,611
Federal Agencies	3133EPBM6	Federal Farm Credit Banks Funding Corpor:	10,000,000	4.13	4.19	2/23/23	8/23/27	34,375	491	-	34,866
Federal Agencies	313384CP2	Federal Home Loan Banks	-	0.00	0.00	3/2/23	3/3/23	-	6,181	-	6,181
Federal Agencies	313384CP2	Federal Home Loan Banks	-	0.00	0.00	3/2/23	3/3/23	-	6,181	-	6,181
Federal Agencies	3130AV7L0	Federal Home Loan Banks	25,000,000	5.00	5.07	3/3/23	2/28/25	97,222	1,315	-	98,537
Federal Agencies	3130AV7L0	Federal Home Loan Banks	35,000,000	5.00	5.07	3/3/23	2/28/25	136,111	1,840	-	137,951
Federal Agencies	3130AUXL3	Federal Home Loan Banks	50,000,000	6.00	6.00	3/9/23	2/24/28	183,333	-	-	183,333
Federal Agencies	3133EPDL6	Federal Farm Credit Banks Funding Corpor:	50,000,000	4.85	4.85	3/15/23	10/1/25	107,778	-	-	107,778
Federal Agencies	313384FX2	Federal Home Loan Banks	30,000,000	0.00	4.84	3/20/23	5/22/23	-	47,600	-	47,600
Federal Agencies	3135GAG39	Federal National Mortgage Association	25,000,000	5.38	5.38	3/30/23	12/30/24	3,733	-	-	3,733
Federal Agencies	3135GAG39	Federal National Mortgage Association	25,000,000	5.38	5.38	3/30/23	12/30/24	3,733	-	-	3,733
Federal Agencies	3135GAG39	Federal National Mortgage Association	25,000,000	5.38	5.38	3/30/23	12/30/24	3,733	-	-	3,733
Federal Agencies	3135GAG39	Federal National Mortgage Association	25,000,000	5.38	5.38	3/30/23	12/30/24	3,733	-	-	3,733
Federal Agencies	3135GAFY2	Federal National Mortgage Association	25,000,000	5.32	5.32	4/3/23	10/3/24	-	-	-	-
Federal Agencies	3135GAFY2	Federal National Mortgage Association	25,000,000	5.32	5.32	4/3/23	10/3/24	-	-	-	-
Federal Agencies	3135GAFY2	Federal National Mortgage Association	50,000,000	5.32	5.32	4/3/23	10/3/24	-	-	-	-
<b>Subtotals</b>			<b>\$ 6,135,179,000</b>					<b>\$ 9,449,399</b>	<b>\$ 233,201</b>	<b>\$ -</b>	<b>\$ 9,682,600</b>
Public Time Deposits	PPFQECA11	Bridge Bank	\$ -	3.57	3.57	9/19/22	3/20/23	\$ 21,903	\$ -	\$ -	\$ 21,903
Public Time Deposits	PPFTL68P0	Bank of San Francisco	10,000,000	4.69	4.69	12/5/22	6/5/23	40,386	-	-	40,386
Public Time Deposits	PPG03UL74	Bridge Bank	10,000,000	4.72	4.72	12/19/22	6/19/23	40,088	-	-	40,088
Public Time Deposits	PPFTLUBP3	Bank of San Francisco	10,000,000	4.85	4.85	1/11/23	7/10/23	41,764	-	-	41,764
<b>Subtotals</b>			<b>\$ 30,000,000</b>					<b>\$ 144,140</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 144,140</b>

## Monthly Investment Earnings

### Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Negotiable CDs	06367CV46	Bank of Montreal - Chicago Branch	\$ -	2.60	2.60	5/17/22	3/27/23	\$ 93,889	\$ -	\$ -	\$ 93,889
Negotiable CDs	78012U5Z4	Royal Bank of Canada New York Branch	-	2.58	2.58	5/24/22	3/27/23	93,167	-	-	93,167
Negotiable CDs	78012U6W0	Royal Bank of Canada New York Branch	50,000,000	3.71	3.71	6/21/22	6/15/23	159,736	-	-	159,736
Negotiable CDs	78012U7H2	Royal Bank of Canada New York Branch	50,000,000	3.68	3.68	6/28/22	6/15/23	158,444	-	-	158,444
Negotiable CDs	89115B3A6	Toronto-Dominion Bank - New York Branch	100,000,000	3.60	3.60	7/5/22	6/15/23	310,000	-	-	310,000
Negotiable CDs	06367CWT0	Bank of Montreal - Chicago Branch	50,000,000	3.75	3.75	7/12/22	7/3/23	161,458	-	-	161,458
Negotiable CDs	78015J3N5	Royal Bank of Canada New York Branch	50,000,000	3.73	3.73	7/12/22	7/3/23	160,597	-	-	160,597
Negotiable CDs	89115BAW0	Toronto-Dominion Bank - New York Branch	50,000,000	3.90	3.90	7/19/22	6/30/23	167,917	-	-	167,917
Negotiable CDs	06367CX51	Bank of Montreal - Chicago Branch	50,000,000	3.92	3.92	7/21/22	6/30/23	168,778	-	-	168,778
Negotiable CDs	06367CXA0	Bank of Montreal - Chicago Branch	50,000,000	3.84	3.84	7/27/22	7/3/23	165,333	-	-	165,333
Negotiable CDs	06417MB87	Bank of Nova Scotia - Houston Branch	50,000,000	3.73	3.73	8/1/22	7/3/23	160,597	-	-	160,597
Negotiable CDs	78015JAJ6	Royal Bank of Canada New York Branch	50,000,000	4.02	4.02	8/8/22	7/3/23	173,083	-	-	173,083
Negotiable CDs	06367CXR3	Bank of Montreal - Chicago Branch	50,000,000	4.23	4.23	9/1/22	8/28/23	182,125	-	-	182,125
Negotiable CDs	78015JFJ1	Royal Bank of Canada New York Branch	50,000,000	4.75	4.75	9/20/22	9/20/23	204,514	-	-	204,514
Negotiable CDs	06367CXX0	Bank of Montreal - Chicago Branch	50,000,000	4.82	4.82	9/28/22	9/25/23	207,528	-	-	207,528
Negotiable CDs	78015JH67	Royal Bank of Canada New York Branch	50,000,000	4.76	4.76	9/28/22	9/25/23	204,944	-	-	204,944
Negotiable CDs	78015JHJ9	Royal Bank of Canada New York Branch	50,000,000	4.81	4.81	9/30/22	9/22/23	207,097	-	-	207,097
Negotiable CDs	06367CY27	Bank of Montreal - Chicago Branch	50,000,000	4.80	4.80	10/3/22	9/22/23	206,667	-	-	206,667
Negotiable CDs	06367CYA9	Bank of Montreal - Chicago Branch	50,000,000	4.97	4.97	10/6/22	10/6/23	213,986	-	-	213,986
Negotiable CDs	89115BC73	Toronto-Dominion Bank - New York Branch	50,000,000	5.57	5.57	11/2/22	10/23/23	239,819	-	-	239,819
Negotiable CDs	65602Y3E8	Norinchukin Bank - New York Branch	50,000,000	5.20	5.20	11/9/22	5/8/23	223,889	-	-	223,889
Negotiable CDs	78015JMJ3	Royal Bank of Canada New York Branch	50,000,000	5.46	5.46	11/16/22	10/23/23	235,083	-	-	235,083
Negotiable CDs	89115BJX9	Toronto-Dominion Bank - New York Branch	50,000,000	5.51	5.51	12/2/22	11/20/23	237,236	-	-	237,236
Negotiable CDs	06367D2M6	Bank of Montreal - Chicago Branch	50,000,000	5.30	5.30	12/5/22	7/3/23	228,194	-	-	228,194
Negotiable CDs	06417MN84	Bank of Nova Scotia - Houston Branch	50,000,000	5.50	5.50	12/5/22	11/21/23	236,806	-	-	236,806
Negotiable CDs	78015JPE1	Royal Bank of Canada New York Branch	50,000,000	5.37	5.37	12/19/22	12/18/23	231,208	-	-	231,208
Negotiable CDs	78015JRE9	Royal Bank of Canada New York Branch	100,000,000	5.43	5.43	1/5/23	12/29/23	467,583	-	-	467,583
Negotiable CDs	89115BPF0	Toronto-Dominion Bank - New York Branch	50,000,000	5.43	5.43	1/5/23	1/3/24	233,792	-	-	233,792
Negotiable CDs	89115BPF1	Toronto-Dominion Bank - New York Branch	50,000,000	5.43	5.43	1/5/23	1/5/24	233,792	-	-	233,792
Negotiable CDs	13606KRZ1	Canadian Imperial Bank of Commerce (New	50,000,000	5.32	5.32	1/10/23	11/6/23	229,056	-	-	229,056
Negotiable CDs	06367D3V5	Bank of Montreal - Chicago Branch	70,000,000	5.24	5.24	1/13/23	1/12/24	315,856	-	-	315,856
Negotiable CDs	89115BQB9	Toronto-Dominion Bank - New York Branch	50,000,000	5.24	5.24	1/17/23	1/17/24	225,611	-	-	225,611
Negotiable CDs	89115BST8	Toronto-Dominion Bank - New York Branch	100,000,000	5.21	5.21	1/30/23	1/29/24	448,639	-	-	448,639
Negotiable CDs	65602Y7E4	Norinchukin Bank - New York Branch	50,000,000	5.05	5.05	2/8/23	8/16/23	217,431	-	-	217,431
Negotiable CDs	06417MT47	Bank of Nova Scotia - Houston Branch	50,000,000	5.43	5.43	2/10/23	2/9/24	233,792	-	-	233,792
Negotiable CDs	06367D4E2	Bank of Montreal - Chicago Branch	100,000,000	5.42	5.42	3/1/23	10/24/23	466,722	-	-	466,722
Negotiable CDs	89115BWK2	Toronto-Dominion Bank - New York Branch	50,000,000	5.58	5.58	3/1/23	2/22/24	240,250	-	-	240,250
Negotiable CDs	89115BXF2	Toronto-Dominion Bank - New York Branch	50,000,000	5.60	5.60	3/6/23	3/6/24	202,222	-	-	202,222
Negotiable CDs	89115BY79	Toronto-Dominion Bank - New York Branch	50,000,000	5.75	5.75	3/8/23	1/29/24	191,667	-	-	191,667
<b>Subtotals</b>			<b>\$ 2,070,000,000</b>					<b>\$ 8,738,508</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,738,508</b>

# Monthly Investment Earnings

## Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM <sup>1</sup>	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Commercial Paper	89233HTW4	Toyota Motor Credit Corporation	\$ 50,000,000	0.00	4.66	10/3/22	6/30/23	\$ -	\$ 195,042	\$ -	\$ 195,042
Commercial Paper	89233HTW4	Toyota Motor Credit Corporation	50,000,000	0.00	5.28	11/2/22	6/30/23	-	220,444	-	220,444
Commercial Paper	89233HTW4	Toyota Motor Credit Corporation	50,000,000	0.00	5.31	11/8/22	6/30/23	-	221,736	-	221,736
Commercial Paper	89233HQD9	Toyota Motor Credit Corporation	-	0.00	0.00	11/15/22	3/13/23	-	75,667	-	75,667
Commercial Paper	62479MQD8	MUFG Bank - New York Branch	-	0.00	0.00	12/5/22	3/13/23	-	78,333	-	78,333
Commercial Paper	62479MU35	MUFG Bank - New York Branch	50,000,000	0.00	5.23	12/5/22	7/3/23	-	219,153	-	219,153
Commercial Paper	62479MTG8	MUFG Bank - New York Branch	50,000,000	0.00	5.15	12/19/22	6/16/23	-	216,139	-	216,139
Commercial Paper	62479MTW3	MUFG Bank - New York Branch	100,000,000	0.00	5.16	12/21/22	6/30/23	-	433,139	-	433,139
Commercial Paper	62479MVU4	MUFG Bank - New York Branch	50,000,000	0.00	5.12	1/17/23	8/28/23	-	214,417	-	214,417
Commercial Paper	62479MVE0	MUFG Bank - New York Branch	50,000,000	0.00	5.05	1/30/23	8/14/23	-	211,833	-	211,833
Commercial Paper	62479MV26	MUFG Bank - New York Branch	50,000,000	0.00	5.10	2/7/23	8/2/23	-	213,986	-	213,986
Commercial Paper	62479MV75	MUFG Bank - New York Branch	50,000,000	0.00	5.10	2/7/23	8/7/23	-	213,986	-	213,986
Commercial Paper	89233HVV1	Toyota Motor Credit Corporation	50,000,000	0.00	5.15	2/10/23	8/30/23	-	215,708	-	215,708
Commercial Paper	89233HVB7	Toyota Motor Credit Corporation	50,000,000	0.00	5.13	2/13/23	8/11/23	-	215,278	-	215,278
<b>Subtotals</b>			<b>\$ 650,000,000</b>					<b>\$ -</b>	<b>\$ 2,944,861</b>	<b>\$ -</b>	<b>\$ 2,944,861</b>
Money Market Funds	09248U718	BlackRock Liquidity Funds - T-Fund	\$ 205,902,211	4.68	4.69	3/31/23	4/1/23	\$ 710,872	\$ -	\$ -	\$ 710,872
Money Market Funds	262006208	Dreyfus Government Cash Management Fu	414,191,030	4.71	4.71	3/31/23	4/1/23	1,572,644	-	-	1,572,644
Money Market Funds	31607A703	Fidelity Colchester Street Trust - Governme	710,242,707	0.00	4.76	3/31/23	4/1/23	2,749,953	-	-	2,749,953
Money Market Funds	608919718	Money Market Obligations Trust - Federatec	123,580,022	4.69	4.71	3/31/23	4/1/23	731,151	-	-	731,151
Money Market Funds	61747C319	Morgan Stanley Institutional Liquidity Funds	667,030,309	4.73	4.75	3/31/23	4/1/23	1,399,179	-	-	1,399,179
Money Market Funds	85749T517	State Street Institutional U.S. Government M	24,672,839	4.68	4.66	3/31/23	4/1/23	208,673	-	-	208,673
<b>Subtotals</b>			<b>\$ 2,145,619,119</b>					<b>\$ 7,372,472</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,372,472</b>
Supranationals	459058JV6	International Bank for Reconstruction and D	\$ 100,000,000	0.13	0.23	4/20/21	4/20/23	\$ 10,500	\$ 8,790	\$ -	\$ 19,290
Supranationals	4581X0CM8	Inter-American Development Bank	100,000,000	2.13	0.58	4/26/21	1/15/25	177,083	(129,379)	-	47,704
Supranationals	459058JB0	International Bank for Reconstruction and D	40,000,000	0.63	0.57	7/23/21	4/22/25	20,867	(1,947)	-	18,919
Supranationals	45818WDG8	Inter-American Development Bank	19,500,000	0.82	0.75	8/25/21	2/27/26	13,325	(1,071)	-	12,254
Supranationals	45950VQG4	International Finance Corporation	10,000,000	0.44	0.72	10/22/21	9/23/24	3,667	2,362	-	6,029
Supranationals	4581X0DN5	Inter-American Development Bank	28,900,000	0.63	0.99	11/1/21	7/15/25	15,052	8,734	-	23,786
Supranationals	459056HV2	International Bank for Reconstruction and D	50,000,000	1.50	0.79	11/2/21	8/28/24	62,500	(29,623)	-	32,877
Supranationals	4581X0DZ8	Inter-American Development Bank	50,000,000	0.50	0.78	11/4/21	9/23/24	20,833	11,897	-	32,730
Supranationals	4581X0CC0	Inter-American Development Bank	25,756,000	3.00	0.66	12/15/21	10/4/23	64,390	(50,964)	-	13,426
Supranationals	45906M3B5	International Bank for Reconstruction and D	100,000,000	1.98	1.98	3/23/22	6/14/24	165,000	-	-	165,000
Supranationals	4581X0EE4	Inter-American Development Bank	80,000,000	3.25	3.26	7/1/22	7/1/24	216,667	339	-	217,006
Supranationals	45950VRU2	International Finance Corporation	100,000,000	4.02	4.02	1/26/23	1/26/26	335,250	-	-	335,250
<b>Subtotals</b>			<b>\$ 704,156,000</b>					<b>\$ 1,105,134</b>	<b>\$ (180,863)</b>	<b>\$ -</b>	<b>\$ 924,271</b>
<b>Grand Totals</b>			<b>\$ 15,609,954,119</b>					<b>\$ 29,767,040</b>	<b>\$ 2,895,561</b>	<b>\$ -</b>	<b>\$ 32,662,601</b>

<sup>1</sup> Yield to maturity is calculated at purchase



## Investment Transactions

### Pooled Fund

For month ended March 31, 2023

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction Amount
Purchase	3/1/23	10/24/23	Negotiable CDs	Bank of Montreal - Chicago Branch	06367D4E2	\$ 50,000,000	5.42	5.42	\$ 100.00	\$ -	(50,000,000)
Purchase	3/1/23	10/24/23	Negotiable CDs	Bank of Montreal - Chicago Branch	06367D4E2	50,000,000	5.42	5.42	100.00	-	(50,000,000)
Purchase	3/1/23	2/22/24	Negotiable CDs	Toronto-Dominion Bank - New York	189115BWK2	50,000,000	5.58	4.75	100.00	-	(50,000,000)
Purchase	3/1/23	4/1/23	Money Market Funds	Dreyfus Government Cash Managen	262006208	12,000,000	4.71	4.48	1.00	-	(12,000,000)
Purchase	3/1/23	4/1/23	Money Market Funds	BlackRock Liquidity Funds - T-Fund	09248U718	50,489	4.68	4.44	1.00	-	(50,489)
Purchase	3/2/23	3/3/23	Federal Agencies	Federal Home Loan Banks	313384CP2	50,000,000	0.00	4.60	99.99	-	(49,993,819)
Purchase	3/2/23	3/3/23	Federal Agencies	Federal Home Loan Banks	313384CP2	50,000,000	0.00	4.60	99.99	-	(49,993,819)
Purchase	3/2/23	4/1/23	Money Market Funds	Dreyfus Government Cash Managen	262006208	40,000,000	4.71	4.46	1.00	-	(40,000,000)
Purchase	3/3/23	2/28/25	Federal Agencies	Federal Home Loan Banks	3130AV7L0	35,000,000	5.00	5.07	99.87	-	(34,953,800)
Purchase	3/3/23	2/28/25	Federal Agencies	Federal Home Loan Banks	3130AV7L0	25,000,000	5.00	5.07	99.87	-	(24,967,000)
Purchase	3/3/23	4/1/23	Money Market Funds	Dreyfus Government Cash Managen	262006208	60,000,000	4.71	4.46	1.00	-	(60,000,000)
Purchase	3/6/23	4/1/23	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C319	100,000,000	4.73	4.46	1.00	-	(100,000,000)
Purchase	3/6/23	3/6/24	Negotiable CDs	Toronto-Dominion Bank - New York	189115BXF2	50,000,000	5.60	5.74	100.00	-	(50,000,000)
Purchase	3/6/23	4/1/23	Money Market Funds	Money Market Obligations Trust - Fe	608919718	100,000,000	4.69	4.44	1.00	-	(100,000,000)
Purchase	3/6/23	4/1/23	Money Market Funds	State Street Institutional U.S. Govern	85749T517	45,000,000	4.68	4.39	1.00	-	(45,000,000)
Purchase	3/6/23	4/1/23	Money Market Funds	BlackRock Liquidity Funds - T-Fund	09248U718	100,000,000	4.68	4.43	1.00	-	(100,000,000)
Purchase	3/7/23	4/1/23	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C319	125,000,000	4.73	4.50	1.00	-	(125,000,000)
Purchase	3/7/23	4/1/23	Money Market Funds	Money Market Obligations Trust - Fe	608919718	125,000,000	4.69	4.44	1.00	-	(125,000,000)
Purchase	3/7/23	4/1/23	Money Market Funds	State Street Institutional U.S. Govern	85749T517	95,000,000	4.68	4.40	1.00	-	(95,000,000)
Purchase	3/7/23	4/1/23	Money Market Funds	BlackRock Liquidity Funds - T-Fund	09248U718	125,000,000	4.68	4.43	1.00	-	(125,000,000)
Purchase	3/8/23	1/29/24	Negotiable CDs	Toronto-Dominion Bank - New York	189115BY79	50,000,000	5.75	5.59	100.00	-	(50,000,000)
Purchase	3/9/23	2/24/28	Federal Agencies	Federal Home Loan Banks	3130AUXL3	50,000,000	6.00	6.08	100.00	-	(50,000,000)
Purchase	3/13/23	4/1/23	Money Market Funds	State Street Institutional U.S. Govern	85749T517	60,000,000	4.68	4.40	1.00	-	(60,000,000)
Purchase	3/14/23	4/1/23	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C319	130,000,000	4.73	4.48	1.00	-	(130,000,000)
Purchase	3/15/23	10/1/25	Federal Agencies	Federal Farm Credit Banks Funding	3133EPDL6	50,000,000	4.85	4.85	100.00	-	(50,000,000)
Purchase	3/16/23	4/1/23	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C319	70,000,000	4.73	4.51	1.00	-	(70,000,000)
Purchase	3/20/23	5/22/23	Federal Agencies	Federal Home Loan Banks	313384FX2	30,000,000	0.00	4.71	99.17	-	(29,750,100)
Purchase	3/21/23	4/1/23	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C319	25,000,000	4.73	4.50	1.00	-	(25,000,000)
Purchase	3/23/23	4/1/23	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C319	70,000,000	4.73	4.50	1.00	-	(70,000,000)
Purchase	3/24/23	4/1/23	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C319	20,000,000	4.73	4.70	1.00	-	(20,000,000)
Purchase	3/27/23	4/1/23	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C319	65,000,000	4.73	4.73	1.00	-	(65,000,000)
Purchase	3/28/23	4/1/23	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C319	40,000,000	4.73	4.74	1.00	-	(40,000,000)
Purchase	3/30/23	12/30/24	Federal Agencies	Federal National Mortgage Associati	3135GAG39	25,000,000	5.38	5.38	100.00	-	(25,000,000)
Purchase	3/30/23	12/30/24	Federal Agencies	Federal National Mortgage Associati	3135GAG39	25,000,000	5.38	5.38	100.00	-	(25,000,000)
Purchase	3/30/23	12/30/24	Federal Agencies	Federal National Mortgage Associati	3135GAG39	25,000,000	5.38	5.38	100.00	-	(25,000,000)
Purchase	3/31/23	4/1/23	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C319	1,399,179	4.73	4.75	1.00	-	(1,399,179)
Purchase	3/31/23	4/1/23	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C319	10,000,000	4.73	4.75	1.00	-	(10,000,000)
Purchase	3/31/23	4/1/23	Money Market Funds	Dreyfus Government Cash Managen	262006208	1,572,644	4.71	4.71	1.00	-	(1,572,644)
Purchase	3/31/23	4/1/23	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	2,749,953	0.00	4.76	1.00	-	(2,749,953)
Purchase	3/31/23	4/1/23	Money Market Funds	Money Market Obligations Trust - Fe	608919718	731,151	4.69	4.71	1.00	-	(731,151)
Purchase	3/31/23	4/1/23	Money Market Funds	State Street Institutional U.S. Govern	85749T517	208,673	4.68	4.66	1.00	-	(208,673)
<b>Subtotals</b>						<b>\$ 2,063,712,089</b>	<b>4.58</b>	<b>4.71</b>	<b>\$ 31.69</b>	<b>\$ -</b>	<b>(2,063,370,628)</b>
Sale	3/8/23	4/1/23	Money Market Funds	State Street Institutional U.S. Govern	85749T517	(40,000,000)	4.68	4.41	1.00	\$ -	40,000,000
Sale	3/9/23	4/1/23	Money Market Funds	State Street Institutional U.S. Govern	85749T517	(15,000,000)	4.68	4.41	1.00	-	15,000,000
Sale	3/10/23	4/1/23	Money Market Funds	State Street Institutional U.S. Govern	85749T517	(50,000,000)	4.68	4.40	1.00	-	50,000,000
Sale	3/15/23	4/1/23	Money Market Funds	State Street Institutional U.S. Govern	85749T517	(55,000,000)	4.68	4.42	1.00	-	55,000,000
Sale	3/17/23	4/1/23	Money Market Funds	BlackRock Liquidity Funds - T-Fund	09248U718	(20,000,000)	4.68	4.45	1.00	-	20,000,000
Sale	3/22/23	4/1/23	Money Market Funds	BlackRock Liquidity Funds - T-Fund	09248U718	(15,000,000)	4.68	4.43	1.00	-	15,000,000
Sale	3/29/23	4/1/23	Money Market Funds	State Street Institutional U.S. Govern	85749T517	(30,000,000)	4.68	4.67	1.00	-	30,000,000
Sale	3/30/23	4/1/23	Money Market Funds	Money Market Obligations Trust - Fe	608919718	(115,000,000)	4.69	4.70	1.00	-	115,000,000
<b>Subtotals</b>						<b>\$ (340,000,000)</b>	<b>4.68</b>	<b>4.53</b>	<b>\$ 1.00</b>	<b>\$ -</b>	<b>340,000,000</b>

# Investment Transactions

## Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction Amount
Maturity	3/1/23	3/1/23	Federal Agencies	Federal Home Loan Banks	313384CM9	\$ (50,000,000)	0.00	4.56	\$ 100.00	\$ -	\$ 50,000,000
Maturity	3/3/23	3/3/23	Federal Agencies	Federal Home Loan Banks	313384CP2	(100,000,000)	0.00	4.60	100.00	-	100,000,000
Maturity	3/13/23	3/13/23	Commercial Paper	Toyota Motor Credit Corporation	89233HQD9	(50,000,000)	0.00	4.67	100.00	-	50,000,000
Maturity	3/13/23	3/13/23	Commercial Paper	MUFG Bank - New York Branch	62479MQD8	(50,000,000)	0.00	4.80	100.00	-	50,000,000
Maturity	3/15/23	3/15/23	U.S. Treasuries	United States Department of The Tre	912828ZD5	(50,000,000)	0.50	0.50	100.00	-	50,000,000
Maturity	3/20/23	3/20/23	Public Time Deposits	Bridge Bank	PPFQECA11	(10,000,000)	3.57	0.00	100.00	-	10,000,000
Maturity	3/23/23	3/23/23	Federal Agencies	Federal Farm Credit Banks Funding	3133EMUH3	(65,000,000)	0.13	4.87	100.00	-	65,000,000
Maturity	3/27/23	3/27/23	Negotiable CDs	Bank of Montreal - Chicago Branch	06367CV46	(50,000,000)	2.60	4.81	100.00	-	50,000,000
Maturity	3/27/23	3/27/23	Negotiable CDs	Royal Bank of Canada New York Brz	78012U5Z4	(50,000,000)	2.58	4.80	100.00	-	50,000,000
Maturity	3/31/23	3/31/23	U.S. Treasuries	United States Department of The Tre	91282CBU4	(50,000,000)	0.13	0.12	100.00	-	50,000,000
<b>Subtotals</b>						<b>\$ (525,000,000)</b>	<b>0.64</b>	<b>3.79</b>	<b>\$ 100.00</b>	<b>\$ -</b>	<b>\$ 525,000,000</b>
Interest	3/1/23	4/1/23	Money Market Funds	BlackRock Liquidity Funds - T-Fund	09248U718	---	4.68	4.44	---	\$ -	50,489
Interest	3/3/23	3/3/25	Federal Agencies	Federal Farm Credit Banks Funding	3133ELQV3	---	1.21	4.94	---	-	242,000
Interest	3/3/23	9/3/26	Federal Agencies	Federal Home Loan Banks	3130AP6T7	---	1.08	4.80	---	-	537,500
Interest	3/8/23	9/8/23	Federal Agencies	Federal Home Loan Banks	3130AJXD6	---	0.13	5.31	---	-	13,109
Interest	3/8/23	3/8/27	Federal Agencies	Federal Home Loan Banks	3130ARB59	---	2.35	4.85	---	-	1,175,000
Interest	3/8/23	9/8/23	Federal Agencies	Federal Home Loan Banks	313383YJ4	---	3.38	5.33	---	-	1,518,750
Interest	3/8/23	3/8/24	Federal Agencies	Federal Home Loan Banks	3130ATUQ8	---	4.75	5.49	---	-	1,881,528
Interest	3/10/23	3/10/27	Federal Agencies	Federal Farm Credit Banks Funding	3133ENRD4	---	1.68	4.22	---	-	408,013
Interest	3/13/23	9/12/25	Federal Agencies	Federal Home Loan Banks	3130A8ZQ9	---	1.75	4.30	---	-	90,081
Interest	3/13/23	9/12/23	Federal Agencies	Federal National Mortgage Associati	3135G0U43	---	2.88	5.07	---	-	426,190
Interest	3/13/23	9/13/24	Federal Agencies	Federal Home Loan Banks	3130ATVD6	---	4.88	4.43	---	-	853,125
Interest	3/13/23	8/10/26	Federal Agencies	Federal Home Loan Banks	3130ANTG5	---	1.05	4.18	---	-	525,000
Interest	3/15/23	9/15/23	U.S. Treasuries	United States Department of The Tre	91282CAK7	---	0.13	4.60	---	-	31,250
Interest	3/15/23	3/15/24	U.S. Treasuries	United States Department of The Tre	91282CBR1	---	0.25	4.35	---	-	62,500
Interest	3/15/23	3/15/23	U.S. Treasuries	United States Department of The Tre	912828ZD5	---	0.50	0.50	---	-	125,000
Interest	3/15/23	9/15/25	U.S. Treasuries	United States Department of The Tre	91282CFK2	---	3.50	3.87	---	-	875,000
Interest	3/20/23	3/18/24	Federal Agencies	Federal Farm Credit Banks Funding	3133EMTW2	---	0.30	4.57	---	-	150,000
Interest	3/20/23	3/20/23	Public Time Deposits	Bridge Bank	PPFQECA11	---	3.57	0.00	---	-	181,330
Interest	3/23/23	3/23/23	Federal Agencies	Federal Farm Credit Banks Funding	3133EMUH3	---	0.13	4.87	---	-	40,625
Interest	3/23/23	9/23/24	Supranationals	Inter-American Development Bank	4581X0DZ8	---	0.50	4.01	---	-	125,000
Interest	3/23/23	9/23/25	Federal Agencies	Federal Home Loan Mortgage Corpo	3137EAEX3	---	0.38	3.78	---	-	42,375
Interest	3/23/23	9/23/24	Supranationals	International Finance Corporation	45950VQG4	---	0.44	4.27	---	-	22,000
Interest	3/23/23	9/23/24	Federal Agencies	Federal Farm Credit Banks Funding	3133EM5X6	---	0.43	4.16	---	-	268,750
Interest	3/27/23	9/26/24	Federal Agencies	Federal Farm Credit Banks Funding	3133ENP79	---	4.25	4.28	---	-	1,062,500
Interest	3/27/23	9/27/23	Federal Agencies	Federal Farm Credit Banks Funding	3133EM6N7	---	0.17	4.91	---	-	42,500
Interest	3/27/23	3/27/23	Negotiable CDs	Bank of Montreal - Chicago Branch	06367CV46	---	2.60	4.81	---	-	1,133,889
Interest	3/27/23	3/27/23	Negotiable CDs	Royal Bank of Canada New York Brz	78012U5Z4	---	2.58	4.80	---	-	1,100,083
Interest	3/31/23	4/1/23	Money Market Funds	Morgan Stanley Institutional Liquidity	61747C319	---	4.73	4.75	---	-	1,399,179
Interest	3/31/23	9/30/26	U.S. Treasuries	United States Department of The Tre	91282CCZ2	---	0.88	3.78	---	-	656,250
Interest	3/31/23	3/31/23	U.S. Treasuries	United States Department of The Tre	91282CBU4	---	0.13	0.12	---	-	31,250
Interest	3/31/23	3/31/27	U.S. Treasuries	United States Department of The Tre	91282CEF4	---	2.50	3.72	---	-	312,500
Interest	3/31/23	3/31/25	U.S. Treasuries	United States Department of The Tre	912828ZF0	---	0.50	4.05	---	-	250,000
Interest	3/31/23	9/30/25	U.S. Treasuries	United States Department of The Tre	91282CAM3	---	0.25	3.84	---	-	125,000
Interest	3/31/23	4/1/23	Money Market Funds	Dreyfus Government Cash Managen	262006208	---	4.71	4.71	---	-	1,572,644
Interest	3/31/23	4/1/23	Money Market Funds	Fidelity Colchester Street Trust - Gov	31607A703	---	0.00	4.76	---	-	2,749,953
Interest	3/31/23	4/1/23	Money Market Funds	Money Market Obligations Trust - Fe	608919718	---	4.69	4.71	---	-	731,151
Interest	3/31/23	4/1/23	Money Market Funds	State Street Institutional U.S. Govern	85749T517	---	4.68	4.66	---	-	208,673
<b>Subtotals</b>						<b>\$ -</b>	<b>2.81</b>	<b>4.63</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 21,020,188</b>
<b>Grand Totals</b>			42 Purchases								
			(8) Sales								
			(10) Maturities / Calls								
			24 Change in number of positions								

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San Francisco  
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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 <a href="#">Ward</a> D	<p><b>Vehicles: video imaging of bicycle lane parking violations.</b></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	<a href="#">AB 645</a> <a href="#">Friedman</a> D	<p><b>Vehicles: speed safety system pilot program.</b></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 <sup>1</sup> (as of 04/03/2023)
Support	<a href="#">ACA 1</a> <a href="#">Aguiar-Curry</a> D Haney D  Principal Coauthor: <a href="#">Wiener</a> D	<b>Local government financing: affordable housing and public infrastructure: voter approval.</b>  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
	<a href="#">AB 251</a> <a href="#">Ward</a> D	<b>California Transportation Commission: vehicle weight safety study.</b>  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
	<a href="#">AB 645</a> <a href="#">Friedman</a> D	<b>Vehicles: speed safety system pilot program.</b>  Spot bill to establish a pilot safety program, including limited authorization of speed safety cameras.	<i>Assembly Appropriations</i>
Watch	<a href="#">AB 6</a> <a href="#">Friedman</a> D	<b>Transportation planning.</b>  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>
	<a href="#">AB 7</a> <a href="#">Friedman</a> D	<b>Transportation: funding: capacity projects.</b>  Spot bill to eliminate single occupancy vehicle freeway capacity projects.	Assembly Appropriations
	<a href="#">AB 761</a> <a href="#">Friedman</a> D	<b>Transit Transformation Task Force.</b>  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

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

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## Memorandum

### AGENDA ITEM 6

**DATE:** May 18, 2023  
**TO:** Transportation Authority Board  
**FROM:** Rachel Hiatt – Deputy Director for Planning  
**SUBJECT:** 6/13/2023 Board Meeting: Adopt the Ocean Avenue Mobility Action Plan [NTIP Planning]

#### **RECOMMENDATION** ☐ Information ☒ Action

Adopt the Ocean Avenue Mobility Action Plan [NTIP Planning]

#### **SUMMARY**

Transportation Authority Board Member Myrna Melgar requested the Ocean Avenue Mobility Action Plan to identify a set of up to three small or medium and two large projects to prioritize for advancement to improve safety and connectivity; transit efficiency, reliability, and access; manage congestion; and improve livability on the Ocean Avenue corridor, between San Jose Avenue and Junipero Serra. The project included a 14-member Task Force that was tasked with providing feedback on project outreach and determining the priority projects to advance through the Plan. The attached draft final plan identifies five priority concepts including pedestrian safety, speed management, bike connectivity, creating a shared pedestrian and bike path with the removal of the pedestrian bridge, and K Ingleside Muni Forward improvements. The Plan, which was funded with District 7 Neighborhood Transportation Improvement Program (NTIP) funds, includes a funding and implementation strategy.

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



## BACKGROUND

Transportation Authority Board Member Myrna Melgar requested and the Board approved Neighborhood Transportation Improvement Program (NTIP) planning funds for Transportation Authority staff, in coordination with the San Francisco Municipal Transportation Agency (SFMTA), to conduct the Ocean Avenue Mobility Action Plan. Working with the District 7 office, we convened a 14-member project Task Force made up of residents, businesses, institutions, and local community groups. The Task Force identified priority projects for advancement, with consideration for technical analysis and community outreach. The study first considered recommendations from plans completed within the past ten years and, through the Task Force, identified which projects to bring forward for consideration in this study. The Task Force also identified new concepts.

## DISCUSSION

**Task Force.** The Task Force's role was to liaise with the community, share and promote outreach, and determine the set of project recommendations, with consideration for outreach findings and technical analysis conducted by the project team. The project Task Force met five times over the study period. Meeting one included an overview of the project scope and Task Force member roles, defined the study area, established a study name, and discussed corridor needs. Meeting two included a review of past plan recommendations, confirmation of project goals, and identification of new projects to consider in the planning process. Meeting three included a review of the first round of community outreach findings and narrowed down the list of projects for further development and technical work. Meeting four included a review of the second round of community outreach findings and initial selections of projects for advancement in the Mobility Action Plan. Meeting five finalized three small projects and two large projects for advancement.

**Outreach.** The project included two primary rounds of outreach. For each round, we worked closely with the District 7 Office and Task Force to promote outreach surveys in newsletters and on social media. The project team also gave presentations to community-based organizations and attended Sunday Slow Streets and community events to understand priorities around study goals and project concepts. A third round of outreach included collecting written feedback on the study recommendations, which we posted to the project website.



**Concept Refinement and Selection Process.** We collected transportation recommendations from studies and plans on the Ocean Avenue corridor completed within the past ten years. These recommendations served as a starting point for consideration. The Task Force voted on which projects to bring to public outreach and further develop in the study. The Task Force also identified new concepts in this process. Based on findings from the first round of outreach, the Task Force narrowed down the list of projects for staff to further develop by developing design toolkits, technical analysis, and cost and impact considerations. The Task Force ultimately identified a short list of project concepts to advance in the Mobility Action Plan and provided guidance on design and implementation considerations for future phases of outreach. We compiled all Task Force recommendations along with a summary of public comments, technical considerations, cost considerations, and funding strategies for each recommended project. The final set of project recommendations include:

1. Pedestrian safety improvements on Ocean Ave, which includes flashing crosswalk signs, ADA ramp upgrades, and bulbouts/ painted safety zones. This is a small-medium project.
2. Speed management improvements on Ocean Ave, which includes signal improvements, speed feedback signs, and hardened centerlines to prevent unpermitted and wide left turns. This is a small-medium project.
3. Bike connectivity improvements via Holloway, which establishes an alternate east-west bike connection between the Balboa Park BART Station and Junipero Serra. This is a small-medium project.
4. K Ingleside Muni Forward, which includes a package of improvements to improve capacity, reduce travel times, increase reliability, and enhance traffic safety. This is a large project.
5. Creating a shared pedestrian and bike path and removing the pedestrian bridge on Ocean Avenue fronting City College by moving the existing retaining wall to create a separated path between I-280 and the Frida Kahlo/ Ocean / Geneva intersection. This is a large project.

The final report includes a funding and implementation strategy that outlines cost estimates, potential funding opportunities, and leads agencies for each recommendation. On March 21, 2023, the Board allocated \$237,000 in Prop K NTIP funds to the San Francisco Municipal Transportation Agency (SFMTA) to complete design and implementation of select small - medium concept recommendations;



though additional funding will be necessary to complete the full set of recommendations. The priority for this funding is for the low-cost pedestrian safety improvements including crosswalk warning signs, painted safety zones, and daylighting. Transportation Authority and SFMTA staff, working with the District 7 office will seek additional funding sources to advance the Plan's recommendations.

### **FINANCIAL IMPACT**

The recommended action would not have an impact on the adopted Fiscal Year 2022/23 budget or proposed Fiscal Year 2023/24 budget.

### **CAC POSITION**

The CAC will consider this item at their May 24, 2023 meeting.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Ocean Avenue Mobility Action Plan (Draft Final Report)





# Ocean Avenue Mobility Action Plan



San Francisco County Transportation Authority

**Neighborhood  
program**

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Draft Report: May 2023

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## Acknowledgments

The Ocean Ave Mobility Action Plan was funded through the San Francisco County Transportation Authority's Neighborhood Program at the request of Commissioner Melgar. The Neighborhood Program was established to fund community-based efforts in San Francisco neighborhoods, especially in underserved neighborhoods and areas with vulnerable populations (e.g., seniors, children, and/or people with disabilities). The Neighborhood Program is made possible with San Francisco's half-cent sales tax for transportation funds.

### PROJECT TEAM

#### San Francisco County Transportation Authority

**Rachel Hiatt**, Deputy Director of Planning

**Aliza Paz**, Principal Planner

**Brittany Chan**, Communications

#### San Francisco Municipal Transportation Agency

**Michael Rhodes**, Transit Priority Team Lead

**Anna Harkman**, Transit Planning

**Larson Holt**, Transit Planning

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## Table of Contents

<b>PROJECT OVERVIEW</b>	<b>5</b>
<b>PAST STUDIES AND PLANS</b>	<b>7</b>
<b>COMMUNITY ENGAGEMENT</b>	<b>10</b>
<b>CONCEPT REFINEMENT AND EVALUATION</b>	<b>21</b>
<b>RECOMMENDATIONS AND IMPLEMENTATION</b>	<b>28</b>
<b>IMPLEMENTATION FUNDING</b>	<b>40</b>

## Appendices

Appendix A: Ocean Avenue Task Force	42
Appendix B: Task Force Meeting 4 Project Concept Sheets	47
Appendix C: Task Force Meeting 5 Project Concept Sheets	56

## Tables

<b>Table 1.</b> Overview of Past Plans and Studies and Recommendations	9
<b>Table 2.</b> Survey Response for “Please rate your transportation priorities for the neighborhood”	13
<b>Table 3.</b> Survey 1 Responses to identifying important projects	14
<b>Table 4.</b> Survey 2 Responses for preferred long-term concept for advancement.	19
<b>Table 5.</b> Survey 2 Responses for top to preferred near-term projects for advancement	19
<b>Table 6.</b> Evaluation Framework for Project Development Process	28
<b>Table 7.</b> Ocean Ave Pedestrian Safety Concept Project Cost Estimate	30
<b>Table 8.</b> Ocean Ave Speed Management Concept Project Cost Estimate	31
<b>Table 9.</b> Bike Connectivity via Holloway Concept Project Cost Estimate	35
<b>Table 10.</b> Shared Pedestrian and Bike Path, with Removal of the Pedestrian Bridge Concept Project Cost Estimate	38
<b>Table 11.</b> Evaluation of the Recommended Concepts	39
<b>Table 12.</b> Concept Recommendations with Cost, Funding, Strategy, and Implementing Agency	40

## Figures

<b>Figure 1.</b> Ocean Avenue Mobility Action Plan Study Area	6
<b>Figure 2.</b> Home Zip Codes of Survey 1 Respondents	11
<b>Figure 3.</b> Race and Ethnicity of Survey 1 Respondents	12
<b>Figure 4.</b> Annual Household Income of Survey 1 Respondents	12
<b>Figure 5.</b> Zip codes classified as “near study area”	16
<b>Figure 6.</b> Home Zip Codes of Survey 2 Respondents	17
<b>Figure 7.</b> Race and Ethnicity of Survey 2 Respondents with Bay Area and Blank Zip Codes compared to Survey 1 Responses and District 7 Overall	18
<b>Figure 8.</b> Household Income of Survey 2 Respondents with Bay Area and Blank Zip Codes compared to Survey 1 Responses and District 7 Overall	18
<b>Figure 9.</b> Bike Crossing Improvement Locations and Existing Bike Network Map	23
<b>Figure 10.</b> Geneva Transit, Pedestrian, and Bike Improvement Cross Section	25
<b>Figure 11.</b> Shared Pedestrian and Bike Path and Pedestrian Bridge Removal Concept Design	27
<b>Figure 12.</b> Ocean Ave Pedestrian Safety Concept Map	30
<b>Figure 13.</b> Ocean Ave Speed Management Concept Map	31
<b>Figure 14.</b> Bike Connectivity via Holloway Concept Map	32
<b>Figure 15.</b> Bike Connectivity via Holloway Concept Design, by Segment	34
<b>Figure 16.</b> K Ingleside Muni Forward Concept	36
<b>Figure 17.</b> Shared Pedestrian and Bike Path, with Removal of the Pedestrian Bridge Concept	37

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## Project Overview

The Ocean Avenue Mobility Action Plan was developed at the request of Transportation Authority Board Member Myrna Melgar (District 7). Over the past decade, many studies have been conducted for the Ocean Avenue corridor and a range of recommendations have been put forward through these efforts. The Ocean Avenue Mobility Action Plan reviewed past plans and studies for the Ocean Avenue corridor to identify needs, goals, and past recommendations. The Action Plan was guided by a Project Task Force of residents, businesses, and community representatives, assembled specifically for this study to determine study recommendations. Each of these recommendations was considered, along with potential new concepts identified by the project Task Force. Through community engagement, technical analysis, and working closely with the project Task Force, the Mobility Action identifies three small projects and two large projects to be prioritized for advancement.

Each of the recommended concepts has been further developed to include location specific improvements, implementation details, costs, and funding opportunities. Considerations gathered through the community engagement process are also documented to guide future studies, detailed design, and implementation.

### PROJECT TASK FORCE

Working with the District 7 Office, the Transportation Authority convened a 14-member Task Force of residents, businesses, and community representatives to support and provide input to the Ocean Avenue Mobility Action Plan development and outreach efforts. The Task Force's role included prioritizing existing transportation concepts, identifying new concepts to improve transportation along Ocean Avenue, and selecting the final project recommendations to advance in the Mobility Action Plan. The Task Force met over five meetings to ultimately develop consensus around project recommendations. The meeting objectives included:<sup>1</sup>

- **Meeting 1 (October 2021):** Included an overview of the project scope and Task Force member roles, defined the study area, established a study name, and discussed corridor needs
- **Meeting 2 (February 2022):** Task Force members reviewed past plan recommendations, agreed on project goals, and identified new projects to consider in the planning process
- **Meeting 3 (July 2022):** Task Force members reviewed the first round of community outreach findings and narrowed down the list of projects for further development and technical work

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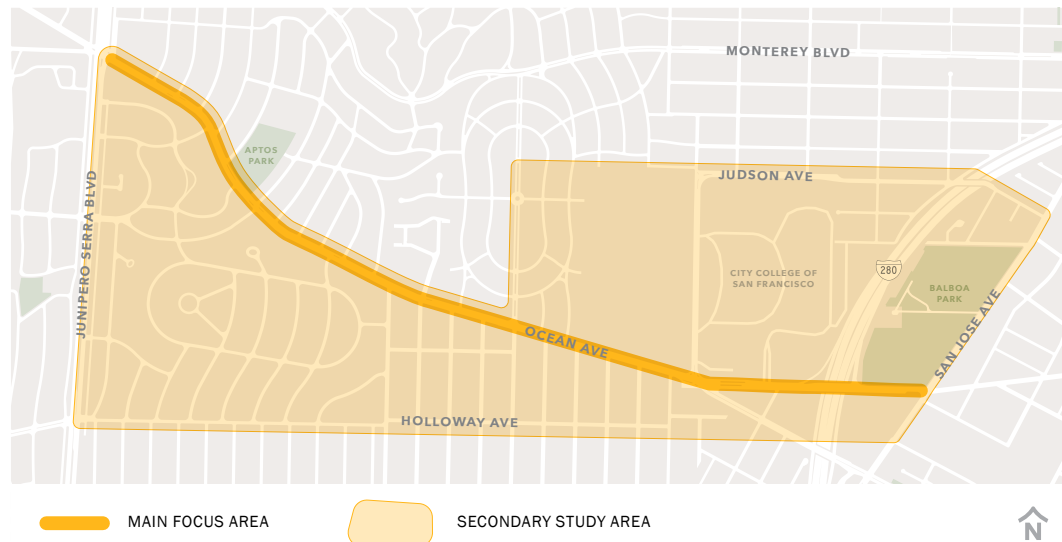
<sup>1</sup> See Appendix A for a list of Task Force members and meeting summaries

- **Meeting 4 (November 2022):** Task Force members reviewed the second round of community outreach findings and began to select projects for advancement in the Mobility Action Plan
- **Meeting 5 (February 2023):** Task Force members finalized three small projects and two large projects for advancement in the Mobility Action Plan

## STUDY AREA

The project study area is centered on Ocean Avenue between San Jose Avenue and Junipero Serra Boulevard. With input from the Task Force, the secondary study area was defined to Judson Avenue to the north between San Jose Avenue and Miramar and Holloway to the south along the full length of the corridor. Figure 1 shows the study focus area and secondary study area.

**Figure 1. Ocean Avenue Mobility Action Plan Study Area**



## STUDY GOALS

Study goals were developed based on reviewing past plans and studies for the study area and with input from the Task Force. Goals from previous plans in the study area included:

- Improve safety for people walking and bicycling
- Prioritize non-auto connections between new residential development and neighborhood destinations



- Improve the connectivity and accessibility of the Ocean Avenue Commercial Corridor and Balboa Park Station for travelers across all modes
- Support efficient and reliable transit operations
- Reduce impacts of freeway-bound automobile traffic on the local community
- Minimize traffic delays to vehicles traveling to/from I-280
- Reduce auto trips and vehicle miles traveled (VMT)
- Create a more visually appealing streetscape and public realm

These goals were consolidated into four overarching goals for the Mobility Action Plan, shown below. The outreach process asked participants to prioritize the goals. The goals are listed in order of priority.



Improve transit efficiency, reliability and accessibility



Improve safety and connectivity for pedestrians, bicyclists



Improve livability to support economic vitality and quality of life



Manage congestion on streets, particularly at freeways

## Past Studies and Plans

Many planning efforts have focused on the Ocean Avenue Corridor over the past decade, each with different recommendations. Despite transportation improvements to the corridor, recommendations from past planning efforts have not advanced or been prioritized. The past planning efforts are summarized below, and Table 1 has a summary of recommendations. At the second Task Force meeting, the Task Force prioritized nine of these projects to advance in the study process. Projects not recommended for

advancement can be understood as lower priority, but could be further developed or advanced at a future date.

- **The Ocean and Geneva Corridor Design Plan**, led by the San Francisco Planning Department in 2015,<sup>1</sup> identified multiple improvements focused on pedestrian and bike safety, circulation, and the streetscape and public realm.
- **The Balboa Park Circulation Improvement Study**, led by the San Francisco County Transportation Authority (SFCTA) in 2014,<sup>2</sup> aimed to reduce conflicts among different types of travelers around the BART station, improve pedestrian and bicycle conditions, and balance vehicle operational needs.
- **Frida Kahlo / Ocean / Geneva (F.O.G) Study**, led by the San Francisco Municipal Transportation Agency (SFMTA) in 2021<sup>3</sup>, reviewed existing issues at the F.O.G intersection and developed design concepts, based on recommendations for the Ocean and Geneva Corridor Design Plan, to improve safety, accessibility, and comfort for all travelers.
- **Balboa Park Transportation Demand Management Framework**, led by the San Francisco Planning Department in 2017<sup>4</sup>, recommends measures to better manage the current and future transportation needs of commuters, families, seniors, employees, visitors, and students of all ages, means, and schedules in the neighborhood.
- **Muni Forward**, led by SFMTA, addresses transit delay, improves reliability, and increases the safety and comfort of riders along the most heavily used routes through transit priority projects.<sup>5</sup> Muni Forward improvements have been made or are currently being planned to many transit lines across the city, with 80 miles of corridor improvements built to date. Ocean Avenue is identified as a future Muni Forward improvement corridor.

1 <https://sfplanning.org/project/ocean-ave-corridor-design>

2 <https://www.sfcta.org/projects/balboa-park>

3 <https://www.sfmta.com/projects/frida-kahlo-ocean-geneva-fog-study>

4 <https://sfplanning.org/balboa-area-transportation-demand-management-plan>

5 <https://www.sfmta.com/muniforward>



Table 1. Overview of Past Plans and Studies and Recommendations

PROJECT RECOMMENDATIONS FROM PAST PLANS/ STUDIES	PLAN/STUDY	ADVANCED THROUGH TASK FORCE PROCESS	ADDITIONAL DETAILS
Improve or remove the pedestrian bridge between Geneva and City College	Ocean and Geneva Corridor Design Plan, F.O.G Study	Yes	<p>The study included three options:</p> <p>1) Demolish the bridge, pedestrians would use existing at grade crossings</p> <p>2) Remove the stairs to the bridge on Ocean Ave, pedestrians from Ocean Ave would use existing at grade crossings. Bridge would still connect CCSF to Geneva, but would be inaccessible from Ocean Ave</p> <p>3) Upgrade bridge — add pedestrian lighting, upgrade railing and stairs, improve accessibility</p> <p>The Task Force advanced the bridge removal concept because it allows for a shared pedestrian and bike path to be constructed along Ocean Avenue (see line below).</p>
Construct east-west bikeway (and wider sidewalk) on Ocean (City College campus edge)	Ocean and Geneva Corridor Design Plan, F.O.G Study	Yes	The Task Force advanced this project in the form of a shared pedestrian and bike path on Ocean Avenue.
Construct east-west bike lanes on Geneva	Ocean and Geneva Corridor Design Plan	Yes	The Task Force modified this project to combine it with the pedestrian improvements on Geneva (see below) and expand it to include transit improvements.
Improve pedestrian safety on Geneva	Ocean and Geneva Corridor Design Plan	Yes	The Task Force modified this project to combine it with the projects to create east-west bike lanes on Geneva (see above) and expand it to include transit improvements.
Improve access to I-280	Ocean and Geneva Corridor Design Plan	No	This project would add a right turn pocket on eastbound Geneva at I-280 to accommodate vehicles entering the freeway. The Task Force did not advance this project in their selection of priority projects.
Construct a new transit plaza at Ocean and Geneva	Ocean and Geneva Corridor Design Plan	No	The project would design and construct plaza on the south side of Ocean Ave, west of Frida Kahlo Avenue including drought tolerant landscaping, seating, bus shelters, and pedestrian scale lighting. The Task Force did not advance this project.
Improve the entrance to Balboa Park and Balboa Park Skate Park	Ocean and Geneva Corridor Design Plan	No	<p>This project would create an ADA accessible entrance to Balboa Park at the corner of Ocean Avenue and the I-280 on ramp including a new bus shelter and landscaping to limit views of freeway. At the skate park, the project would add a bus shelter, specialty paving, seating, landscaping, custom signage, and pedestrian-scale lighting.</p> <p>The Task Force did not advance this project.</p>
Improve the streetscape around the Balboa Park BART station	Ocean and Geneva Corridor Design Plan	No	The project would add street and pedestrian lighting, widen the sidewalk, add bulbouts, and add landscaping. The Task Force did not advance this project.
Realign the I-280 southbound ramp at Ocean Avenue	Balboa Park Station Area Circulation Improvement Study	No	This project would reconfigure the I-280 southbound off-ramp to Ocean Ave from a high-speed merge to a signalized intersection. This project is being led by the Transportation Authority and entered the design phase during the study period. The Task Force did not advance this project.
Add or repaint continental or decorative crosswalks	Balboa Park Transportation Demand Management Framework	No	This concept would create and/or refresh high-visibility crosswalks. The identified specific locations for consideration. The Task Force did not advance this project.
Improve pedestrian and bicycle safety at the F.O.G intersection	Ocean and Geneva Corridor Design Plan, F.O.G Study	No	This project includes a near-term design and a long-term design. The near-term quick-build design is currently being considered by SFMTA along with Muni Forward improvements on Ocean Avenue and could reconfigure the intersection to improve transit, pedestrian, and bicycle access and safety. The long-term design includes additional capital-intensive improvements to the intersection. The Task Force did not advance the long-term project.
Improve transit reliability and capacity for the K Ingleside	Muni Forward	Yes	This project would improve transit reliability, access, and capacity through boarding platform upgrades, traffic signal priority, transit stop spacing improvements, pedestrian improvements, and other enhancements. The Task Force advanced this concept.

In the second Task Force meeting, the Task Force prioritized nine projects to advance for further development and into the outreach process. The list of project, outlined below, are a combination of past project recommendations and new concepts or adjustments to past projects.

Small projects include:

- Pedestrian safety improvements on Ocean Avenue (e.g. decorative crosswalks, pedestrian scale lighting, and bulb-outs at intersections)
- Geneva transit, pedestrian, and bike improvements
- Ocean Avenue corridor traffic safety and speed management improvements
- Streetscape improvements (e.g. landscaping and tree planting)
- Bike lanes on Geneva
- Bike safety improvements on Ocean Avenue and connectivity improvements
- Accessibility improvements to Balboa Park (e.g. new ADA entrances)

Large projects include:

- Muni Forward improvements for K Ingleside
- Remove the Ocean Avenue pedestrian bridge, move the retaining wall, and construct a shared pedestrian and bike path.

## Community Engagement

Two rounds of public outreach helped the Task Force refine the list of projects to recommend as priority projects. Each community outreach round included a town hall, a multi-language survey, and popups at community events. The Task Force and the District 7 Office helped promote both surveys and town hall events. The project team also shared the outreach information with local community-based organizations.

The outreach rounds included:

- **Round 1:** Presented Action Plan goals, prior projects identified in previous plans, and new projects identified by the Task Force. This round aimed to understand what projects the community would prioritize from the list of nine advanced by the Task Force, described in Table 1.
- **Round 2:** Presented a refined list of projects determined by the Task Force based on findings from the first round of outreach. This round asked the community to pick their preferred projects from a list of 7 identified by the Task Force.

## COMMUNITY ENGAGEMENT ROUND 1

The first round of outreach asked community members for input on the Action Plan's goals and projects for consideration. Outreach activities included a virtual town hall, community presentations, and a survey.

The Transportation Authority and the District 7 Transportation Authority Board Member Myrna Melgar convened a virtual town hall meeting on June 15, 2022. Approximately 50 people attended the event. Project staff presented the goals of the project and gave an overview of completed projects, projects in progress, and projects for consideration in the Action Plan. Through polling, participants were asked to consider the Action Plan's goals and the projects that were presented, and to select which were most important to them. Participants also shared input on the projects for consideration, as well as any new project ideas. Feedback included the need to improve transit access, pedestrian safety, and traffic management along Ocean Avenue.

In addition to the town hall event, staff also presented to the San Francisco Youth Commission, San Francisco Transit Riders – Transit Planning Working Group, and the Westwood Park Homeowners Association. Staff also attended Excelsior Sunday Streets on June 12, 2022 to provide project information and distribute surveys to community members.

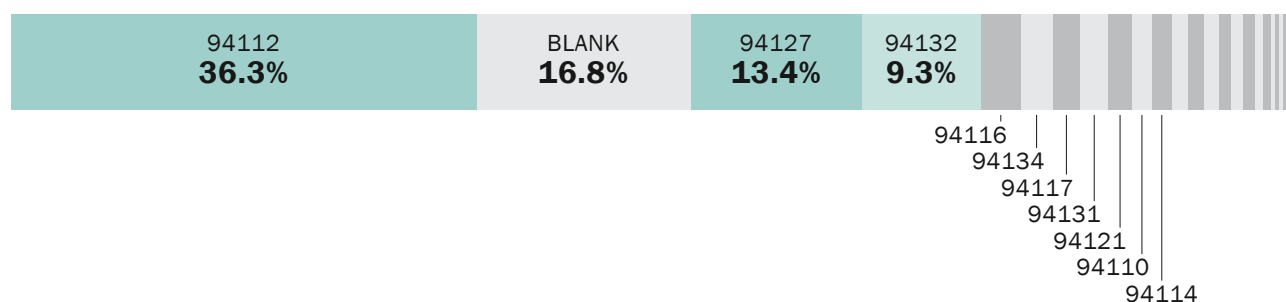
### Survey

A survey was conducted between May to June 2022 in English, Spanish, and Chinese. The survey aimed to understand community priorities related to the study goals and projects for consideration. The survey asked respondents to share their transportation priorities in the neighborhood, to prioritize study goals, small projects, large projects, and to give suggestions for new project ideas. The survey received 329 responses.

### Demographics of Respondents

Many respondents provided a home zip code. Over half of the zip codes provided are nearby the Ocean Avenue corridor – Ingleside-Excelsior/Crocker-Amazon (94112, 36%), St. Francis Wood/Miraloma/West Portal (94127, 13%), Lake Merced (94132, 9%). A small portion of responses are from other parts of the city (see Figure 2).

**Figure 2. Home Zip Codes of Survey 1 Respondents**



Many respondents did not answer questions related to demographics. Based on the responses received, about 50% identify as White, 30% as Asian, and 3% as Black or Native American (see Figure 3). About 8% of respondents identified as Hispanic, Latino, or Latinx. The majority of respondents have a household income under \$150,000 and, on average, household incomes support 2 people (see Figure 4)

Figure 3. Race and Ethnicity of Survey 1 Respondents

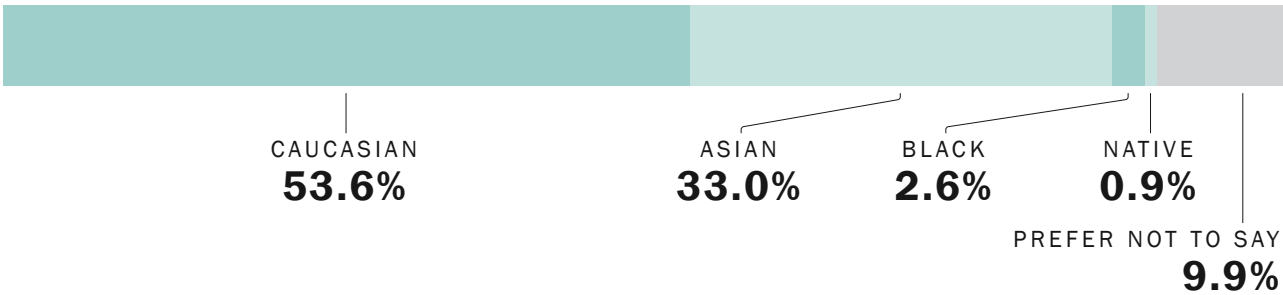
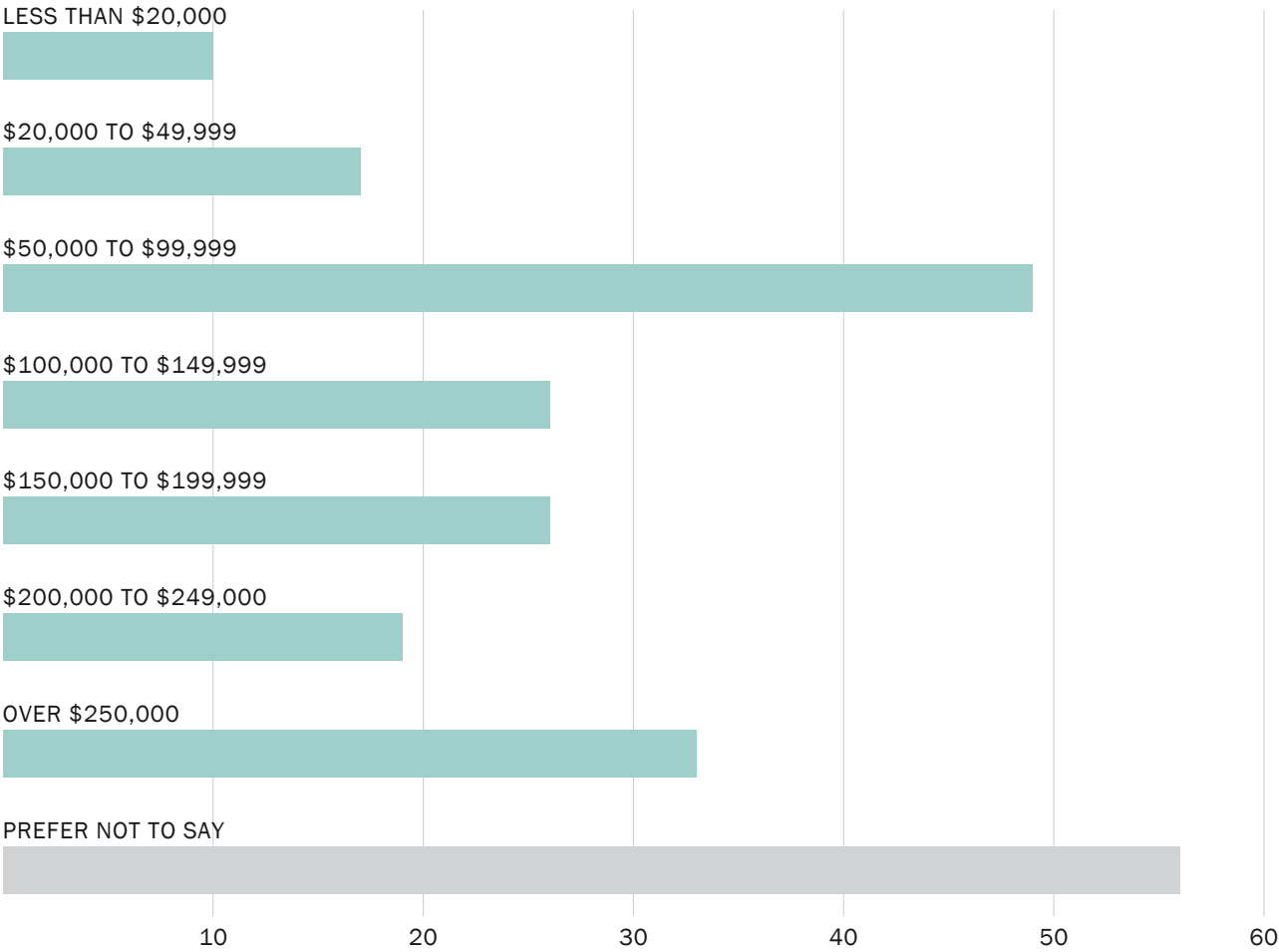


Figure 4. Annual Household Income of Survey 1 Respondents



### What we Heard

Survey respondents were asked to rate the relative importance of the four study goals – transit efficiency, reliability, and accessibility; pedestrian and bike safety; improve livability, economic vitality, and quality of life; and manage congestion. Table 2 below shows how each goal was ranked on a low to high scale. Transit efficiency, reliability, and accessibility was ranked as a high importance most often (68%) and managing congestion was ranked as a high priority least often (38%).

**Table 2.** Survey Response for “Please rate your transportation priorities for the neighborhood”

TRANSPORTATION PRIORITIES FOR THE NEIGHBORHOOD	LOW	MEDIUM	HIGH	PERCENT OF HIGH RESPONSES
Transit efficiency, reliability and accessibility	22	82	221	68%
Pedestrian and bike safety	38	86	200	62%
Improve livability, economic vitality and quality of life	26	103	189	59%
Manage congestion	88	109	123	38%

Survey respondents also identified the relative importance of large and small projects for consideration (see Table 3). For the large projects, the K Ingleside Muni Forward project was selected as important more often than the concept to create a shared pedestrian and bike path on Ocean Avenue between Frida Kahlo Way and I-280. For small projects, the pedestrian safety concept was selected as important most often and bike improvements on Ocean Avenue and accessibility improvements to Balboa Park were selected as important least often. The remaining project concepts were selected as important at similar frequency.

**Table 3.** Survey 1 Responses to identifying important projects

LARGE PROJECT	NUMBER OF RESPONDENTS THAT SELECTED AS IMPORTANT
K Ingleside Muni Forward improvements	177
Remove the Ocean Avenue pedestrian bridge, move the City College retaining wall, and construct a shared bike and pedestrian path	142
SMALL PROJECTS	NUMBER OF RESPONDENTS THAT SELECTED AS IMPORTANT
Pedestrian safety improvements (e.g., decorative crosswalks, pedestrian-scale lighting, and bulb-outs at intersections)	172
Geneva Avenue transit, pedestrian, and bike improvements	122
Ocean Avenue corridor traffic safety and speed management improvements	108
Streetscape improvements (e.g., landscaping, tree planting)	105
Bike lanes on Geneva Avenue	100
Bike safety improvements on Ocean Ave (FOG intersection and Bart) and connectivity improvements (Holloway)	87
Accessibility improvements (e.g., new ADA entrances to Balboa Park)	73

### Task Force Takeaways

Following the first round of community engagement, the Task Force reviewed the findings from the outreach process and narrowed down the list of projects to advance for further refinement. The Task Force emphasized the need to understand the details, benefits, and tradeoffs of each project. This detail was developed during the refinement process (see Appendix B). The information developed through the project refinement process supported the second round of community engagement to understand community priorities and identify project recommendations.

The Task Force identified the following projects to be refined and advance for further consideration in the second round of community engagement:

### Small Project Concepts

- **Ocean Avenue pedestrian safety improvements** to improve accessibility and reduce intermodal conflicts
- **Geneva Avenue pedestrian, transit, and bike improvements** to improve sight distance, support transit reliability, and reduce intermodal conflicts

- **Ocean Avenue speed management improvements** to reduce high speeds and discourage unpermitted turns
- **Streetscape improvements** to increase landscaping and improve lighting
- **Bike safety improvements** to reduce intermodal conflicts when crossing and traveling along Ocean Avenue
- **Bike connectivity improvements** that consider a combination of Ocean Avenue and Holloway to create an alternate east-west bike connection

### Large Project Concepts

- **K Ingleside Muni Forward improvements** to improve transit reliability, improve access for riders, and increase train capacity on Ocean Ave
- **A shared pedestrian and bike path** on Ocean Ave, creating space by removing the pedestrian bridge and moving the City College retaining wall to widen the existing sidewalk into a path

## COMMUNITY ENGAGEMENT ROUND 2

The second round of outreach asked community members to prioritize the narrowed down list of projects that were identified in the first round of outreach, considering additional project details developed in the project refinement process. Outreach activities included a virtual town hall, survey, and a community tabling event.

The Transportation Authority and the District 7 Transportation Authority Board Member Myrna Melgar convened a virtual town hall meeting on October 13, 2022. Approximately 20 people attended the event. Project staff presented findings from the first round of outreach and gave an overview of the small and large projects for consideration. Through polling, participants were asked to select their top two small projects and top large project for advancement in the Action Plan. Participants shared input on the projects for consideration. Feedback included suggestions for additional streets and intersections to consider, and the need for pedestrian safety improvements and traffic calming along Ocean Avenue.

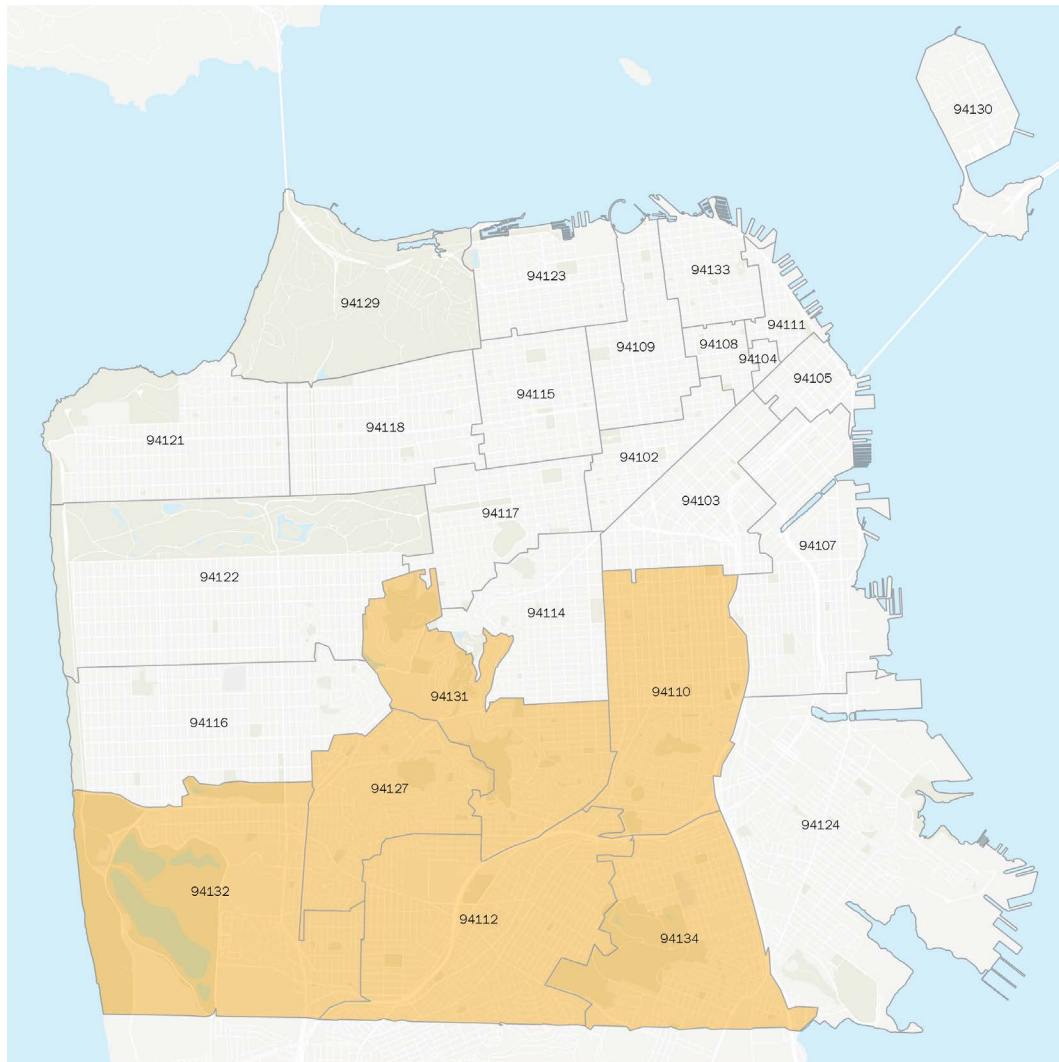
Transportation Authority staff also attended a neighborhood community event along Darien Way on October 23, 2022 to provide project information and distribute surveys to community members living in the corridor.

### Survey

A survey was conducted in October 2022 in English, Spanish, and Chinese. The survey aimed to understand the priorities for small and large projects to advance. The survey asked respondents to select two small projects to prioritize and one large project to prioritize for advancement. The survey received 1,429 responses. However, through

the data validation process, staff concluded that many survey respondents reported living outside of the region and state. The survey data was cleaned to determine the total responses with zip codes in the region including blank responses (585 total responses) and total responses with zip codes in the study area shown in Figure 5 (71 total responses). The survey analysis presented in this section uses responses with zip codes in the Bay Area including blank responses because the City College of San Francisco Balboa Park Campus draws students and staff from across the region. Project preferences and priorities include findings for responses from zip codes nearby the study corridor for comparative purposes.

**Figure 5.** Zip codes classified as “near study area”

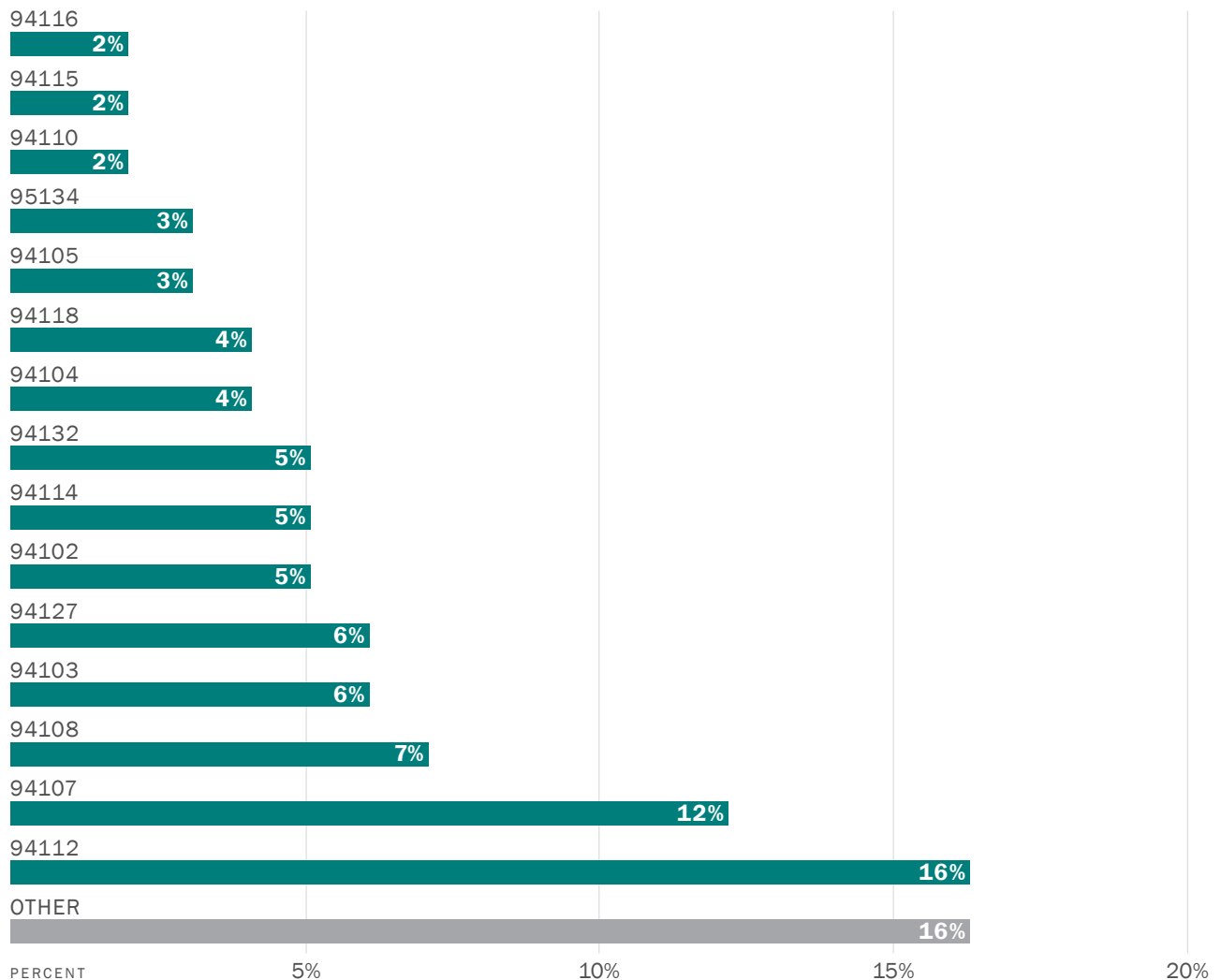




### Demographics of Respondents

Survey respondents indicated home zip codes within San Francisco and outside of the city. About 27% of survey respondents indicated home zip codes located within the study corridor, which is lower than survey responses in the first survey. Ingleside-Excelsior/Crocker-Amazon (94112, 16%) , St. Francis Wood/Miraloma/West Portal (94127, 6%), Lake Merced (94132, 5%).

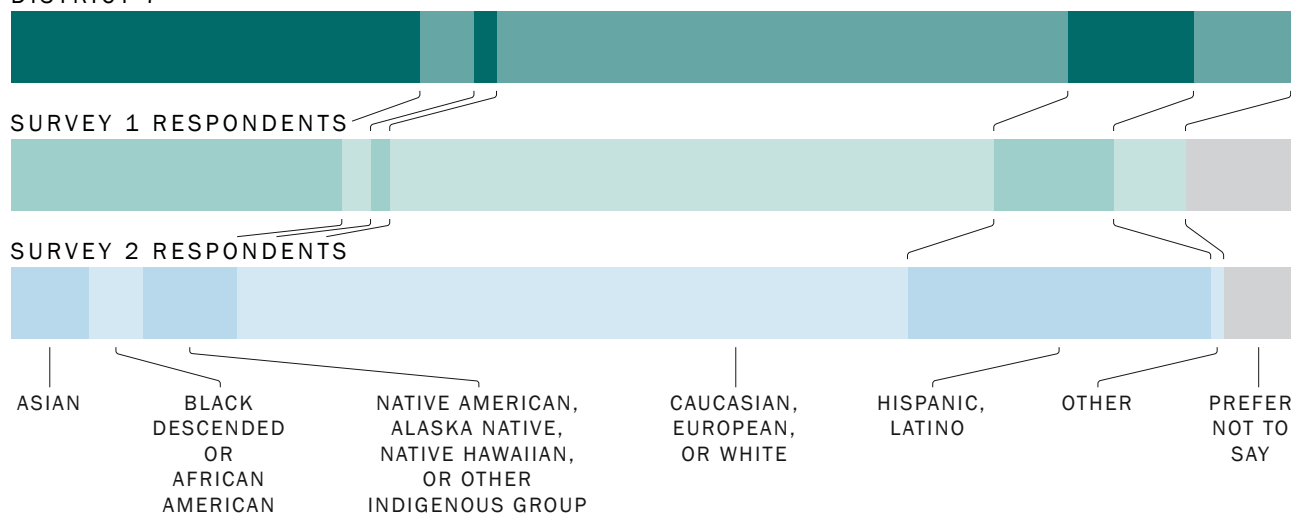
**Figure 6. Home Zip Codes of Survey 2 Respondents**



Compared to the first survey, the second survey had a higher portion of respondents that identify as Black and Native American or other Indigenous and a smaller portion of respondents that identify as Asian. Figure 7 shows the demographics of survey respondents for each survey response and the district overall. The majority of respondents have a household income under \$150,000. Figure 8 shows the household income of survey respondents for each survey response and the district overall.

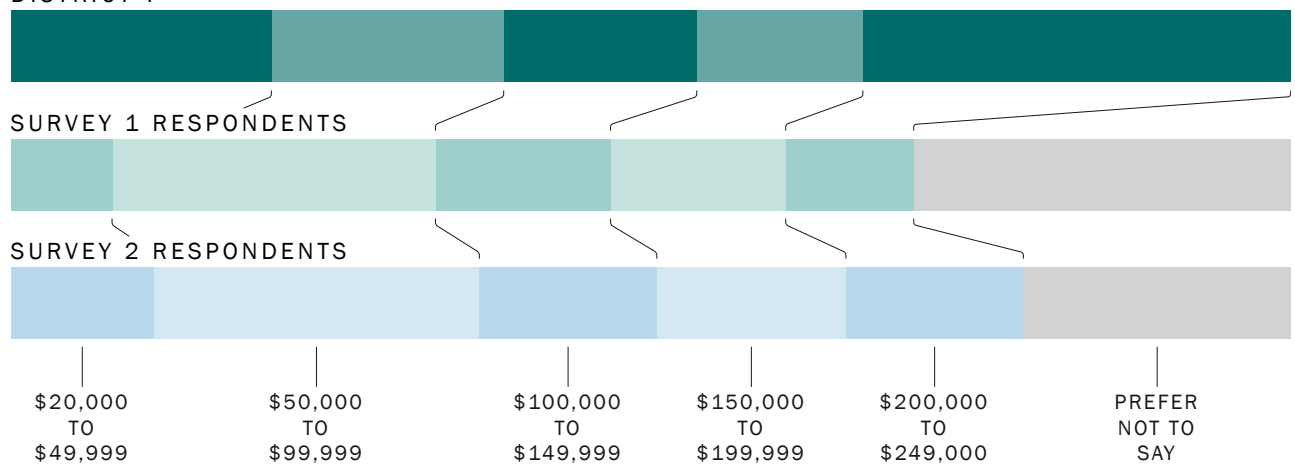
**Figure 7. Race and Ethnicity of Survey 2 Respondents with Bay Area and Blank Zip Codes compared to Survey 1 Responses and District 7 Overall**

#### DISTRICT 7



**Figure 8. Household Income of Survey 2 Respondents with Bay Area and Blank Zip Codes compared to Survey 1 Responses and District 7 Overall**

#### DISTRICT 7



### What We Heard

Survey respondents were asked to select one large project and two small projects for advancement. The preference for large projects was split, enforcing the strong priority for both large projects. The responses from people throughout the Bay Area showed a slight preference for a shared pedestrian and bike path compared to responses from nearby the study area, which showed a slight preference for K Ingleside Muni Forward improvements.

**Table 4. Survey 2 Responses for preferred long-term concept for advancement.**

<b>LARGE PROJECT CONCEPTS</b>	<b>NUMBER OF SELECTED RESPONSES – BAY AREA ZIP CODES AND BLANKS (585)</b>	<b>CORRIDOR FOCUSED ZIP CODES (71)</b>
Construct a shared pedestrian and bike path by removing the Ocean Avenue pedestrian bridge and moving the City College retaining wall	312 (53%)	34 (47%)
Muni Forward improvements	240 (41%)	36 (50%)

In the small project list, the Ocean Ave Pedestrian Safety and Ocean Ave Speed Management projects were identified as high priorities for advancement in both sets of survey responses. The remaining projects did not have consistent priorities between the two groups, though the Geneva Transit, Pedestrian, and Bike, Bike Safety Improvements, and Bike Connectivity Improvements ranked the third through fifth highest priorities in both sets of responses. Survey respondents noted the need for added landscaping in all projects, concern about removing the pedestrian bridge over Ocean Ave, and preference for separated bike space.

**Table 5. Survey 2 Responses for top to preferred near-term projects for advancement**

<b>SMALL PROJECT CONCEPTS</b>	<b>NUMBER OF SELECTED RESPONSES – BAY AREA ZIP CODES AND BLANKS (585)</b>	<b>CORRIDOR FOCUSED ZIP CODES (71)</b>
Pedestrian safety improvements along Ocean (e.g. decorative crosswalks, pedestrian-scale lighting, and bulb-outs at intersections)	298 (49%)	43 (60%)
Speed Management and Safety on Ocean Ave.	247 (42%)	27 (38%)
Geneva transit, pedestrian, and bike improvements	198 (34%)	19 (27%)
Bike safety improvements on Ocean Ave (e.g. FOG intersection and BART)	178 (30%)	24 (34%)
Bike connectivity improvements (Holloway)	159 (27%)	16 (22%)
Streetscape improvements (e.g. landscaping, tree planting)	87 (15%)	13 (18%)

### Task Force Takeaways

Following the second round of community engagement, the Task Force reviewed the findings from the outreach process and reviewed detailed project information to determine the two large projects and three small projects to advance. The Task Force determined that the two large projects – K Ingleside Muni Forward and a shared pedestrian and bike path with removal of the pedestrian bridge – and two small projects – pedestrian safety and speed management on Ocean Ave – would advance.

The Task Force had split opinions for the third small project and requested additional alternatives be prepared for the bike safety, bike connectivity, and Geneva Avenue projects. Transportation Authority Staff conducted further design and technical work (see Appendix C) to create additional alternatives based on feedback from the Task Force. The additional project alternatives include:

- A combined concept that includes bike safety and bike connectivity improvements to establish a complete bike connection from the Balboa Park BART Station to Lee Ave. to Holloway.
- Additional variations of the Geneva transit, pedestrian, and bike improvement project to better understand tradeoffs. These alternatives include:
  - » Geneva transit only lanes and pedestrian improvements; this alternative removed the bike improvements to maximize the pedestrian safety benefits (i.e., pedestrian bulb-outs preclude continuous protected bike lanes)
  - » Geneva protected bike lanes and select pedestrian improvements that do not include bulb-outs
  - » Geneva protected bike lanes, transit only lanes, and modest pedestrian improvements that do not include bulb-outs

### COMMUNITY ENGAGEMENT ROUND 3

Following the Task Force determining recommendations for the study, the project team conducted a third round of outreach to gather input on the detailed concept recommendations. The project website included an overview of each recommendation and comments were collected via email. Project staff worked with the Task Force, local community groups, and media to promote this round of outreach; information was also promoted via social media. Seventeen comments were received and included:

- Support for pedestrian, bike, and street safety improvements along Ocean Avenue, particularly at Frida Kahlo
- Support for improvements to the K Ingleside, particularly for transit signal priority. There was concern about left turn restrictions and transit only lanes punishing traffic on to adjacent streets
- Support for traffic calming on Holloway, with concerns with parking removal
- Some expressed concerns with removing the pedestrian bridge because it currently provides a crossing that does not have vehicle conflicts
- Not related to specific concepts, comments also included the need for traffic enforcement along Ocean Avenue, to address flooding impacts, and reduce noise

## Concept Refinement and Evaluation

The project refinement effort, completed between round one and round two of community engagement, defined details for each of the projects selected to advance by the Task Force following the first round of outreach. The additional details for each project includes benefits, potential treatments and locations, and project tradeoffs. The concepts selected to advance through this milestone in the prioritization process are outlined below and detailed concept sheets are included in Appendix B.

An additional round of refinements was conducted for the final set of projects that the Task Force recommended for advancement.

### SMALL - MEDIUM PROJECTS

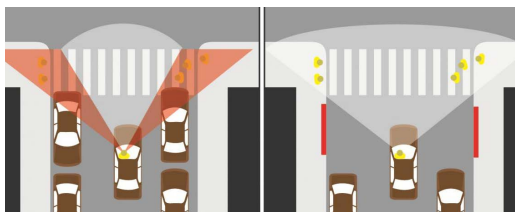
The small to medium projects include treatments like traffic striping, traffic signage, above-ground signal modifications, and minor pavement resurfacing (e.g., slurry seal). These projects can be done without major capital investments and can be implemented without major construction efforts like rerouting Muni or detouring vehicle traffic.

#### Ocean Ave Pedestrian Safety

The Task Force elevated a new concept to improve pedestrian safety along the corridor. This proposes interventions along Ocean Ave. to address conflicts and challenges. The concept would enhance the visibility of pedestrians by upgrading curb ramps to Americans with Disabilities Act (ADA) compliance, extending some corner curb areas with bulb-outs, keeping curbs near intersection clear ("daylighting"), and adding crosswalk warning signs. Left-turn restrictions would reduce conflicts along Ocean Ave., though the project refinement process did not determine specific locations as this would need to be coordinated with Muni Forward planning.



Crosswalk warning signs with flashing lights to increase pedestrian visibility by alerting drivers to yield to people crossing the street.



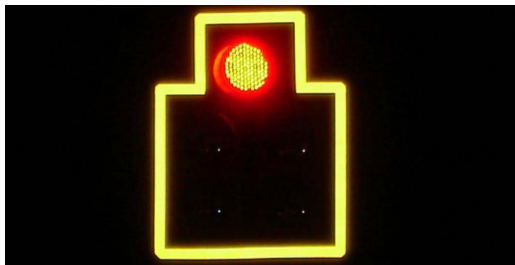
Curb daylighting, which converts the space immediately before the crosswalk into red zones to increase the visibility of pedestrians and oncoming traffic.



Upgraded ADA compliant curb ramps to provide an accessible path of travel on and off of public sidewalks. Curb ramp improvements could be paired with sidewalk extensions at certain locations to make pedestrian crossing distances shorter.

### Ocean Ave Speed Management

The Task Force elevated a new concept to manage speeds along the corridor. This concept proposes safety interventions along Ocean Ave. to address high vehicle speeds. The concept would improve traffic signals to make them more visible to nearby drivers and reduce speeding along the corridor, add digital speed feedback signs, and discourage illegal left turns with raised barriers also known as “hardened” center lines and lane restriping.



Signal and lighting improvements to replace existing traffic lights with more visible signal heads. New traffic lights could also include reflective backing to make traffic signals more visible.



Hardened centerlines, which are raised bumps along the centerline, to improve safety by creating a physical barrier that makes it difficult to make u-turns and wide left turns.

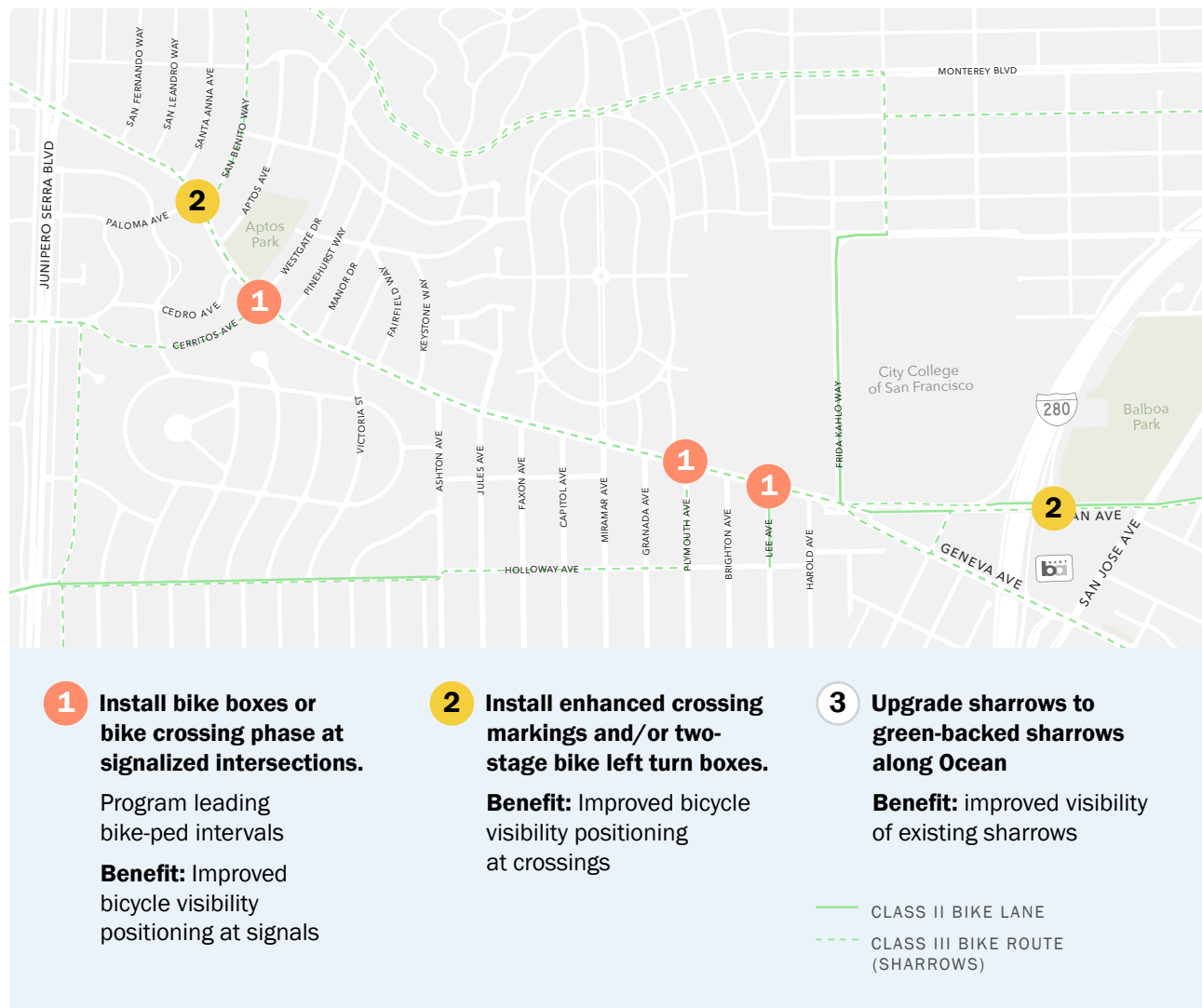


Vehicle feedback signs alert drivers of their actual driving speeds.

## Ocean Ave Bike Crossing and Spot Improvements

Areas where bike connections are particularly challenging on Ocean Ave. were identified through the Task Force and by the project team. This concept would address these specific challenges with a two-stage left turn with new bike ramps and markings from the Balboa Park BART Station onto westbound Ocean Ave., marked queuing areas to improve bicycle visibility and positioning at designated bike route connections, and improved access to major destinations. Challenging crossings identified by the Task Force and the project planning process are shown in Figure 9 below.

**Figure 9. Bike Crossing Improvement Locations and Existing Bike Network Map**





### Bike Connectivity Improvements via Holloway

The competing priorities (transit, driving, parking, bike lanes) along Ocean Ave. make it difficult to create a consistent bicycle lane. This concept focuses on creating an alternative east-west bike connection along Holloway. The improvements would maintain a shared travel lane, with additional traffic calming, street safety, and wayfinding improvements. Improvements could also be added along key north-south connections to Ocean Ave. to establish connections to key destinations and slow speeds. Dedicated bike lanes could also be considered in one or both directions on Holloway between Lee Ave and Junipero Serra, though this would require removing all on-street parking on Holloway Avenue between Junipero Serra and Ashton Avenue.



Traffic circles help to reduce vehicle speeds at unsignalized intersection



Sharrows allow for increased visibility of shared bike and vehicle spaces



Bike lanes create a designated bike space



### Geneva Transit, Pedestrian, and Bike Improvements

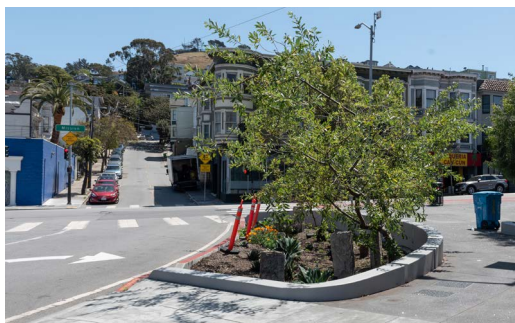
Previous plans identified pedestrian safety improvements on Geneva, between San Jose Ave. and Ocean Ave. The Task Force adjusted this concept to include multimodal improvements (transit, pedestrian, and bicycle). This concept creates a designated lane for transit and bikes, separate from the vehicle travel lane, and uses bulb-outs and crosswalk improvements improve pedestrian visibility. This design accounts for competing demands along Geneva, particularly maximizing pedestrian safety, which was a stated priority by the Task Force.

**Figure 10. Geneva Transit, Pedestrian, and Bike Improvement Cross Section**



### Ocean Ave Streetscape Improvements

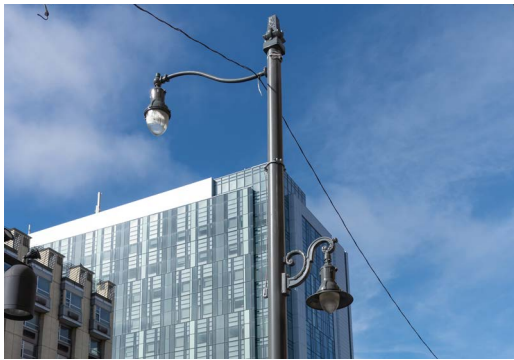
The Ocean Ave. Streetscape Improvement Project was completed in 2016 and added street trees, sidewalk improvements, and pavers from Frida Kahlo Way to Manor Drive. This concept would expand the streetscape improvements west to Junipero Serra Blvd. This concept would add/improve street and pedestrian lighting, increase sidewalk width and add bulb-outs, and add landscape greening and street trees.



Sidewalk extensions allow for additional green space along the corridor



Street furnishings increase seating and landscaping along the corridor



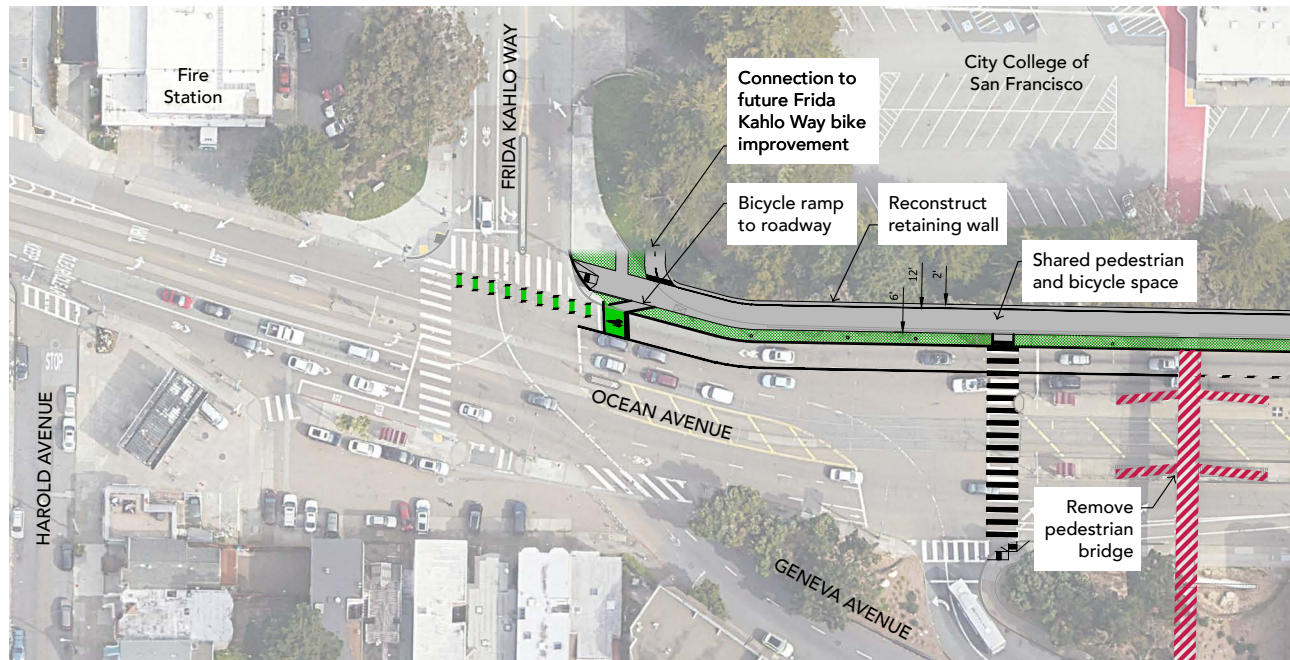
Lighting improvements can increase visibility and personal security along the corridor, particularly in evening hours.

## LARGE PROJECTS

The large projects require significant planning, technical analysis, and infrastructure work to implement. These projects are also considered long-term improvements as they would take multiple years to fully implement.

### Shared Pedestrian and Bike Path, with Removal of the Pedestrian Bridge

The project would widen the existing walkway on the north side of Ocean Ave's right-of-way by removing the existing pedestrian bridge and reconstructing the retaining wall adjacent to City College; this would provide more space for people walking and biking between Frida Kahlo Way (and the forthcoming Balboa Reservoir Development) and Balboa Park BART Station. The existing sidewalk would be widened to accommodate a new walking/bicycling path (the specifics of any separation between pedestrians and people bicycling is to be determined). New trees and landscaping would be used to create a buffer between the widened path and vehicle traffic. The existing pedestrian bridge is not ADA accessible and based on preliminary studies, work to remove the pedestrian bridge and move the retaining wall would likely need to be done together.

**Figure 11.** Shared Pedestrian and Bike Path and Pedestrian Bridge Removal Concept Design

### K Ingleside Muni Forward

This project would implement a set of transit reliability, pedestrian safety, and rider access upgrades along the K Ingleside line. This project would double train capacity with transit stop upgrades to enable two-car trains on Ocean Avenue, reduce transit travel time, and improve reliability on the corridor with transit lanes, turn restrictions at some locations, stop consolidation, and signal changes. The project would also include rider access, safety, and comfort improvements at stops.



Example of new transit boarding island with access improvements.

PRELIMINARY EVALUATION

Through the Task Force process, the project team developed high level evaluation criteria. The evaluation criteria align to each goal area to understand how each project supports the study goals (See Table 6). The evaluation for each project is included in the concept sheets in Appendix B.

Table 6. Evaluation Framework for Project Development Process

 <b>Improve transit efficiency, reliability and accessibility</b>	 <b>Improve safety and connectivity for pedestrians, bicyclists</b>	 <b>Improve streetscape to support economic vitality and quality of life</b>	 <b>Reduce congestion on streets particularly at freeway</b>
Potential to... <ul style="list-style-type: none"><li>• Decrease transit travel time</li><li>• Improve transit reliability</li><li>• Improve access to transit stops</li></ul>	<ul style="list-style-type: none"><li>• Decrease in number of conflict points</li></ul>	<ul style="list-style-type: none"><li>• Improve sidewalk space</li><li>• Improve visibility</li><li>• Remove gaps in pedestrian network</li></ul>	Potential to... <ul style="list-style-type: none"><li>• Reduce vehicle conflicts</li><li>• Decrease intersection delay</li></ul>

Recommendations and Implementation

The Task Force determined a total of five projects (three small, two large) to advance into recommendations for the Ocean Avenue Mobility Action Plan; these are discussed in more detail below. Each of the recommended concepts reflects priority treatments and interventions determined by the Task Force, and determined feasible by the SFCTA. Each concept would need to go through additional technical, design, and outreach prior to implementation. Recommendations serve as initial concepts and are paired with considerations identified by the project team and Task Force (as applicable) for future phases of work.

Project cost estimates are also presented with each concept recommendation. The cost estimates are for planning purposes and would be refined as more detailed planning and design phases advance. Costs assume a 15% construction contingency and costs for plan, specification and estimate (PS&E) approval at 20%.

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## RECOMMENDED CONCEPTS

### Pedestrian Safety Improvements on Ocean Avenue (small project)

This concept aims to improve street safety along Ocean Avenue, particularly for people walking and biking. Ocean Avenue has many competing priorities, and the many curves and inclines on the corridor can limit the visibility of road users. This concept includes:

- Crosswalk warning signs at the intersections of Paloma Ave and San Benito Way to alert drivers of pedestrian activity
- Daylighting at intersections to improve the visibility of people crossing the street
- ADA-compliant curb ramps to improve access
- Bulb-outs at select locations to shorten pedestrian crossing distance and slow vehicle turning speeds

Left-turn restrictions are also recommended in this concept as restricted turns would help reduce conflicts along Ocean Ave. Specific locations have not been determined and would require more detailed traffic analysis. Left-turn restrictions are also being considered as part of the K Ingleside Muni Forward Concept (see page 35).



Figure 12. Ocean Ave Pedestrian Safety Concept Map

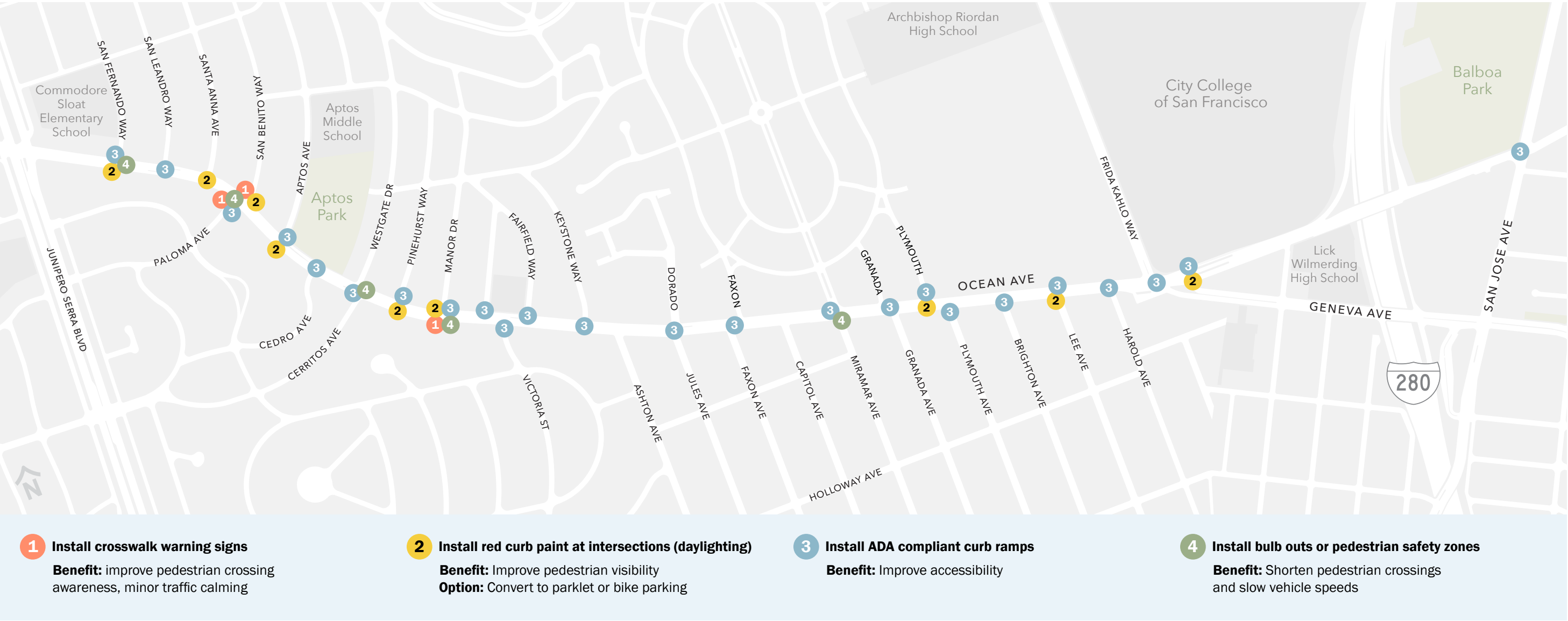


Table 7. Ocean Ave Pedestrian Safety Concept Project Cost Estimate

ITEM DESCRIPTION	TOTAL ESTIMATED COST
• Crosswalk warning signs at 3 locations	
• Daylighting at 9 locations	
• ADA curb ramp upgrades at 79 locations	\$2,548,500
• Bulb out at 6 locations	

Speed Management Improvements on Ocean Avenue (small project)

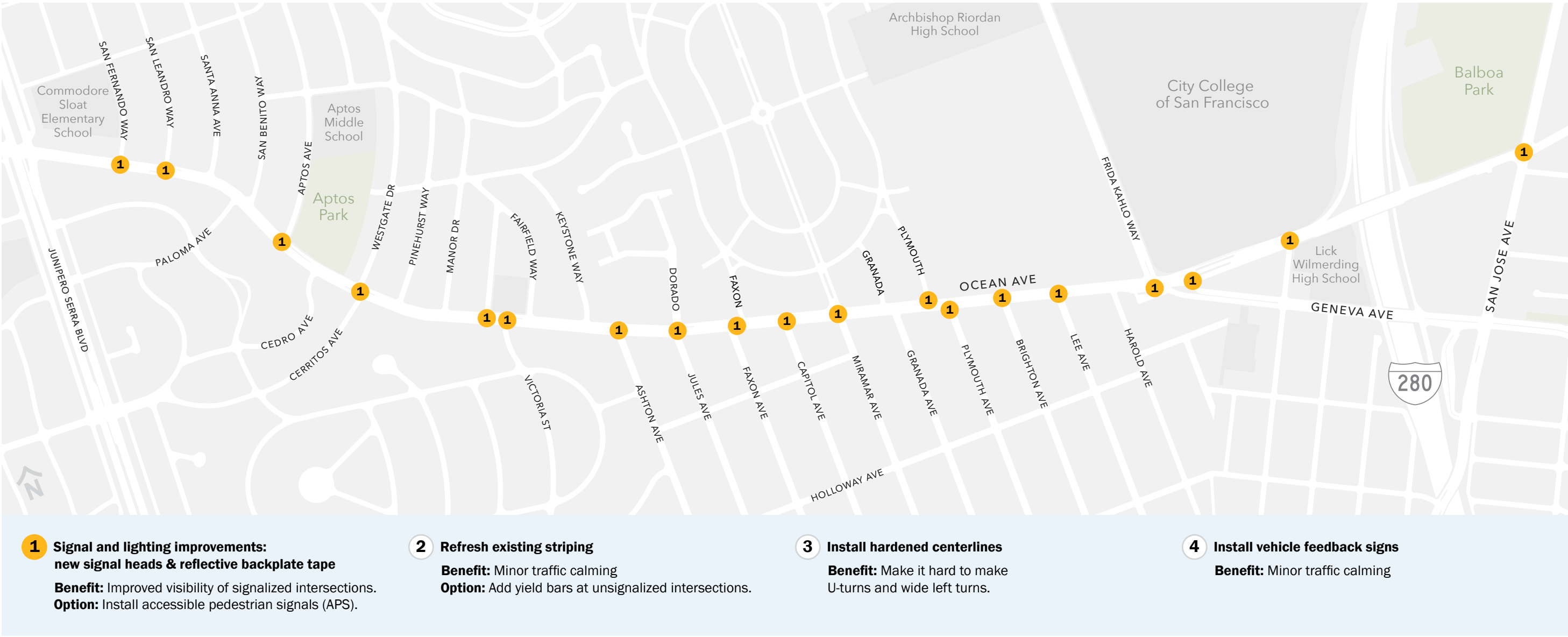
This concept aims to slow speeds along Ocean Ave., complementing the recently implemented speed limit reduction (to 20 mph) on the eastern segment of the corridor. The concept includes:

- Signal improvements (i.e., reflective backplate tape and upsized signal heads) to make signals more visible at intersections, traffic signal head visors to limit the visibility of signals down the corridor (seeing downstream green phases), and install accessible pedestrian signals.
  - Refresh existing lane striping
- Vehicle feedback signs to raise awareness of actual driving speeds and support slower driving
  - Hardened center lines to prevent unpermitted U-turns and wide left turns. Hardened centerlines should be mountable to allow emergency access.

Table 8. Ocean Ave Speed Management Concept Project Cost Estimate

ITEM DESCRIPTION	TOTAL ESTIMATED COST
<ul style="list-style-type: none"><li>• Signal improvements to improve visibility of signal heads at 16 locations</li><li>• Accessible pedestrian signals at 26 locations</li><li>• Refresh striping on full corridor</li><li>• Hardened center lines</li><li>• Vehicle speed feedback signs at 8 locations</li></ul>	\$2,925,000

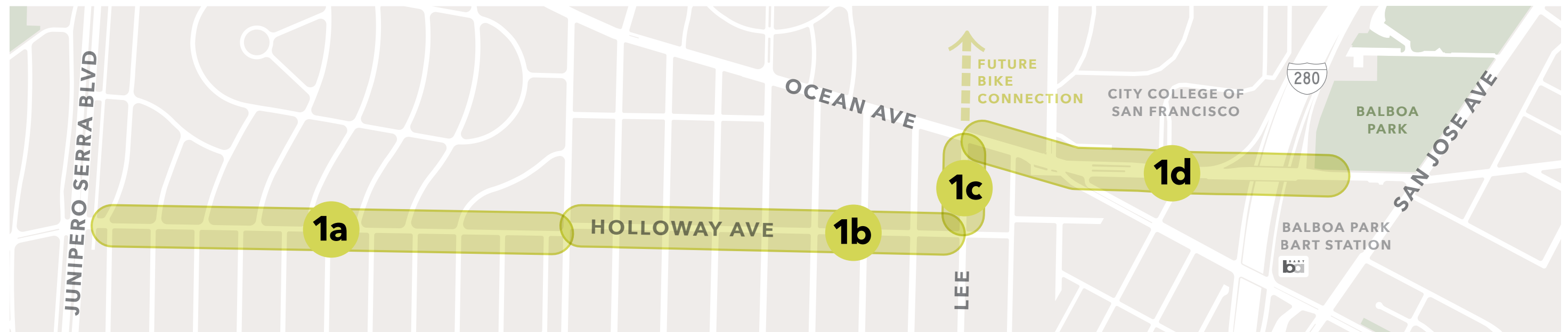
Figure 13. Ocean Ave Speed Management Concept Map



### Bike Connectivity via Holloway (small project)

This concept creates an alternative east-west between the Balboa Park BART station and Junipero Serra and reflects feedback from the Task Force. The concept maintains the bike connectivity improvements via Holloway and includes specific bike crossing improvements from the previous Ocean Ave. Bike Crossing and Spot Improvements concept. The concept considered four unique segments of the route between Junipero Serra and the Ocean Avenue BART station (see Figure 14, below) and includes guidance on how to design each of the segments to establish a continuous east-west bike connection in the study area.

Figure 14. Bike Connectivity via Holloway Concept Map



For each segment, a specific set of tools were developed based on the street context and to create a continuous bike connection. Each segment is described below and a concept design for each segment is shown in Figure 15. The concept would require additional technical design and outreach to determine the exact circulation and parking impacts.

- **Segment 1a: Junipero Serra to Ashton** has wide intersections, curbside bike lanes on uphill segments, and parking and sharrows on downhill segments. The segment of Holloway also has few curb cuts/driveways and has intermittent speed humps. Within this segment, proposed improvements include:

- » Pedestrian safety zones (e.g., paint and post corner bulb-outs) to reduce the crossing widths at intersections and slow speeds of vehicles making right turns
- » Green bike lanes in both directions, created with the removal of about 60 – 80 remaining parking spaces on Holloway Avenue
- » Traffic circles to slow speeds along the corridor

- **Segment 1b: Ashton to Lee Ave.** has concrete bulb outs at intersections, parking mid block, and sharrows to designate a shared space. This segment has many curb cuts/ driveways and the existing bulb-outs do not allow for a bike lane to be implemented. Within this segment, proposed improvements include:

- » Green-back sharrows to improve the visibility of the existing sharrow markings in both directions
- » Traffic circles to slow speeds along the corridor
- » Traffic diverter(s) to prevent vehicles from using Holloway as a cut through street to bypass traffic signals and congestion on Ocean Ave

- **Segment 1c: Lee Ave.** is a one block segment that connects the route to Ocean Ave. and will connect to the forthcoming Balboa Reservoir bike network north of Ocean Ave. This segment has on-street parking along both sides of the street, a southbound bike lane, and a shared vehicle-bike lane marked by sharrows in the northbound direction. Within this segment improvements include:



- 
- » Shifting the angled parking from 60-degree to 30-degree parking spaces to extend the bike lane to start at Ocean Ave; reconfiguring the parking spaces will result in a loss of between four and five parking spaces
  - » Speed hump(s) to slow vehicle speeds
  - » Green bike box treatments at Ocean Ave to create a two-stage left turn for bikes making a westbound to southbound left turn from Ocean Ave and position bikes ahead of cars when traveling north on Lee Ave. or connecting to Ocean Ave.
  - » A green northbound bike lane on the east side of the Lee Avenue between Holloway Ave. and Ocean Ave., created with the removal of approximately 10 parking spaces
  - **Segment 1d: Ocean Ave.** at Balboa BART Station is a challenging crossing for bikes exiting the BART station and turning left onto westbound Ocean Ave. The concept aims to improve the bike connection for this left turn movement and could include various treatments to create a two-stage left turn or other crossing improvements. The segment of Ocean Ave. between the BART station and the Frida Kahlo/ Ocean/ Geneva intersection includes a long-term improvement to create a shared pedestrian and bike path (see page 37 below). The SFCTA is conducting a separate study to redesign the southbound I-280 ramp to remove the channelized right turn on to Ocean Avenue.<sup>1</sup> Within this segment improvements could include:
    - » Striping to mark the travel path for a bike connection
    - » A two-stage left turn or bike box to connect onto westbound Ocean Avenue
    - » Green bike lane markings on westbound Ocean Ave. across the I-280 overpass to improve the visibility of the bike space
    - » Green backed sharrow markings on eastbound Ocean Avenue and dashed green intersection markings to improve the visibility of the current markings in both directions

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<sup>1</sup> <https://www.sfcta.org/blogs/improving-safety-and-circulation-i-280-ocean-avenue-and-geneva-avenue-ramp-projects-move>

**1a West Holloway (Ashton - Junipero Serra)** Maintain bike lane in one direction



**Table 9. Bike Connectivity via Holloway Concept Project Cost Estimate**

ITEM DESCRIPTION	TOTAL ESTIMATED COST
• Bike lane striping on Lee Avenue	
• Painted curb extensions at 14 locations	
• Shared lane markings (green sharrows)	\$342,000
• Traffic diverters at 9 locations	
• Traffic circles at 5 locations	

### K Ingleside Muni Forward (large project)

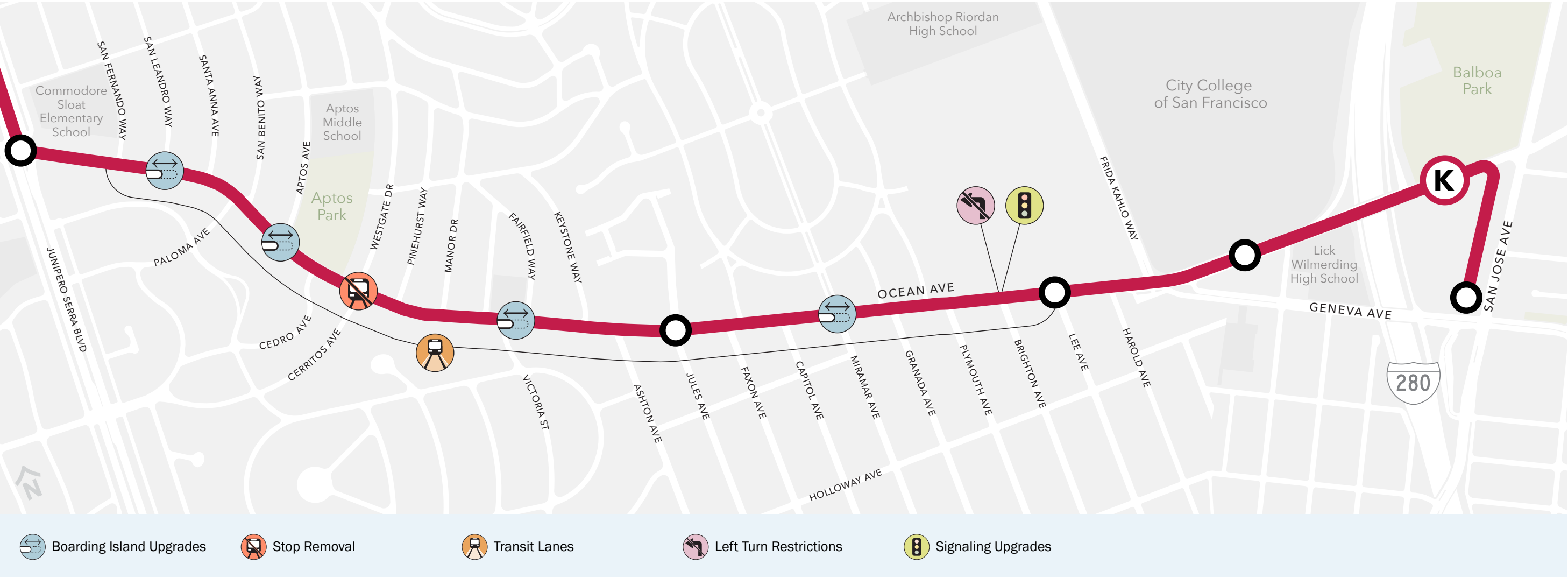
This concept would bring Muni Forward improvements to Ocean Ave to improve reliability, increase capacity, and improve access to the K Ingleside. Muni Forward is a program of transit priority improvements on the busiest transit lines across the city.<sup>1</sup> Currently, the K Ingleside operates as a one-car train along Ocean Ave because many of the existing boarding islands cannot accommodate two-car trains. This concept would double the train capacity on the corridor by lengthening and widening transit stop to enable two-car trains on Ocean Ave and reduce transit travel time and improve reliability on the corridor with additional improvements such as transit lanes, turn restrictions, stop consolidation, and signal changes.

As shown in Figure 16, this concept would extend transit platforms to accommodate two car trains at four stops that are currently too short (San Leandro, Aptos, Victoria/Fairfield and Miramar). About 35 - 40 parking spaces would be removed to provide space to extend transit platforms. There are currently approximately 315 spaces on the Ocean Avenue corridor and 1,600 spaces within 1 block of the corridor. The project would evaluate opportunities to add new parking spaces on side streets to offset this removal. The concept also proposes to remove the transit stop at Cerritos and Westgate, which would reduce travel time and may enable new parking spaces; riders would use the nearby stops at Aptos or Victoria/Fairfield. Transit lanes, turn restrictions, and signal upgrades are also being considered to improve transit travel times and reliability. The final project configuration would be determined through additional planning and public outreach led by SFMTA.

The project Task Force noted the importance of safety at transit stops, particularly because of the high amount of youth using the line for school trips. Specific suggestions included safety improvements to access the transit boarding islands and decorative railings on boarding islands to prevent overflow passengers from standing in the street.

<sup>1</sup> <https://www.sfmta.com/projects/muni-forward>

Figure 16. K Ingleside Muni Forward Concept



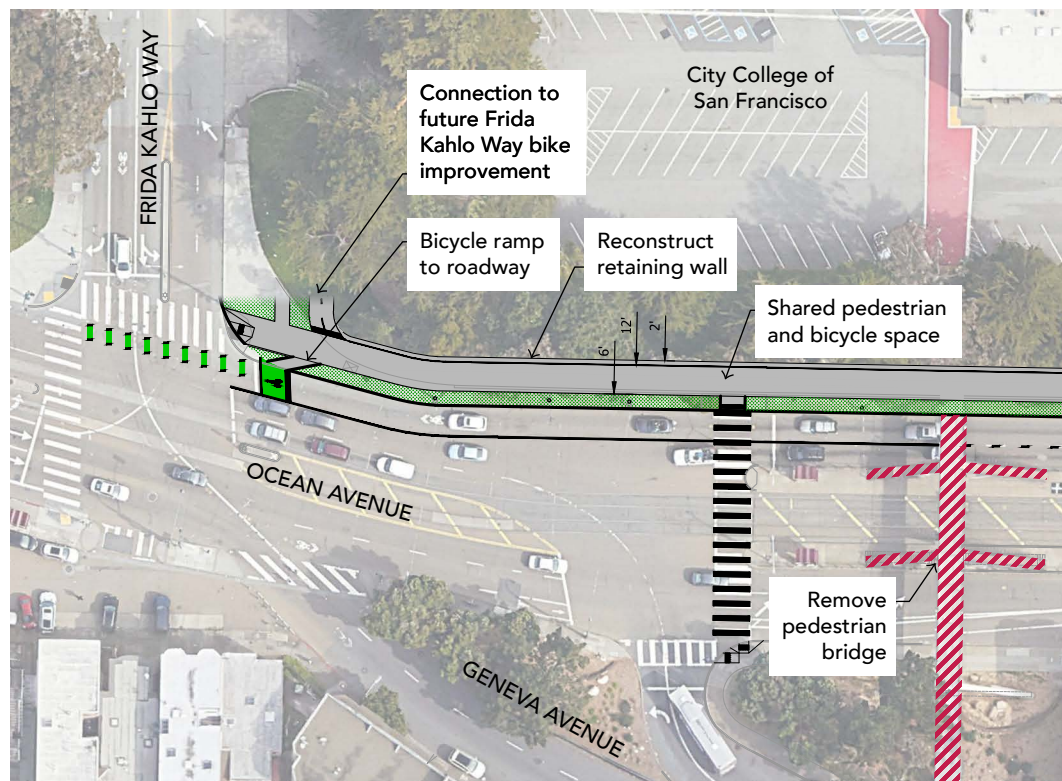
The K Ingleside Muni Forward has an anticipated cost of \$34,070,000 across all project phases, including planning and preliminary engineering, detailed design, and construction. To date, \$32,683,177 in funding has been identified for K Ingleside Muni Forward improvements from multiple funding sources, including local Prop K, Prop B, and Low Carbon Fuel Sales funds as well as an award of \$25,000,000 for construction of Muni Forward improvements on Ocean Avenue by the California State Transportation Agency's Transit and Intercity Rail Capital Program. This project has a remaining funding need of \$1,386,823.

### Shared Pedestrian and Bike Path, with Removal of the Pedestrian Bridge (large project)

This concept builds on the near-term improvements for the Frida / Ocean / Geneva (F.O.G) intersection to improve pedestrian and bike safety at the intersection.<sup>1</sup> The concept proposes changes at the intersection that include: removing the pedestrian bridge, reconstructing and shifting the retaining wall that fronts City College, and creating a shared pedestrian and bike path on the westbound side of Ocean Ave (see Figure 17).

The Task Force determined not to include transit improvements as part of this concept. However, more extensive design alternatives have been initially studied by SFMTA. To support transit priority, it is recommended that these studies continue to advance alongside this concept, including options that create a continuous transit-only lane to accommodate buses on the corridor.

**Figure 17.** Shared Pedestrian and Bike Path, with Removal of the Pedestrian Bridge Concept



<sup>1</sup> <https://www.sfmta.com/projects/frida-kahlo-ocean-geneva-fog-study>

**Table 10.** Shared Pedestrian and Bike Path, with Removal of the Pedestrian Bridge Concept  
Project Cost Estimate

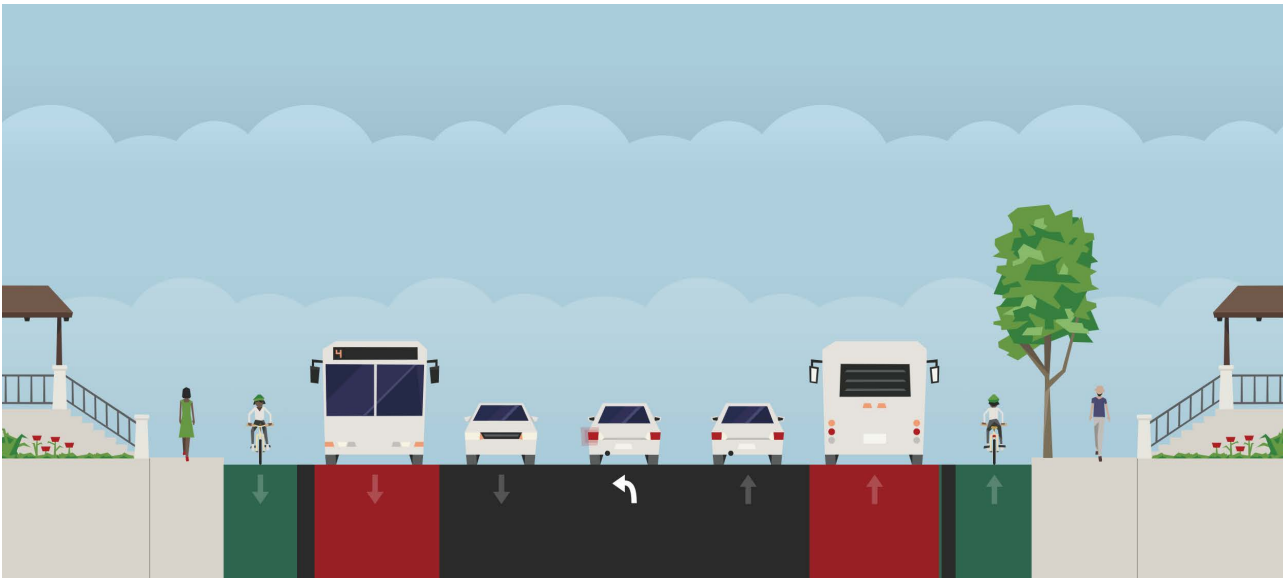
ITEM DESCRIPTION	TOTAL ESTIMATED COST
<ul style="list-style-type: none"><li>• Geotechnical study<sup>1</sup></li><li>• Roadway repaving</li><li>• Remove pedestrian bridge</li><li>• Adjust retaining wall</li><li>• Construct multiuse path</li></ul>	\$8,369,000

**RUNNER UP PROJECT**

**Geneva Multimodal Improvements (small project)**

Though ultimately not prioritized into the five recommendations, the Geneva Multimodal Improvement concept was supported by many members of the Task Force in the final voting activities. This concept includes transit, pedestrian, and bike improvements on Geneva Ave. between I-280 and Ocean Ave. (See Figure 18).

**Figure 18.** Geneva Multimodal Improvements Concept



Pedestrian improvements include corner safety zones and daylighting to improve visibility of people at intersections. Transit improvements include converting a general traffic lane in each direction to a transit-only lane for the Muni 8 Bayshore,





<sup>1</sup> The geotechnical study has a critical role in defining cost estimates for all construction for this concept concept, and costs may vary after this work is complete.

8BX Bayshore B Express, 43 Masonic, 54 Felton, and 91 3rd Street/ 19th Ave Owl. The concept also includes removing parking to create protected bike lanes. The Task Force expressed interest in considering bike lanes on uphill segments only, where the difference in speeds between bikes and vehicles is higher. Focusing on uphill segments would have a smaller parking impact, resulting in the removal of approximately 50 parking spaces.

## RECOMMENDED CONCEPT EVALUATION

Table 11 below shows the evaluation of the recommended concepts against the evaluation criteria for the four study goals. Combined, the projects advance each of the goal areas.

**Table 11.** Evaluation of the Recommended Concepts

CRITERIA	PEDESTRIAN SAFETY IMPROVEMENTS ON OCEAN AVENUE	SPEED MANAGEMENT IMPROVEMENTS ON OCEAN AVENUE	BIKE CONNECTIVITY VIA HOLLOWAY	K INGLESIDE MUNI FORWARD	SHARED PEDESTRIAN AND BIKE PATH, WITH REMOVAL OF THE PEDESTRIAN BRIDGE
 <b>Transit Reliability and Efficiency</b>					
Decrease Transit Travel Time	○	○	○	+	○
Improve Transit Reliability	○	○	○	+	○
Improve Access to Transit Stops	+	○	○	+	○
 <b>Safety &amp; Connectivity</b>					
Decrease Number of Conflict Points	+	+	+	+	+
 <b>Improve Streetscape</b>					
Improve Sidewalk Space	+	○	○	○	+
Improve Visibility	+	+	+	+	+
Remove Gaps in Pedestrian Network	+	○	○	○	○
 <b>Manage Congestion</b>					
Reduce Vehicle Conflicts	+	+	+	+	+
Decrease Intersection Delay	○	○	○	+	○

Source: Parisi Transportation Consulting, Sept. 2022



## Implementation Funding

### FUNDING STRATEGY

The recommendations of this study include a range of capital improvements and will require additional technical study, design, and outreach. On March 21, 2023, the SFMTA received approval for \$237,000 in Prop K Neighborhood Transportation Improvement Funding to complete design and implementation of select small – medium concept recommendations; though additional funding will be necessary to complete the full set of recommendations. The priority for this funding is for the low cost pedestrian safety improvements including crosswalk warning signs, painted safety zones, and daylighting. The SFCTA and SFMTA, working with SFCTA Board Member Myrna Melgar, will seek additional funding sources to advance study recommendations. Table 12 Provides an overview of the estimated costs, funding strategy, and implementing agency for each concept recommendation.





**Table 12. Concept Recommendations with Cost, Funding, Strategy, and Implementing Agency**

CONCEPT RECOMMENDATION	ESTIMATED COST <sup>1</sup>	FUNDING STRATEGY	IMPLEMENTING AGENCY
Ocean Avenue Pedestrian Safety	\$2,548,500	<ul style="list-style-type: none"> <li>• Proposition L funds</li> <li>• Safe Streets 4 All</li> <li>• Proposition AA</li> </ul>	SFMTA
Ocean Avenue Speed Management	\$2,925,000	<ul style="list-style-type: none"> <li>• Local funds such as Proposition L funds</li> <li>• Safe Streets 4 All</li> </ul>	SFMTA
Bike Connectivity via Holloway	\$342,000	<ul style="list-style-type: none"> <li>• Caltrans Sustainable Transportation Grant Program</li> <li>• Proposition L funds</li> <li>• Safe Routes to Bart</li> <li>• Proposition D TNC Tax</li> </ul>	SFMTA
K Ingleside Muni Forward	Total cost of \$34,070,000, with \$32,683,177 already identified. The Remaining funding need is \$1,386,823.	<ul style="list-style-type: none"> <li>• Local funds such as Proposition L, Proposition AA, General funds, etc.</li> <li>• Other regional or state funding sources may be available</li> </ul>	SFMTA
Shared Pedestrian and Bike Path, with Removal of the Pedestrian Bridge	\$8,400,000 <sup>2</sup>	<p>Conceptual planning funding could include:</p> <ul style="list-style-type: none"> <li>• Caltrans Sustainable Transportation Grant Program</li> <li>• Proposition L funds</li> </ul> <p>Implementation funding could include:</p> <ul style="list-style-type: none"> <li>• One Bay Area Grant (OBAG)</li> <li>• Raise Grant</li> <li>• State and Regional Active Transportation Program</li> <li>• Proposition L</li> </ul>	TBD (SFMTA, SFCTA, SFDPW)

<sup>1</sup> Cost estimates will be refined through future design and technical analysis phases.

<sup>2</sup> Cost represents an order of magnitude estimate. Future phases of work may impact estimate.



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San Francisco County Transportation Authority

**Neighborhood**  
program

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APPENDIX A

# Ocean Avenue Task Force

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The Ocean Avenue Mobility Action Plan formed a 14 member Task Force to support and provide input to the Ocean Avenue Mobility Action Plan development and outreach efforts. Task Force members were selected by Transportation Authority Board Members Myrna Melgar (District 7) and Ahsha Safaí (District 11) and represent a variety of residents, businesses, and community members active in the corridor. Task Force members and their affiliations are:

Alice Guidry	Sunnyside Neighborhood Association
Simon Chiu	Archbishop Riordan High School
Alissa Buckley	Faculty, City College of San Francisco
Jon Winston	Former Chair of Balboa Reservoir CAC, Sunnyside resident
Emily Nguyen	District 11 Youth Commissioner, SF Transit Riders member, Lick Wilmerding student
Dexter Washington	Aptos Middle School
Simon Timothy	Advocates 11 (formerly Ingleside Senior Safety Advocates)
Sabine Taliaferro	Ingleside Merchants Association
Zack Deutsch-Gross	SF Transit Riders, District 11 resident
Sara Barz	KidSafeSF, Sunnyside resident
Heather Brandt	Associate Student Council Ocean
Maurice Rivers	OMI Cultural Participation Project
Yi Luo	District 11, Ocean resident, youth
Pauline Jue	Westwood Park Association

There were five Task Force meetings between October 2021 and January 2023. Meetings were facilitated by a community facilitator, Alfredo Vergara-Lobo. Meeting dates and discussion topics are outlined below.

## Task Force meeting 1

During the October 13, 2021 Task Force Meeting 1: Transportation Authority staff gave a presentation of the Ocean Avenue Mobility Action Plan scope, objectives, Task Force roles throughout the project, and reviewed previous plans and studies conducted in the corridor. Staff asked for Task Force feedback on the project study area, initial thoughts for community engagement and feedback resulted in an adjustment to the study area to include the southeast portion of Westwood Park neighborhood (Miramar Avenue

to Wildwood Way), a discussion of key needs in the corridor, and guidance for the upcoming community engagement plan. Staff concluded with next steps for the project.

## Task Force meeting 2

During the February 16, 2022 Task Force Meeting 2: Transportation Authority staff gave a presentation that covered goals and projects from prior planning efforts and studies in the Ocean Avenue Mobility Action Plan study area.

Staff presented proposed project goals and received full support from the Task Force members; the project goals are:

- Improve safety and connectivity for pedestrians, bicyclists
- Improve transit efficiency, reliability, and accessibility
- Manage congestion on streets, particularly at freeways
- Improve livability to support economic vitality and quality of life

Staff presented projects that had been proposed or identified in prior plans but had not been implemented and asked the Task Force for initial perspectives about these projects. After reviewing past projects, Task Force members shared new project ideas that are related to traffic calming, bike and pedestrian safety improvements, and reducing transit delay. These ideas were documented for future phases of the Ocean Avenue Mobility Action Plan. Staff concluded with an overview of upcoming public outreach, which will take place in Spring/Summer 2022.

## Task Force meeting 3

- Round 1 outreach recap
- Identify 5 – 7 projects to advance for evaluation
- Proposed evaluation framework
- Refining projects

During the July 13, 2022 Task Force Meeting 3: Transportation Authority staff gave a presentation on outreach findings, how outreach findings shape the list of projects to advance, and the evaluation framework. While reviewing outreach findings, staff asked Task Force members to share feedback about how to expand the fall round of outreach with suggestions for new groups to speak with and for other ways to provide support.

The Task Force agreed to advance a list of seven project concepts for further development and evaluation. For each of the seven concepts, Task Force members

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discussed concepts in more detail to provide staff with additional considerations for the concept refinement process. The list of identified projects for advancement are:

- Pedestrian safety improvements (e.g. decorative crosswalks, pedestrian-scale lighting, and bulb-outs at intersections)
- Geneva pedestrian, transit, bike improvements
- Ocean Avenue corridor safety and speed management improvements
- Streetscape improvements (e.g. landscaping, tree planting)
- Bike safety improvements on Ocean Ave and connectivity improvements
- Muni Forward improvements
- Remove the Ocean Avenue pedestrian bridge, move the City College retaining wall, and construct a shared bike and pedestrian path

The meeting concluded with next steps, which include refining and evaluating project concepts to support upcoming outreach in the fall. The fall outreach will help further narrow the list of priority projects to advance in the Ocean Avenue Mobility Action Plan. The plan is expected to be complete by early 2023.

## Task Force meeting 4

During the November 16, 2022 Task Force Meeting 4, Transportation Authority staff gave a presentation recapping Task Force activities so far, outreach findings from the second round of public engagement, and the small and large projects to be considered for advancement. While reviewing the small and large projects, staff asked Task Force members to share clarifying questions to help inform a vote to determine two large projects and three small projects to be advanced. Task Force members were polled on the small and large projects.

For the large projects, the Task Force voted for the following two projects to be advanced:

- Shared pedestrian and bike path improvements
- K Ingleside Muni Forward

For the small projects, the Task Force voted for two projects to be advanced. A third project is expected to be determined at the next Task Force meeting in early 2023.

- Ocean Avenue pedestrian safety improvements
- Ocean Avenue speed management improvements

Further technical analysis and refinement of the small projects will be developed over the coming months. Transportation Authority staff will present this additional information on small projects during the next Task Force meeting for Task Force members to consider and come to a consensus on the third large project for advancement in the Mobility Action Plan.

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## Task Force meeting 5

During the February 23, 2023 Task Force Meeting 5, Transportation Authority staff presented alternative concepts for the Bike Connectivity and Geneva Multimodal Improvements concepts, developed based on feedback from Task Force Meeting 4. The first concept featured bike connectivity improvements along Ocean Avenue which would create a complete east-west connection between the Balboa Park BART Station and Junipero Serra, via Holloway Avenue and Lee Avenue. The second concept presented varying levels of transit, pedestrian, and bike improvements.

Staff presented various configurations for both concepts and asked Task Force members to share clarifying questions and comments to inform a vote on their preferred configuration option for each concept. After Task Force members voted on their preferred configuration options for both of the concepts, members voted on the concept to advance for the Mobility Action Plan. Task Force members voted to advance the concept that features bike connectivity improvements via Holloway Avenue as the final small project for the Mobility Action Plan.

The full list of projects selected by the Task Force to be advanced for the Mobility Action Plan include:

Large projects:

- Shared pedestrian and bike path improvements, with removal of the Ocean Avenue Pedestrian Bridge
- K Ingleside Muni Forward improvements

Small projects:

- Ocean Avenue pedestrian safety improvements
- Ocean Avenue speed management improvements
- Bike connectivity improvements via Holloway Avenue

The projects selected to advance will be subject to additional design and outreach before being implemented. Transportation Authority staff concluded with next steps for the project, which include finalizing concept recommendations, developing cost estimates, and developing a final report by Spring 2023.

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APPENDIX B

# Task Force Meeting 4 Project Concept Sheets

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# Ocean Avenue Pedestrian Safety Improvements



- 1

**Install crosswalk warning signs**  
**Benefit:** improve pedestrian crossing awareness, minor traffic calming
- 2

**Install red curb paint at intersections (daylighting)**  
**Benefit:** Improve pedestrian visibility  
**Option:** Convert to parklet or bike parking
- 3

**Install ADA compliant curb ramps**  
**Benefit:** Shorter pedestrian crossings and improved visibility  
**Option:** Install bulb-out

## Overview

The Task Force elevated a new concept to improve pedestrian safety along the corridor. This concept proposes multiple safety interventions at specific locations along Ocean Ave. to address known conflicts and challenges.

The concept would:

- Enhance pedestrian crossing visibility
- Add/upgrade signs

Left turn restrictions would help reduce conflicts along Ocean Ave. Specific locations have not been determined and would require more detailed traffic analysis. Left-turn restrictions are also being considered as part of the K Ingleside Muni Forward Concept.

## Tradeoffs & Costs:

The treatments have varying levels of cost.

- 1

**Lower cost;** would increase ongoing maintenance
- 2

**Low cost;** would result in a loss of 1 – 2 spaces per corner (10 – 20 spaces total)
- 3

**Medium cost;** may trigger additional stormwater drainage and utility improvements





## Goals Supported

- Improve transit efficiency, reliability, and accessibility.
- Improve safety and connectivity for pedestrians and bicyclists.
- Improve streetscape to support vitality and quality of life.

## Status/Other Info:

Costs are per treatment, planning level cost estimates:  
**Low cost:** Less than \$5K per intersection  
**Medium cost:** \$5 – 50K per intersection  
**High cost:** More than \$50K per intersection

Any pedestrian bulb outs would need to be reviewed for conflicts with transit boarding island improvements included in the K Ingleside Muni Forward concept. If there is a preference from the Task Force to pursue bulbouts at these locations, these would be pursued in coordination with Muni Forward planning to reduce parking impacts.

CRITERIA	CONCEPT EVALUATION
<b>Transit Reliability and Efficiency</b>	
Decrease Transit Travel Time	◦
Improve Transit Reliability	◦
Improve Access to Transit Stops	◦
<b>Safety &amp; Connectivity</b>	
Decrease Number of Conflict Points	+
<b>Improve Streetscape</b>	
Improve Sidewalk Space	◦
Improve Visibility	+
Remove Gaps in Pedestrian Network	◦
<b>Manage Congestion</b>	
Reduce Vehicle Conflicts	◦
Decrease Intersection Delay	◦

Source: Parisi Transportation Consulting, Sept. 2022



All proposals subject to SFMTA and Regulatory review and approval.



# Ocean Avenue Speed Management



## Overview

The Task Force elevated a new concept to manage speeds along the corridor. This concept proposes multiple safety interventions along Ocean Ave. to address high speeds and would complement other ongoing efforts and potential concept.

The concept would:

- Enhance pedestrian crossing visibility
- Add/upgrade signs & signals
- Contribute to speed enforcement
- Restrict illegal left turns

## Tradeoffs & Costs





The treatments have varying levels of cost.

- Medium cost;** may trigger additional signal upgrades, system compatibility.
- Medium cost;** may require repaving the corridor.
- Medium cost;** may lead to increased maintenance; rail clearance requirements may limit the treatment options.
- Low cost;** would increase ongoing maintenance.

## Goals Supported

- Improve transit efficiency, reliability, and accessibility.
- Improve safety and connectivity for pedestrians and bicyclists.
- Improve streetscape to support vitality and quality of life.



CRITERIA	CONCEPT EVALUATION
<b>Transit Reliability and Efficiency</b>	
Decrease Transit Travel Time	o
Improve Transit Reliability	o
Improve Access to Transit Stops	o
<b>Safety &amp; Connectivity</b>	
Decrease Number of Conflict Points	+
<b>Improve Streetscape</b>	
Improve Sidewalk Space	o
Improve Visibility	+
Remove Gaps in Pedestrian Network	o
<b>Manage Congestion</b>	
Reduce Vehicle Conflicts	+
Decrease Intersection Delay	o

Source: Parisi Transportation Consulting, Sept. 2022

## Status/Other Info

**Low cost:** Less than \$5K per intersection

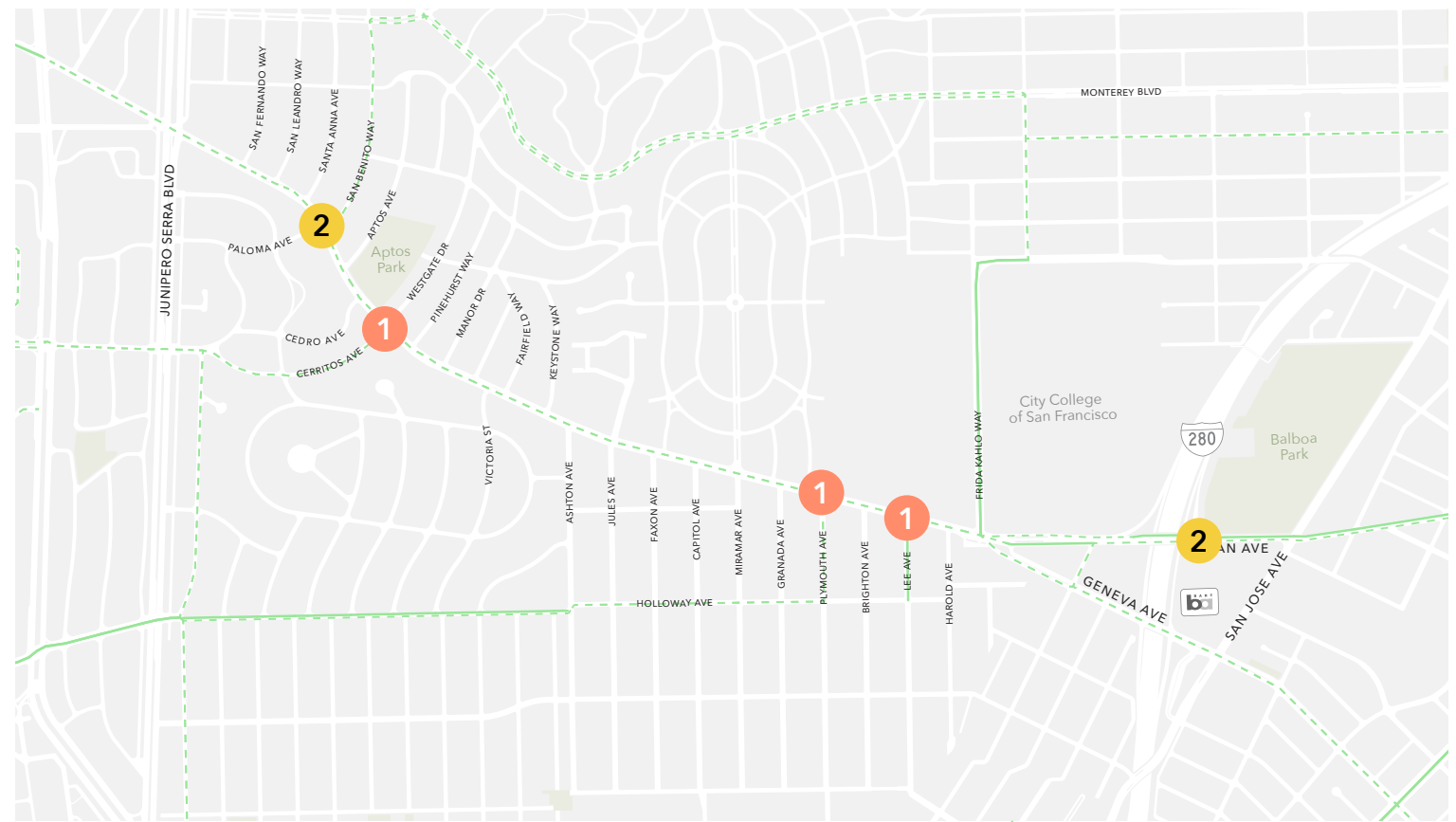
**Medium cost:** \$5 - 50K per intersection

**High cost:** More than \$50K per intersection

Hardening the centerline would require buy-in from the California Public Utilities Commission (CPUC), who regulates our rail operations, as well as our operational and maintenance groups. The improvement (3) would require regulatory/technical review.

All proposals subject to SFMTA and Regulatory review and approval.

# Ocean Avenue Bike Crossing & Spot Improvement



- 1

**Install bike boxes or bike crossing phase at signalized intersections. (\$\$)**  
Program leading bike-ped intervals  
**Benefit:** Improved bicycle visibility positioning at signals
- 2

**Install enhanced crossing markings and/or two-stage bike left turn boxes. (\$\$)**  
**Benefit:** Improved bicycle visibility positioning at crossings
- 3

**Upgrade sharrows to green-backed sharrows along Ocean**  
**Benefit:** improved visibility of existing sharrows
- Class II Bike Lane
- - -

Class III Bike Route (Sharrows)

## Overview

Areas where bike connections are particularly challenging on Ocean Ave. were identified through the Task Force and by the project team. This concept would address these specific challenges through the following infrastructure improvements:

- Provide a two-stage left turn from the Balboa Park BART Station onto westbound Ocean Ave.
- Improve bicycle visibility/positioning for designated bike route connections along the study area.
- Improve access to major destinations.

Solutions and specific locations for improvements would be identified through more robust outreach process.

**Note:** FOG intersection improvements addressed by a current SFMTA project (Ocean Avenue Safety Project)

## Tradeoffs

- 1

**Medium cost;** up to 4 parking spaces lost per approach
- 2

**Low cost;** 2 - 4 parking spaces lost per approach

10 - 15 parking spaces may be removed for this concept

## Goals Supported

- Improve safety and connectivity for pedestrians and bicyclists.





## Status/Other Info

Bike improvements are being developed by SFMTA on Frida Kahlo Way between Ocean Ave and Judson.

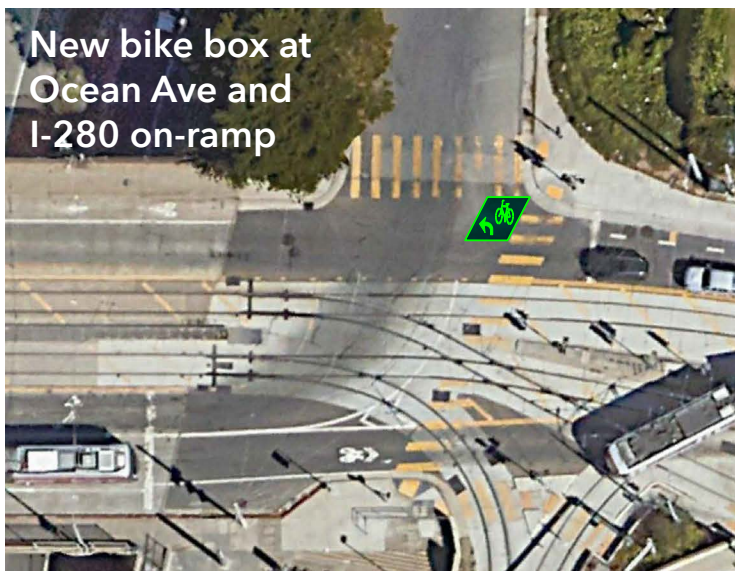
Costs are per treatment, planning level cost estimates:

- Low cost:** Less than \$5K per intersection
- Medium cost:** \$5 - 50K per intersection
- High cost:** More than \$50K per intersection

All proposals subject to SFMTA and Regulatory review and approval.

CRITERIA	CONCEPT EVALUATION
Transit Reliability and Efficiency	
Decrease Transit Travel Time	o
Improve Transit Reliability	o
Improve Access to Transit Stops	o
Safety & Connectivity	
Decrease Number of Conflict Points	+
Improve Streetscape	
Improve Sidewalk Space	o
Improve Visibility	+
Remove Gaps in Pedestrian Network	o
Manage Congestion	
Reduce Vehicle Conflicts	+
Decrease Intersection Delay	?

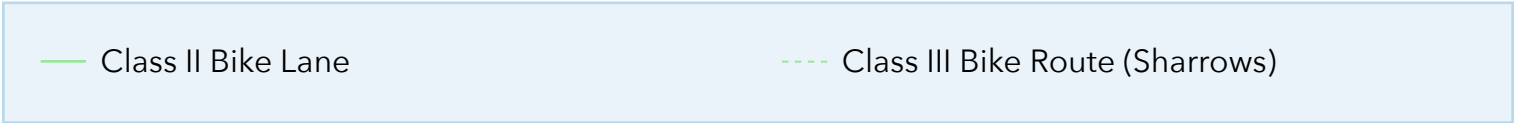
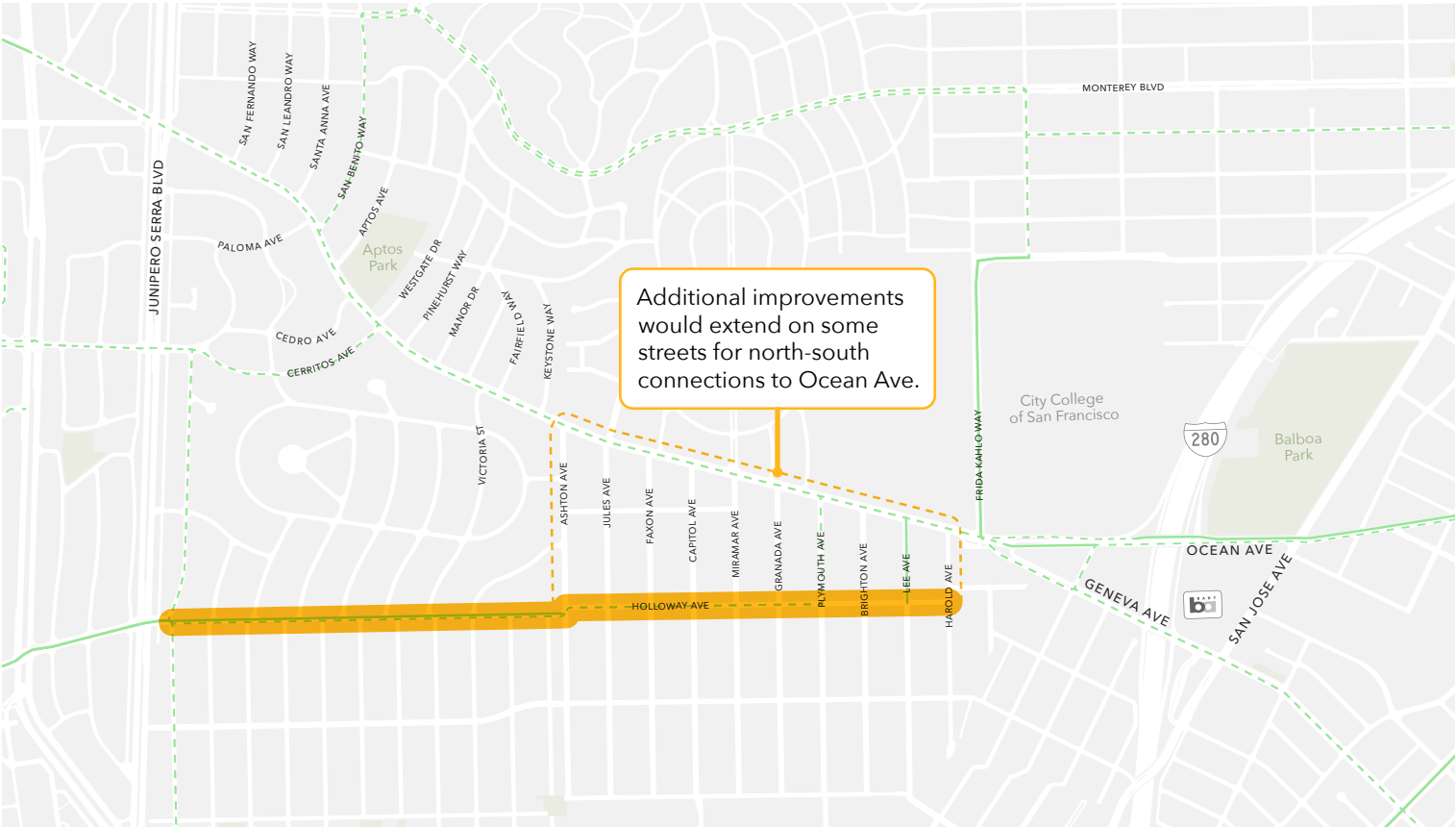
Source: Parisi Transportation Consulting, Sept. 2022



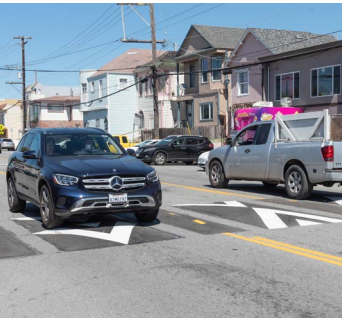
New bike box at Ocean Ave and I-280 on-ramp



# Ocean Avenue Bike Connectivity Improvement – Holloway Avenue Bikeway Improvements



Sharrow



Speed Hump/  
Cushion



Traffic Circle



Bike lane

## Overview

The competing priorities (transit, driving, parking, bike lanes) along Ocean Ave. make it difficult to create a consistent bicycle lane. This concept focuses on creating an alternative east-west bike connection along Holloway. The concept proposed maintains a shared travel lane, with additional traffic calming, street safety, and wayfinding improvements.

Improvements could also be added along key north-south connections to Ocean Ave. to establish connections to key destinations and slow speeds.

**Note:** A dedicated bikeway (bike lanes or separated bikeway) on Ocean Avenue would require significant work to widen the road and narrow sidewalks at pinch points (e.g. transit boarding islands).

## Tradeoffs

- Holloway gets farther from Ocean Ave. when traveling westbound; similar treatments would be needed along Lunado and select north-south streets between Lee and Ashton.
- Bike lanes on Holloway could be considered. This would require removing about 100 - 200 spaces, depending on extent of new bike lanes added.
- Monterey continues to be the route north of Ocean Ave; it has steeper hills and there are less direct routes to connect to destinations along Ocean Ave.

## Goals Supported:

- Improve safety and connectivity for pedestrians and bicyclists

CRITERIA	CONCEPT EVALUATION
Transit Reliability and Efficiency	
Decrease Transit Travel Time	o
Improve Transit Reliability	o
Improve Access to Transit Stops	o
Safety & Connectivity	
Decrease Number of Conflict Points	+
Improve Streetscape	
Improve Sidewalk Space	o
Improve Visibility	+
Remove Gaps in Pedestrian Network	o
Manage Congestion	
Reduce Vehicle Conflicts	o
Decrease Intersection Delay	o

Source: Parisi Transportation Consulting, Sept. 2022

## Status/Other Info:

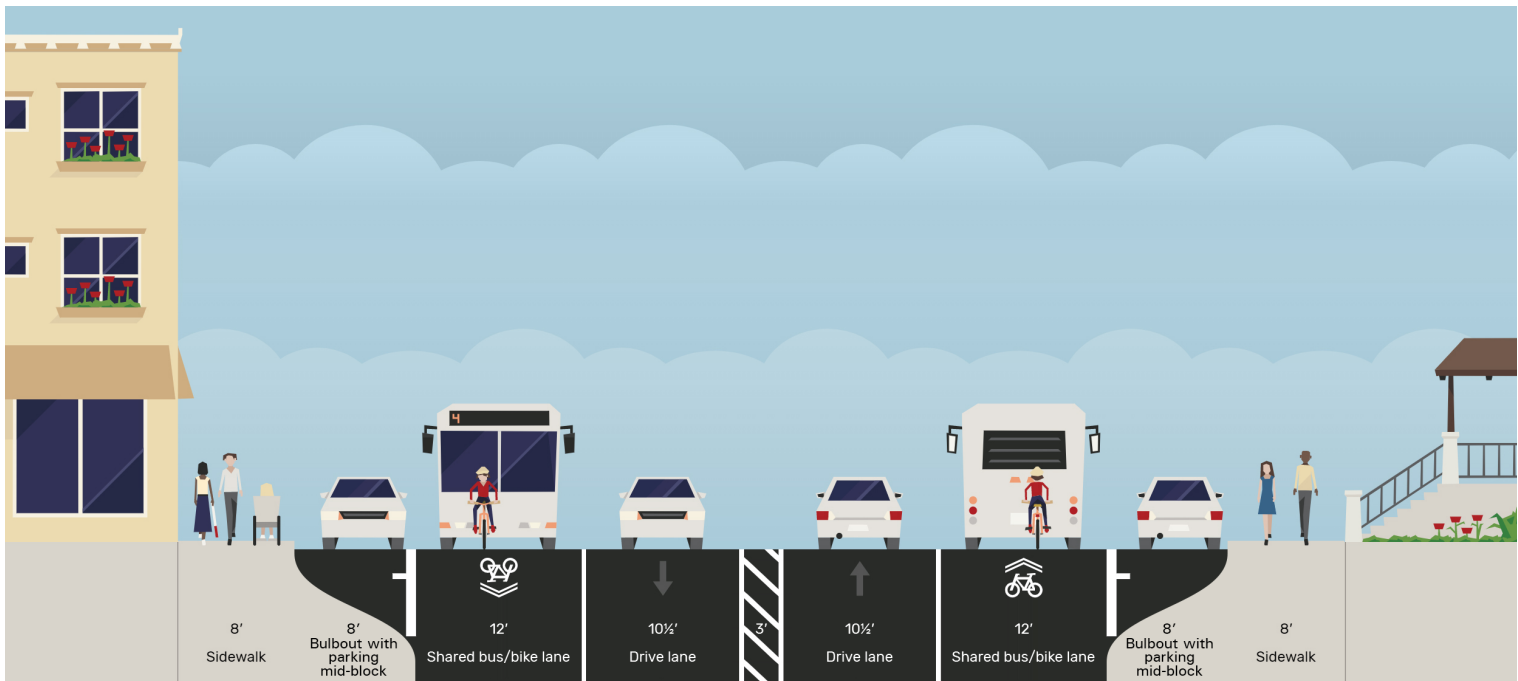
Potential countermeasures on Holloway:

- Greenback sharrows
- Raised crosswalk
- Roundabout
- Traffic diversion

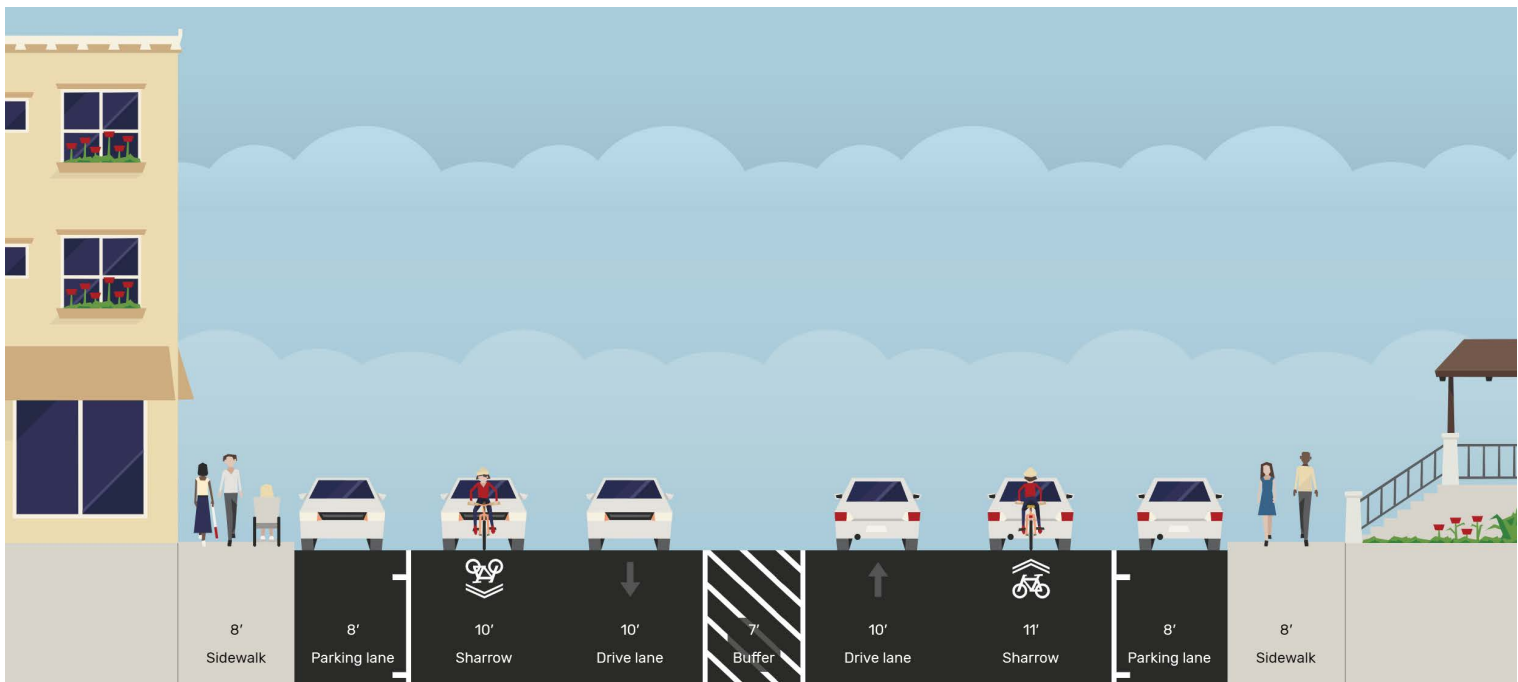
Any improvements would need to be coordinated with the 29 Sunset route.

All proposals subject to SFMTA and Regulatory review and approval.

# Geneva Avenue Pedestrian, Transit, & Bike Improvements



Shared Transit-Bike Lane (Parking Retained)



Existing Street Configuration

## Overview

Previous plans identified pedestrian safety improvements on Geneva, between San Jose Ave. and Ocean Ave. The Task Force adjusted this concept to include multimodal improvements (transit, pedestrian, and bicycle). This concept would:

- Improve transit and bike conditions by converting a general travel lane to a designated lane for transit and bikes, separate from the vehicle travel lane.
- Improve pedestrian visibility with bulb outs.

## Tradeoffs

- Slightly longer travel times for motor vehicles.
- Bulbouts may lead to 1 – 2 parking removals at each corner.
- Buses and bikes will still share space (no fully dedicated bike lane)

## Goals Supported





- Improve transit efficiency, reliability, and accessibility.
- Improve safety and connectivity for pedestrians and bicyclists.

## Status/Other Info

SFMTA does not typically use shared bus/ bike facilitates. Additional review would be needed to understand bike volumes.

On steep portions of the corridor, bike lanes could be explored in future phases.

All proposals subject to SFMTA and Regulatory review and approval.

CRITERIA	CONCEPT EVALUATION
Transit Reliability and Efficiency	
Decrease Transit Travel Time	+
Improve Transit Reliability	+
Improve Access to Transit Stops	o
Safety & Connectivity	
Decrease Number of Conflict Points	+
Improve Streetscape	
Improve Sidewalk Space	o
Improve Visibility	+
Remove Gaps in Pedestrian Network	o
Manage Congestion	
Reduce Vehicle Conflicts	o
Decrease Intersection Delay	-

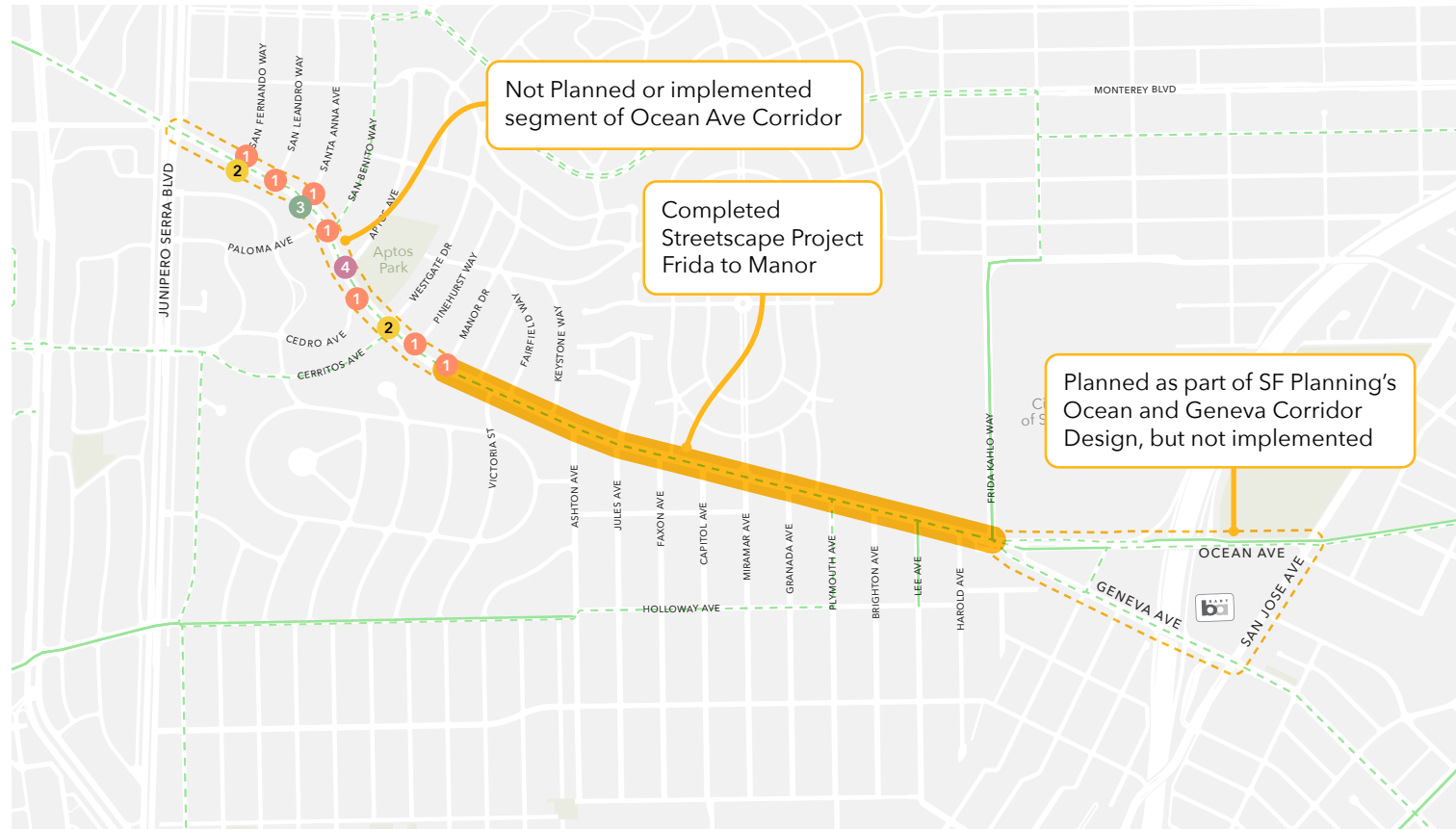
Source: Parisi Transportation Consulting, Sept. 2022



Shared bike and bus lane on Bosworth Street



## Ocean Avenue Streetscape Improvements



Source: SFMTA 2021 Recommended Bike Routes

- 1 Add bulb-out or extend sidewalk**  
Extend curblin and sidewalk space to shorten intersection crossing distances, improve visibility of pedestrians, slow vehicle turning speeds, and/or make space for more greenery, furnishings, or water capture
- 2 Add streetlights**  
Typical modifications include upgrading high pressure sodium lights to energy efficient and brighter LEDs, solar lights, and pedestrian-scale poles
- 3 Plant street trees**  
Street trees and ground landscaping
- 4 Add street furnishing**  
Pedestrian amenities, including: benches and seating, bicycle racks, bollards, flowerstands, kiosks, newsracks, public art, trashcans, and wayfinding signage

### Overview

The Ocean Ave. Streetscape Improvement Project was completed in 2016 and added street trees, sidewalk improvements, and pavers. This concept would expand the streetscape improvements west to Junipero Serra Blvd. This concept would:

- Add/improve street & pedestrian lighting.
- Increase sidewalk width and add bulb-outs.
- Add landscape greening and street trees.

The improvements proposed in this concept are from the SF Better Streets Plan Streetscape Toolkit.

### Tradeoffs

- 1** Sidewalk extensions / bulbouts may conflict with loading zones and would reduce curb-to-curb width at some locations. Loss of 1 - 2 parking spots per corner (15 - 20 parking spaces total)

### Goals Supported

- Improve Safety and connectivity for pedestrians and bicyclists.
- Improve streetscape to support vitality and quality of life.

### Status/Other Info

- Streetscape project has been completed from Frida Kahlo Way to Manor Dr (Ocean Avenue Streetscape Improvement Plan).
- Streetscape has been planned, but not implemented, from San Jose Ave to Frida Kahlo Way (Ocean and Geneva Corridor Design).
- No streetscape project planning west of Manor Dr.
- Any pedestrian bulb outs would need to be reviewed for conflicts with transit boarding islands. If there is a preference from the Task Force on this additional element, these would be pursued later on to reduce parking impacts.

**All proposals subject to SFMTA and Regulatory review and approval.**

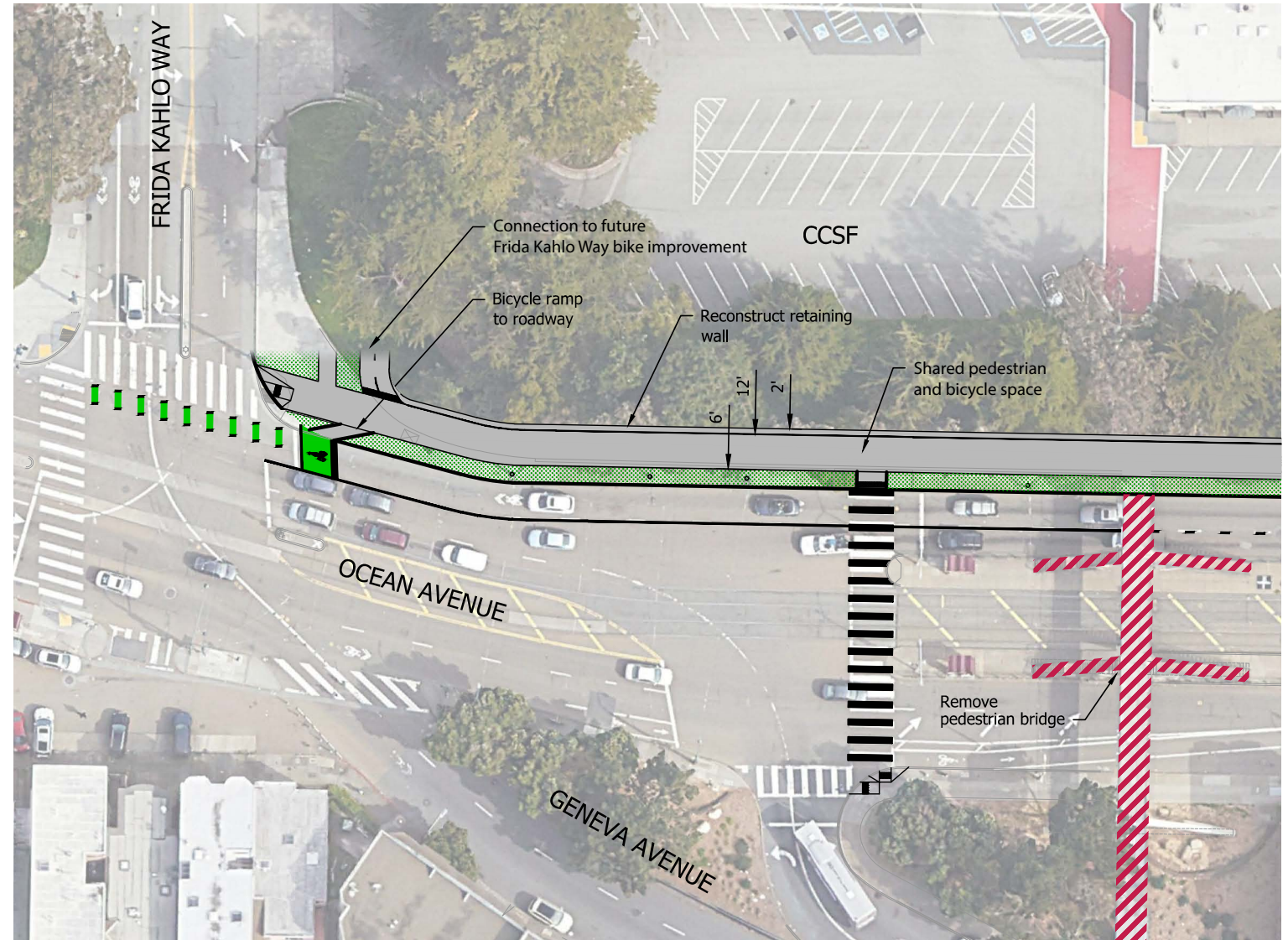
CRITERIA	CONCEPT EVALUATION
<b>Transit Reliability and Efficiency</b>	
Decrease Transit Travel Time	○
Improve Transit Reliability	○
Improve Access to Transit Stops	○
<b>Safety &amp; Connectivity</b>	
Decrease Number of Conflict Points	+
<b>Improve Streetscape</b>	
Improve Sidewalk Space	+
Improve Visibility	+
Remove Gaps in Pedestrian Network	+
<b>Manage Congestion</b>	
Reduce Vehicle Conflicts	○
Decrease Intersection Delay	○

Source: Parisi Transportation Consulting, Sept. 2022





# Create a Shared Bike and Pedestrian Path by Removing the Pedestrian Bridge and Shifting the Retaining Wall



## Overview

The concept would widen right of way by removing pedestrian bridge and moving the retaining wall adjacent to City College to allocate more space for people walking and biking between City College and BART. New trees and landscaping would be used to create a buffer between vehicle traffic.

This concept would:

- Create a shared pedestrian and bike path
- Create a street-level pedestrian crossing along Ocean at Geneva
- Remove the pedestrian bridge
- Shift the retaining wall

## Tradeoffs

- Increased pedestrian traffic crossing Ocean Ave at street level

## Goals Supported





- Improve safety and connectivity for pedestrians and people biking
- Improve streetscape to support vitality and quality of life

## Status/Other Info

The existing pedestrian bridge is not accessible; there are only stairs to the bridge and Muni platforms below.

Based on preliminary studies, work to remove the pedestrian bridge and move the retaining wall would likely need to be done together.

This concept could support the long-term plan to redesign the Frida/ Ocean/ Geneva intersection and bring additional transit and bike improvements.

CRITERIA	CONCEPT EVALUATION
<b>Transit Reliability and Efficiency</b>	
Decrease Transit Travel Time	◦
Improve Transit Reliability	◦
Improve Access to Transit Stops	◦
<b>Safety &amp; Connectivity</b>	
Decrease Number of Conflict Points	+
<b>Improve Streetscape</b>	
Improve Sidewalk Space	+
Improve Visibility	+
Remove Gaps in Pedestrian Network	◦
<b>Manage Congestion</b>	
Reduce Vehicle Conflicts	◦
Decrease Intersection Delay	◦

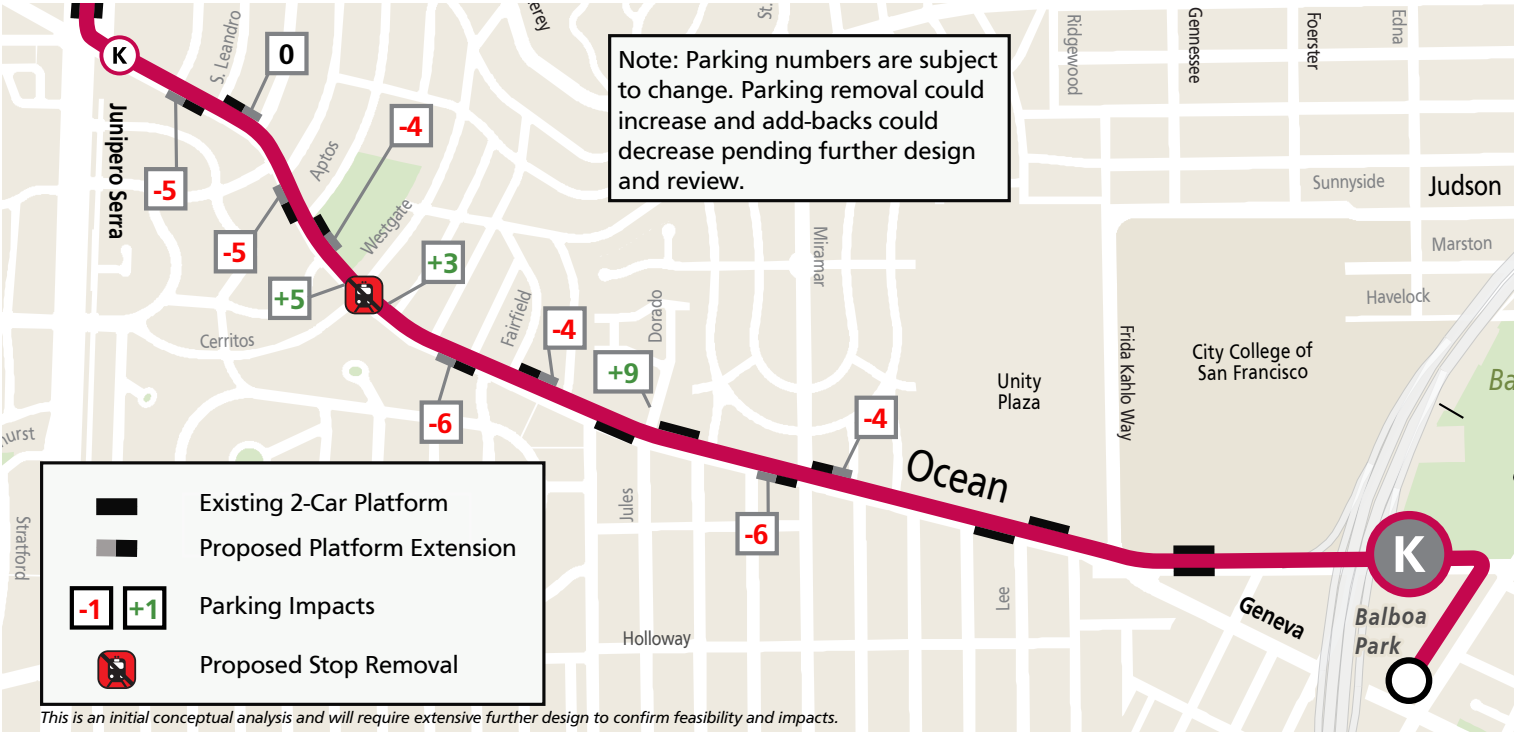
Source: Parisi Transportation Consulting, Sept. 2022

City agencies are coordinating to assess options for this concept. An initial feasibility assessment has been done, but more detailed planning and technical studies are needed. Funding for further design work has not yet been identified.

**All proposals subject to SFMTA and Regulatory review and approval.**



K Ingleside Muni Forward Improvements



Overview

This project would implement a series of transit reliability, pedestrian safety, and accessibility upgrades along the K Ingleside line:

- Double the train capacity on the corridor with transit stop upgrades to enable two-car trains on Ocean Ave. Currently the second car of the K line is locked out when trains are on the surface.
- Reduce transit travel time and improve reliability on the corridor with transit lanes, turn restrictions, stop consolidation, and signal changes.

Benefits include:

- Double capacity on the K line and reduce crowding.
- Reduced transit travel time and improved reliability.
- Improve accessibility, safety, and comfort at stops.
- Transit lanes and boarding islands also help to reduce vehicle speeds.

Tradeoffs

- There are about 315 parking spaces on Ocean Ave within the study area and about 1,600 spaces within 1 block of the corridor. To provide space for extended train platforms, parking would be removed at some stops. This would be partially offset by adding angled parking on Ocean Ave and some side streets. The total parking removal would be 35 – 40 spaces, with a possibility of adding back some spaces on nearby side streets, pending further review.
- The proposal would remove the stop at Cerritos/Westgate. Passengers would use stops at Aptos or Victoria/Fairfield instead. This would reduce travel time along the K line, while also enabling new parking to be created.
- Transit lanes and turn restrictions may impact private vehicle travel time. Exact locations are still to be determined.

CRITERIA	CONCEPT EVALUATION
<b>Transit Reliability and Efficiency</b>	
Decrease Transit Travel Time	+
Improve Transit Reliability	+
Improve Access to Transit Stops	+
<b>Safety &amp; Connectivity</b>	
Decrease Number of Conflict Points	+
<b>Improve Streetscape</b>	
Improve Sidewalk Space	o
Improve Visibility	o
Remove Gaps in Pedestrian Network	o
<b>Manage Congestion</b>	
Reduce Vehicle Conflicts	o
Decrease Intersection Delay	o

Source: Parisi Transportation Consulting, Sept. 2022

Goals Supported

- Improve transit efficiency, reliability, and accessibility.
- Improve Safety and connectivity for pedestrians and bicyclists.

Status/Other Info

Project is funded through state TIRCP grant and full outreach would start in 2023.

All proposals subject to SFMTA and Regulatory review and approval.

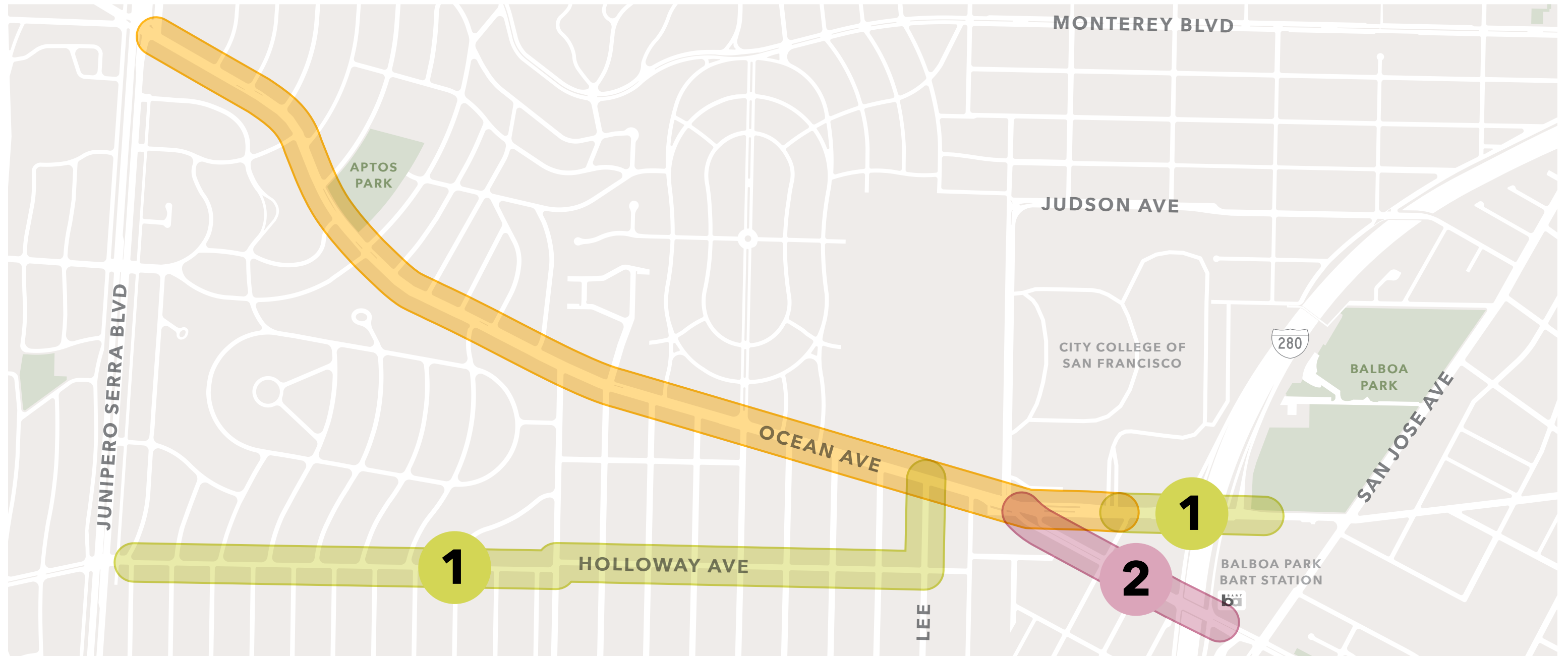
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APPENDIX C

# Task Force Meeting 5 Project Concept Sheets

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## Projects Advanced by the Task Force

The projects below were determined to advance in the previous task force meeting. These projects span the Ocean Ave corridor.

- Pedestrian Safety on Ocean to improve visibility of pedestrians (small project)
- Speed Management on Ocean to slow speeds and reduce illegal left turns and u-turns (small project)
- K Ingleside Muni Forward to improve transit reliability, capacity, and access (large project)
- Shared pedestrian and Bike path with the removal of the pedestrian bridge (large project)

## Projects for Consideration

- 1 Bike connectivity improvements via Holloway
- 2 Geneva Multimodal Improvements



## Bike Connectivity Improvements via Holloway

Would provide an alternative east-west connection between Balboa BART station and Junipero Serra. There are 4 distinct components to the corridor:

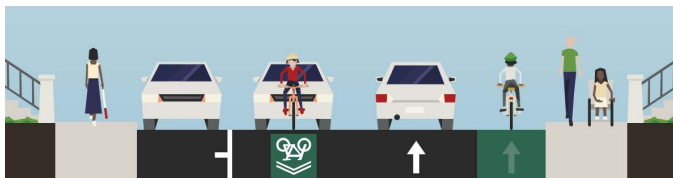
### 1a West Holloway (Ashton - Junipero Serra)

The western portion of Holloway has a striped bike lane (no parking) on one side of the street and a parking lane with sharrows on the other side of the street. Many of the intersections are asymmetrical and have wide curb radii, enabling faster turns onto/off of Holloway.

#### Project elements:

- Traffic circles to slow speeds at intersections
- Traffic diverters to prevent drivers from using Holloway as a cut-through street and to reduce vehicle volumes on Holloway
- Pedestrian Safety Zones / sidewalk extensions to shorten crossing distances and slow speeds of turning vehicles
- Added crosswalks to alert drivers of pedestrian activity and help slow speeds
- There are two options for bike treatments:

1. Street configuration can **stay as is** with added green treatments to have a green bike lane (no parking) in one direction and green sharrows in the other.



2. Parking could be removed to create bike lanes in both directions. About 60 - 80 parking spaces would be removed.



The width of the road does not allow for protected bike lanes.



### 1b East Holloway (Lee - Ashton)

The eastern portion of Holloway has sharrows and curb extensions at most intersections, with parking mid-block. The curb extensions do not allow for bike lanes.

#### Project Elements:

- Green sharrows to improve visibility
- Traffic circles to slow speeds at intersections
- Traffic diverters to prevent drivers from using Holloway as a cut-through street and to reduce vehicle volumes on Holloway

### 1c Lee Ave

Lee Ave is the first opportunity to make a left from Ocean and connect to Holloway. In the future, Lee Ave will connect to the bike network north of Ocean, being developed as part of the Balboa Reservoir project.

#### Project Elements:

- Green bike lane, sharrows, and /or bike boxes between Ocean and Holloway to create a high-quality connection to Holloway
- Two-stage left turn from Ocean onto Lee

#### Tradeoffs:

- Angled parking on southbound Lee would be restriped to accommodate a bike lane and would result in a reduction of ~5 spaces
- A bike lane on northbound Lee would result in a reduction of ~20 spaces; this curb space may be frequently blocked due to curb access needs.

### 1d The Balboa BART Station and Ocean Ave to Lee

This is a challenging crossing and key connection from the Bart station to City College, Businesses, and residential areas. Many bicyclists do not make this crossing and instead travel in the wrong direction on the wrong side of the street to travel westbound on Ocean.

Improvements to this section would align with the planned quickbuild improvements to the FOG intersection and long-term projects to create a shared pedestrian and Bike path adjacent to City College.

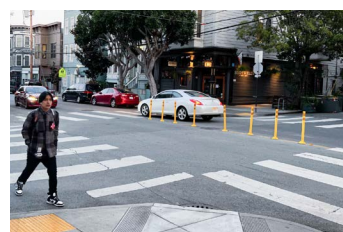
#### Project element:

- Facilitated left turn with bike markings and a green bike line across the overpass
- Green sharrows between I-280 and Lee Ave., in both directions

#### Pedestrian safety zone



#### Traffic diverter



#### Green sharrow



#### Traffic circle



#### Bike lane

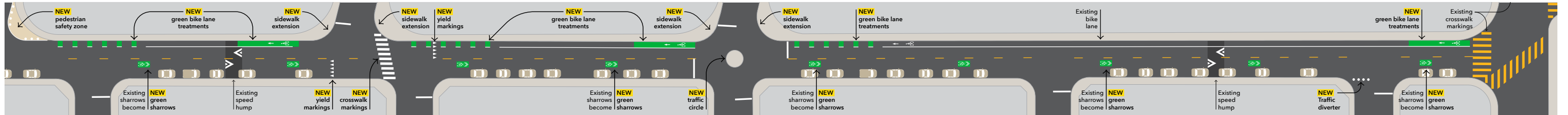


#### Two-stage left turn

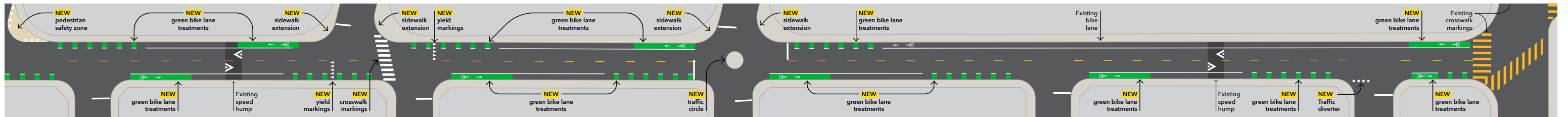


## Bike Connectivity Improvements via Holloway – Sample Street Designs

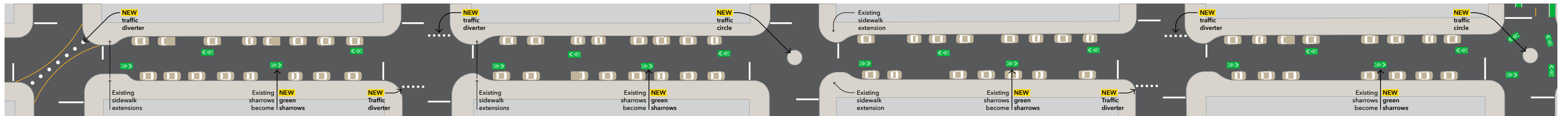
### 1a West Holloway (Ashton - Junipero Serra) Maintain bike lane in one direction



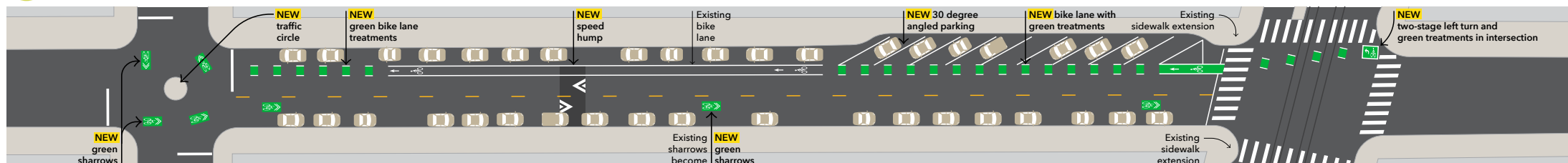
### Create bike lanes in both directions



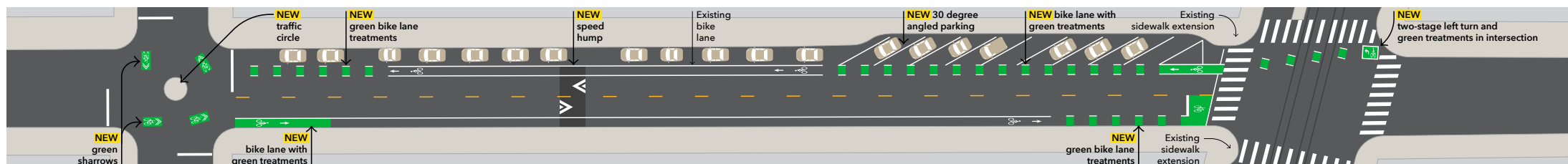
### 1b East Holloway (Lee - Ashton) Traffic calming improvements



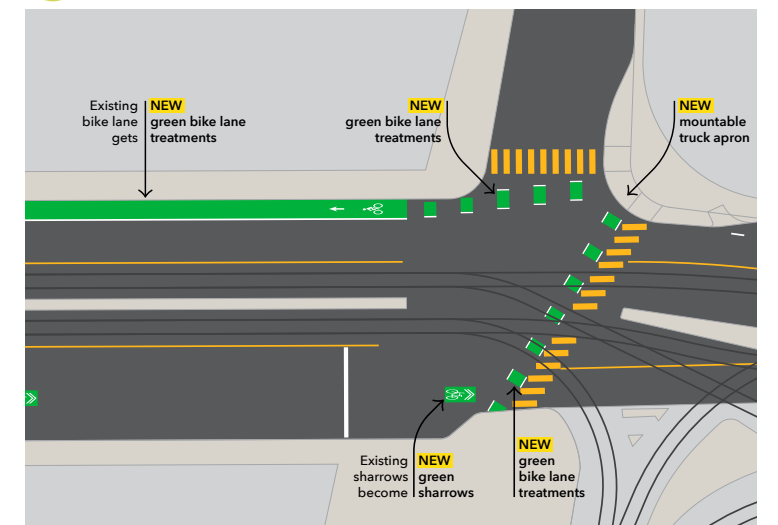
### 1c Lee Ave Extend bike lane in one direction



### Create bike lane in both directions



### 1d BART - Ocean Ave Connection





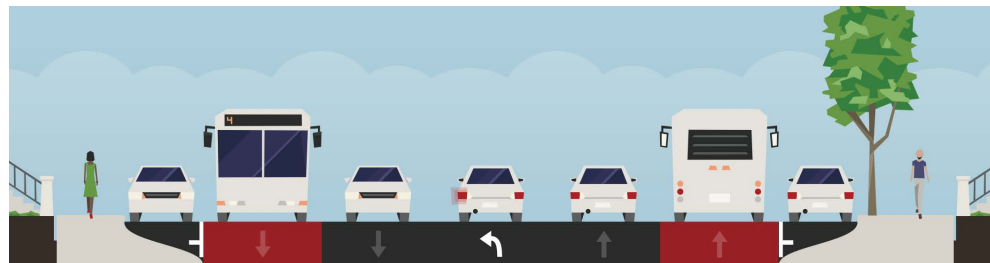


## Geneva Multimodal Improvements

The options for this project vary to include a combination of pedestrian, transit priority, and bike improvements. Geneva accommodates the 8, 8BX, 43, and 91 (Owl) Muni routes.



### Option 1: Transit and Pedestrian Improvements

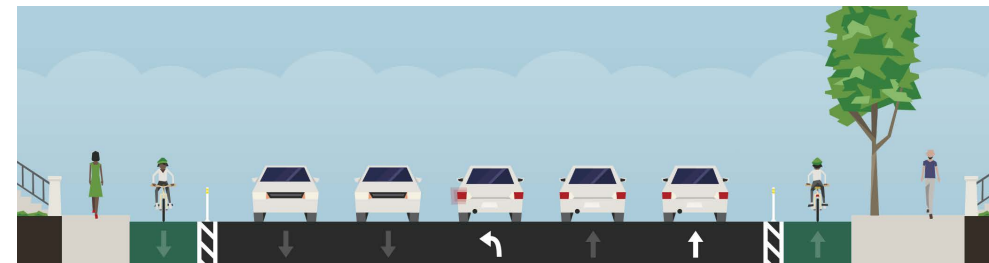


GOAL	GOAL ALIGNMENT
Transit efficiency, reliability and accessibility	high
Pedestrian and bike safety	high (ped)
Improve livability, economic vitality and quality of life	low
Manage congestion	unknown

#### Project Elements:

- Transit only lane, which would be made by converting a general travel lane
- Pedestrian Safety Zones / sidewalk extensions to shorten crossing distances and slow speeds of turning vehicles
- Daylighting at intersection on Geneva and cross streets to improve visibility of pedestrians

### Options 2: Bike and Pedestrian Improvements

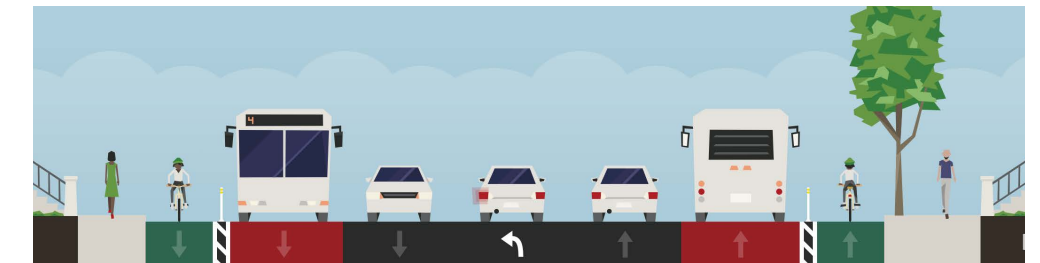


GOAL	GOAL ALIGNMENT
Transit efficiency, reliability and accessibility	no change
Pedestrian and bike safety	high (bike), low (ped)
Improve livability, economic vitality and quality of life	low
Manage congestion	no change

#### Project Elements:

- Protected Bike lane on full corridor or uphill segments. Adding bike lanes would result in a parking loss of 50 - 100 parking spaces depending on the length of the lanes. The school loading for Seventh Day Adventist Elementary School may need to be relocated.
- Daylighting at intersections on Geneva and cross streets to improve visibility of pedestrians
- Travel lanes remain unchanged with 2 vehicle lanes in each direction; there is no transit lane.

### Options 3: Transit, Bike, and Pedestrian Improvements



GOAL	GOAL ALIGNMENT
Transit efficiency, reliability and accessibility	high
Pedestrian and bike safety	high (bike), low (ped)
Improve livability, economic vitality and quality of life	low
Manage congestion	unknown

#### Project Elements:

- Transit only lane, which would be made by converting a general travel lane
- Protected Bike lane on full corridor or uphill segments. Adding bike lanes would result in a parking loss of 50 - 100 parking spaces depending on the length of the lanes. The school loading for Seventh Day Adventist Elementary School may need to be relocated.
- Daylighting at intersection on Geneva and cross streets to improve visibility of pedestrians

#### Transit only lane



#### Sidewalk extension



#### Pedestrian safety zone

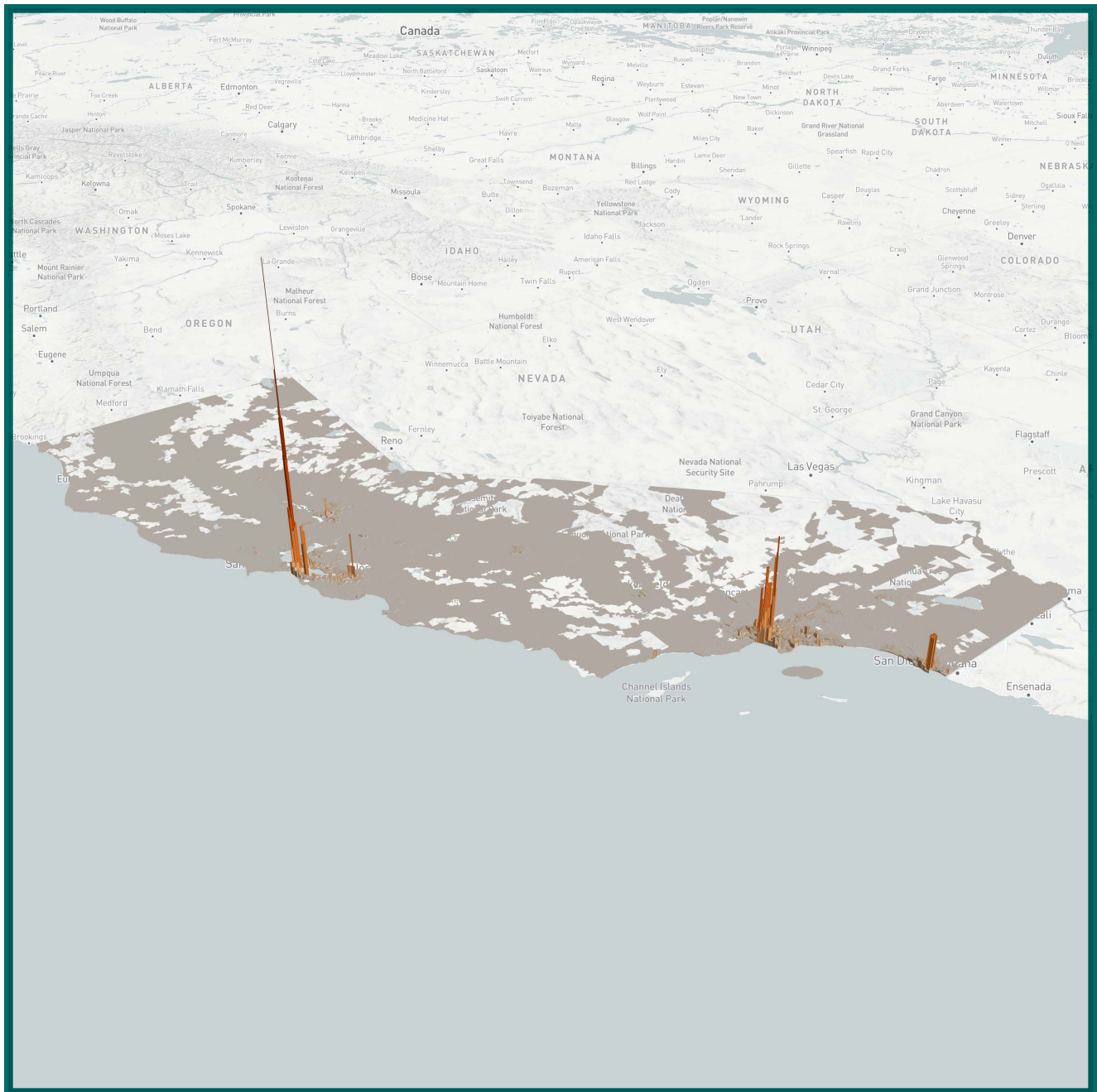


#### Daylighting at intersection



#### Protected bike lane





# TNCs 2020: A Profile of Ride-Hailing in California



**San Francisco  
County Transportation  
Authority**

**Final Report: April 2023**

## Acknowledgments

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

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## Table of Contents

<b>EXECUTIVE SUMMARY</b>	<b>6</b>
<b>1. INTRODUCTION AND PURPOSE</b>	<b>12</b>
<b>2. REPORTING COMPLIANCE &amp; INTEGRITY</b>	<b>20</b>
<b>3. GENERAL CHARACTERISTICS</b>	<b>31</b>
<b>4. PUBLIC SAFETY</b>	<b>40</b>
<b>5. LABOR</b>	<b>50</b>
<b>6. ENVIRONMENT</b>	<b>54</b>
<b>7. ACCESSIBILITY</b>	<b>57</b>
<b>8. CONCLUSIONS</b>	<b>63</b>

## Tables

<b>Table 1.</b> Confidentiality Determination of the 2020 TNC Annual Reports	16
<b>Table 2.</b> 2020 Public TNC Annual Report Completeness of Required Public Fields	21
<b>Table 3.</b> Comparison of Completeness of the 2020 and 2021 Public TNC Annual Reports	23
<b>Table 4.</b> Total Uber Trip Requests in the 2020 Public TNC Annual Reports	25
<b>Table 5.</b> Total Lyft Trip Requests in the 2020 Public TNC Annual Reports	25
<b>Table 6.</b> Uber Completed Trips in the 2020 Public TNC Annual Reports	26
<b>Table 7.</b> Lyft Completed Trips in the 2020 Public TNC Annual Reports	26
<b>Table 8.</b> Uber Total Incomplete Trip Requests in the 2020 Public TNC Annual Reports	26
<b>Table 9.</b> Lyft Total Incomplete Trip Requests in the 2020 Public TNC Annual Reports	27
<b>Table 10.</b> Uber VMT in the 2020 Public TNC Annual Reports	27
<b>Table 11.</b> Lyft VMT in the 2020 Public TNC Annual Reports	27
<b>Table 12.</b> Uber Driver Days in the 2020 Public TNC Annual Reports	28
<b>Table 13.</b> Lyft Driver Days in the 2020 Public TNC Annual Reports	28
<b>Table 14.</b> Uber Driver Hours in the 2020 Public TNC Annual Reports	29
<b>Table 15.</b> Lyft Driver Hours in the 2020 Public TNC Annual Reports	29
<b>Table 16.</b> Summary of Internal Consistency of the 2020 Public TNC Annual Reports	29
<b>Table 17.</b> Summary of Consistency of the 2021 Public TNC Annual Reports	30
<b>Table 18.</b> TNC Trips from September 2019 to August 2020	32

---

<b>Table 19.</b> Total VMT from September 2019 to August 2020	36
<b>Table 20.</b> Total Driver Hours from September 2019 to August 2020	37
<b>Table 21.</b> Number of Citations by Company and Location from September 2019 to August 2020	43
<b>Table 22.</b> Public Safety Incident Taxonomies in the 2020 Public Annual Reports	44
<b>Table 23.</b> Driver Consequences and Status in the 2020 Public Annual Reports	45
<b>Table 24.</b> Driver Consequences of Assaults & Harassments from September 2019 to August 2020	46
<b>Table 25.</b> Driver Consequences of DUI Complaints from September 2019 to August 2020	47
<b>Table 26.</b> Uber Driver Suspension Type by Driver Reactivation Status from September 2019 to August 2020	49
<b>Table 27.</b> Lyft Driver Suspension Type by Driver Reactivation Status from September 2019 to August 2020	49
<b>Table 28.</b> Average Hours per Driver Day by Company, Before and During COVID, from September 2019 to August 2020	52
<b>Table 29.</b> Estimated CO2 Emitted by Uber by Period from September 2019 to August 2020	55
<b>Table 30.</b> Estimated PM2.5 Emitted by Uber by Period from September 2019 to August 2020	56
<b>Table 31.</b> WAV Requests and Completed Trips from September 2019 to August 2020	58
<b>Table 32.</b> Average Monthly WAV Service from September 2019 to August 2020	59
<b>Table 33.</b> Offsets Requested and Approved, Compared to Completed WAV Trips from October 2019 to June 2020 in the Access for All Advice Letters	59
<b>Table 34.</b> Comparison of Uber WAV Requests in the Annual Reports and Advice Letters from October 2019 to June 2020	60
<b>Table 35.</b> Comparison of Lyft WAV Requests in the Annual Reports and Advice Letters from October 2019 to June 2020	60
<b>Table 36.</b> Comparison of Uber Completed WAV Trips in the Annual Reports and Advice Letters from October 2019 to June 2020	61
<b>Table 37.</b> Comparison of Lyft Completed WAV Trips in the Annual Reports and Advice Letters from October 2019 to June 2020	61
<b>Table 38.</b> Comparison of Accessibility Complaint and Resolution Taxonomies used by Uber and Lyft in the 2020 Public TNC Annual Reports	62
<b>Table 39.</b> Accessibility Complaints by Category and Company from September 2019 to August 2020	62

---



## Figures

<b>Figure 1.</b> Trip Density by Zip Code from September 2019 to August 2020	8
<b>Figure 2.</b> Incidents per 100,000 trips from September 2019 to August 2020	9
<b>Figure 3.</b> Driver Days by Hours Worked from September 2019 to August 2020	9
<b>Figure 4.</b> Uber Trips by Date from September 2019 to August 2020	23
<b>Figure 5.</b> Total Trips and Trip Density by County for the Top 10 Counties by Number of Trips from September 2019 to August 2020	33
<b>Figure 6.</b> TNC Trip Density by Zip Code from September 2019 to August 2020	34
<b>Figure 7.</b> Average Trips by Day of Week, Before and During COVID, from September 2019 to August 2020	35
<b>Figure 8.</b> Trip by Time of Day on an Average Typical Weekday and Friday, Before and During COVID, from September 2019 to August 2020	35
<b>Figure 9.</b> Pooling of Completed Trips from September 2019 to August 2020	38
<b>Figure 10.</b> Pre-COVID Uber Pooling of Completed Trips	38
<b>Figure 11.</b> Requests for Pooled Trips from September 2019 to August 2020	38
<b>Figure 12.</b> Zip Codes with Perfect 100% Trip Acceptance Rates from September 2019 to August 2020 for Uber (left) and Lyft (right)	39
<b>Figure 13.</b> Public Safety Issues by Category	41
<b>Figure 14.</b> Incidents per 100,000 trips from September 2019 to August 2020	41
<b>Figure 15.</b> Rates of Public Safety Incidents per 100,000 trips by Company and County from September 2019 to August 2020	42
<b>Figure 16.</b> Driver Suspensions from September 2019 to August 2020	48
<b>Figure 17.</b> Driver Suspensions per 100,000 Trips from September 2019 to August 2020	48
<b>Figure 18.</b> Driver Days Before and During COVID from September 2019 to August 2020	51
<b>Figure 19.</b> Distribution of Driver Days by Number of Hours Worked from September 2019 to August 2020	52
<b>Figure 20.</b> Driver Days by Hours Worked from September 2019 to August 2020	53
<b>Figure 21.</b> Estimated PM2.5 Emitted by Uber by County from September 2019 to August 2020	56

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TNCS 2020:  
A PROFILE OF RIDE-HAILING IN CALIFORNIA

# Executive Summary

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

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

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

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

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

## Key Findings

### REPORTING COMPLIANCE & INTEGRITY

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

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

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

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

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

## GENERAL CHARACTERISTICS

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

**Nearly two-thirds of TNC trips are in San Francisco, Los Angeles, and San Diego counties.**

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

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

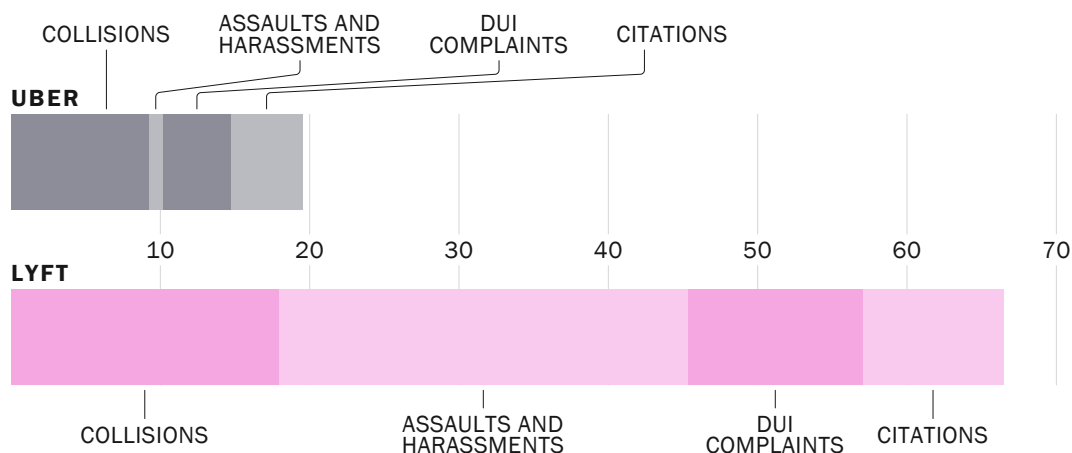
**Figure 1.** Trip Density by Zip Code from September 2019 to August 2020



## PUBLIC SAFETY

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

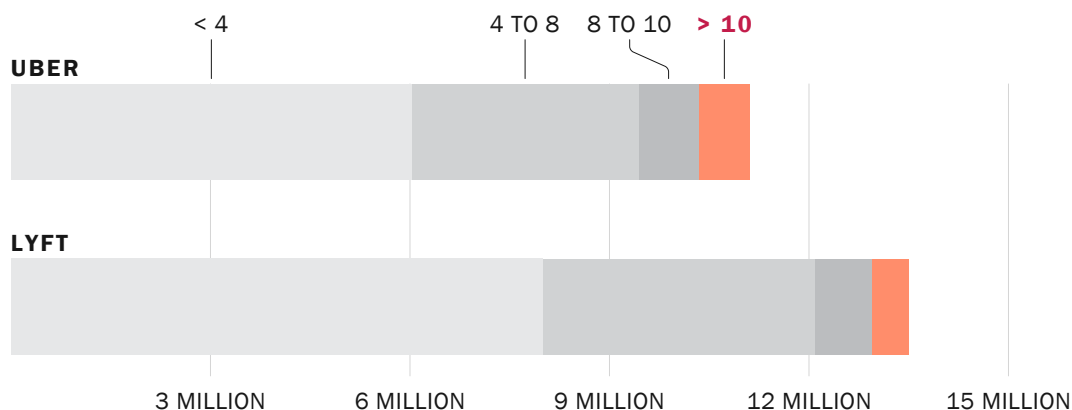
Figure 2. Incidents per 100,000 trips from September 2019 to August 2020



## LABOR

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

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



## ENVIRONMENT

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

**Uber produced 494,000 metrics tons of CO<sub>2</sub> in reporting year 2020, based on a Transportation Authority estimate. Almost 30% of those emissions occurred with no passengers in the vehicle.** This is comparable to the CO<sub>2</sub> emitted by the 2020 Caldwell Fire in northern California, which burned 81,000 acres.

## ACCESSIBILITY

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

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

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

## Conclusions

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

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

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

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

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

## CHAPTER 1

# Introduction and Purpose

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

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

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

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

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

Following the rapid rise of ride-hailing and other private mobility services, San Francisco transportation agencies adopted 10 Guiding Principles to serve as a framework for evaluating emerging mobility services and technologies and promote their deployment toward the achievement of city goals, including San Francisco’s Transit-First and Vision Zero policies, and climate and equity objectives. Key among these is the principle of Accountability:

“Emerging Mobility Services and Technologies providers must share relevant data so that the City and the public can effectively evaluate the services’ benefits to and impacts on the transportation system and determine whether the services reflect the goals of San Francisco.”

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

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

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

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

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

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

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

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

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## 1.1. What are TNCs?

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

## 1.2. Who regulates TNCs in California?

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

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

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

## 1.3. What are the 2020 TNC reporting requirements?

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

**Table 1. Confidentiality Determination of the 2020 TNC Annual Reports**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## CHAPTER 2

# Reporting Compliance & Integrity

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

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## 2.1. Are TNCs submitting the required reports?

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

## 2.2. Are the reports complete?

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

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

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

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

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

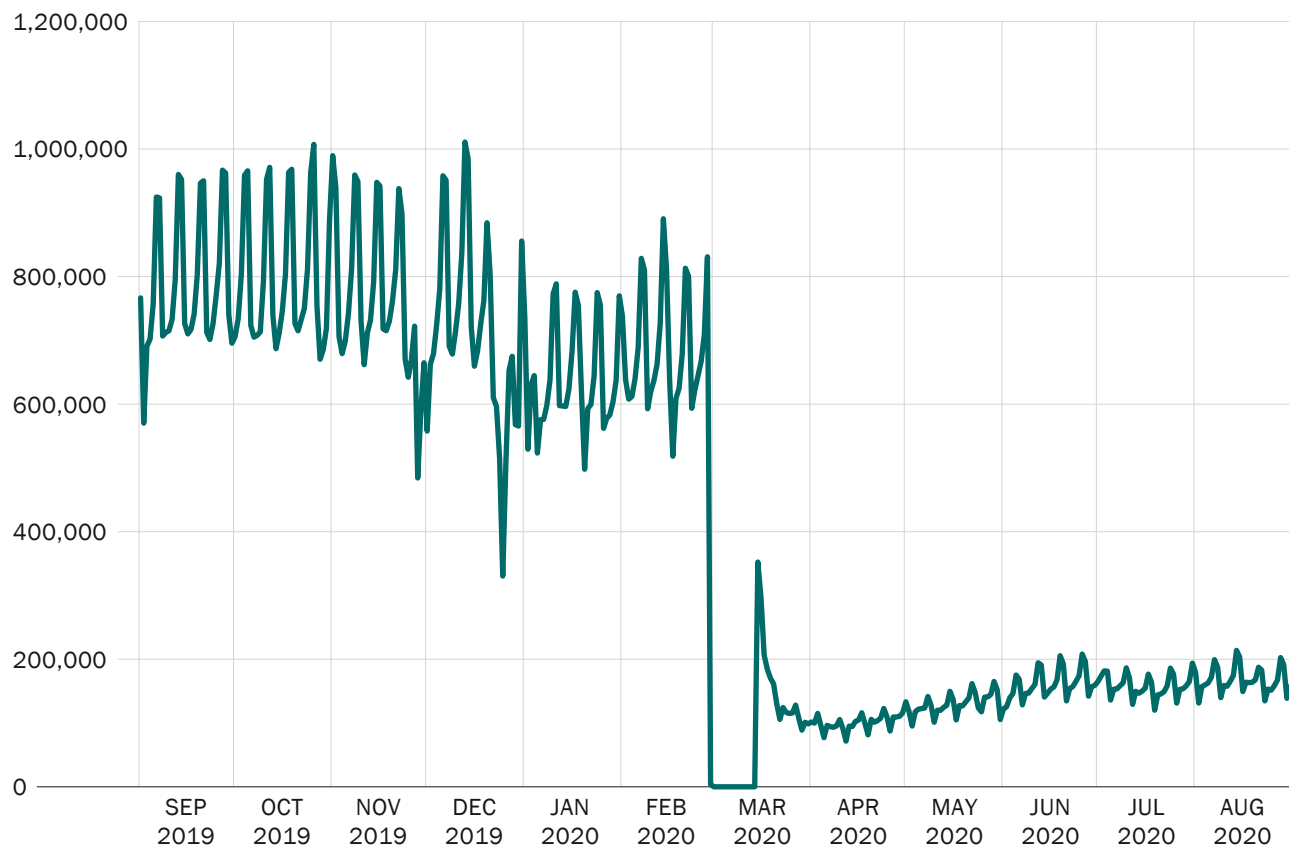
<sup>2</sup> CPUC staff redacted data from the 2020 TNC Public Annual Reports by deleting entire columns of data. The following year's reports were redacted by replacing the contents with "REDACTED".

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

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

- Date and time information can be used to evaluate whether trips are taking place during the most congested times of day or whether they are providing late night or weekend service when transit runs less frequently.
- Location information can be used to evaluate whether TNCs are driving in the busiest parts of cities or near regional transit hubs.
- VMT information, combined with time and location can be used to analyze how TNCs may be contributing to congestion.
- VMT information when paired with vehicle make, model, and year can be used to evaluate emissions.
- Trip occupancy can be used to evaluate the number of passengers transported per vehicle (a measure of efficiency) and TNC's compliance with the CO<sub>2</sub> per-passenger-mile requirements of the Clean Miles Standard.
- The missing data from Lyft's reports prevents these analyses for Lyft and for the industry as a whole. See Appendix B: Report Completeness Inventory for detailed accounting of each report's completeness.

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

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

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

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

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

## 2.3. Is the data reported internally consistent?

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

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

### TOTAL TRIP REQUESTS

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

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

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

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

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

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

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

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

## COMPLETED TRIPS

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

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

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

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

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

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

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

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

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

## INCOMPLETE TRIP REQUESTS

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

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

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

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

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

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

## VEHICLE MILES TRAVELED (VMT)

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

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

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

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

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

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

## DRIVER DAYS

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

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



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

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

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

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

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

## DRIVER HOURS

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

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

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

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

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

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

## SUMMARY OF INTERNAL CONSISTENCY

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

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

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

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

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

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

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

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

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## CHAPTER 3

# General Characteristics

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

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### 3.1. How many TNC trips were taken?

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

**Table 18.** TNC Trips from September 2019 to August 2020

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

### 3.2. Where were TNC trips taken?

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

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

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

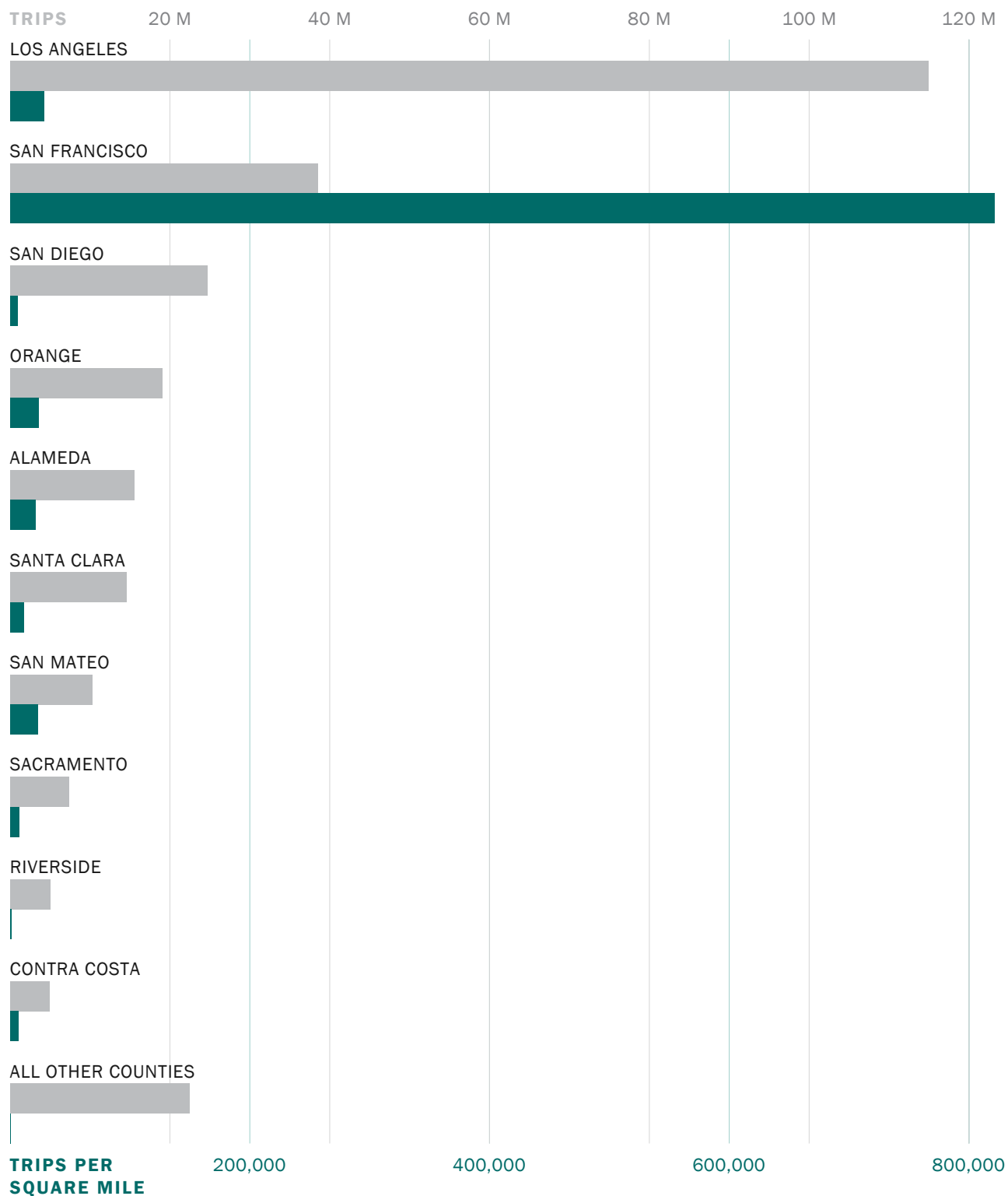


Figure 6 shows trip density by zip code tabulation area (“zip code”). It illustrates the extreme concentration of trips within a few small areas, most prominently San Francisco. Within San Francisco, trips are further concentrated within the downtown core on the city’s most congested streets where the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

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



### 3.3. When were TNC trips taken?

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

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



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

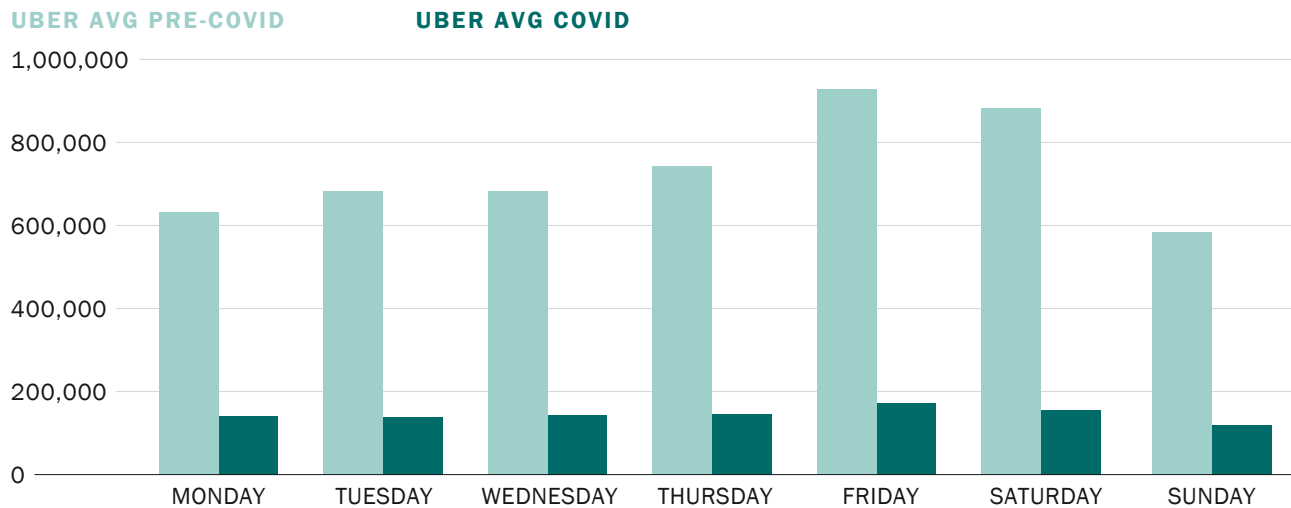
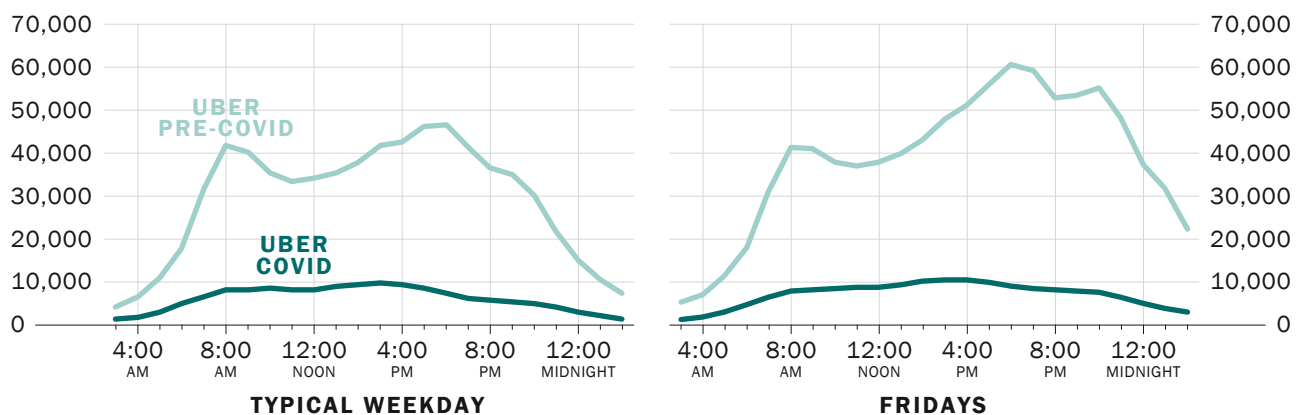


Figure 8 shows Uber trips by time of day for a typical weekday and average Friday before and during the COVID pandemic.<sup>1</sup> Prior to the COVID pandemic, trips had a diurnal distribution during typical weekdays: low trip volumes during late night, peaks of activity in the morning and early evening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

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



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

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

### 3.4. How many miles did TNCs drive?

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

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

**Table 19.** Total VMT from September 2019 to August 2020

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

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

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

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

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

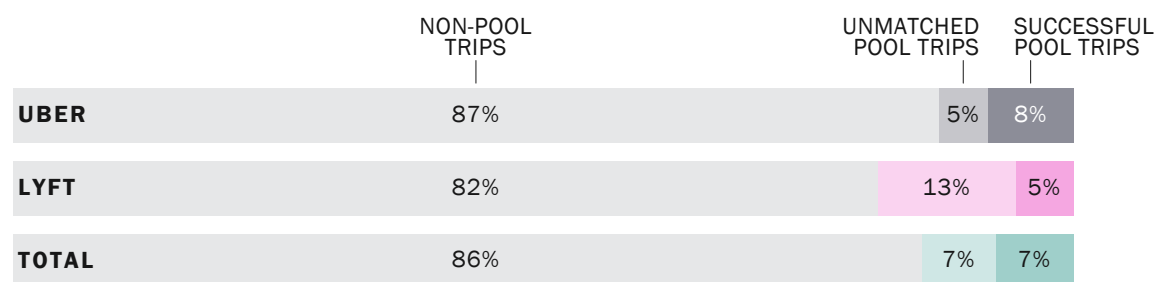
	UBER	LYFT	TOTAL
Total Hours	46,885,564	52,351,454	99,237,018
Share of Total Hours	47%	53%	100%

### 3.6. How many TNC trips are “pooled”?

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

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

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

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

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

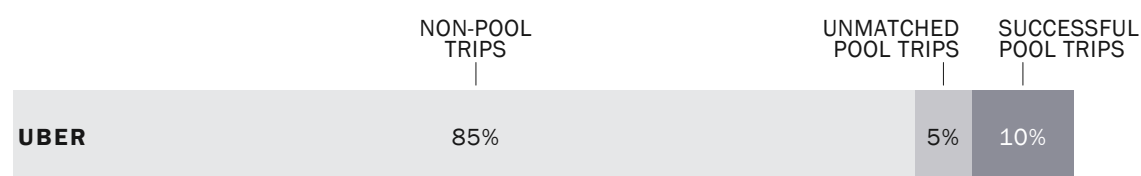
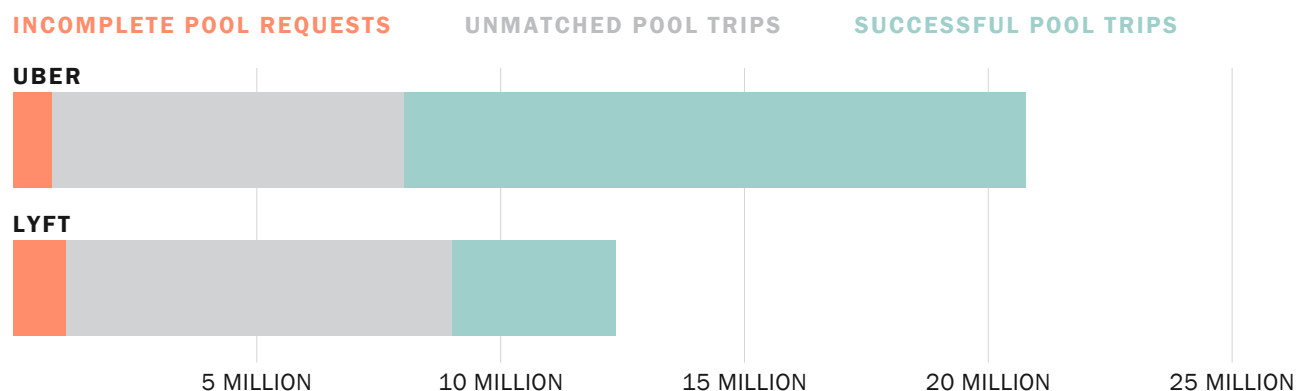
**Figure 10. Pre-covid Uber Pooling of Completed Trips**

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

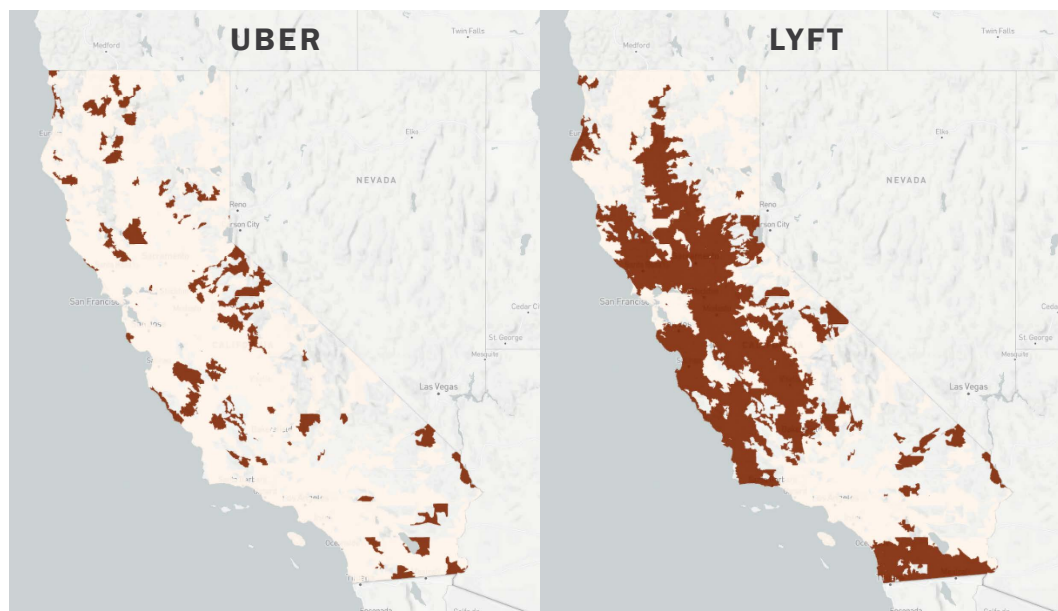
**Figure 11. Requests for Pooled Trips from September 2019 to August 2020**

### 3.7. Where are requests not completed?

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

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

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



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CHAPTER 4

# Public Safety

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

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

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

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<sup>1</sup> California Public Utilities Code § 5352(a). [https://leginfo.ca.gov/faces/codes\\_displayText.xhtml?lawCode=PUC&division=2.&title=&part=&chapter=8.&article=1](https://leginfo.ca.gov/faces/codes_displayText.xhtml?lawCode=PUC&division=2.&title=&part=&chapter=8.&article=1).

## 4.1. How many TNC public safety incidents were reported?

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

**Figure 13. Public Safety Issues by Category**

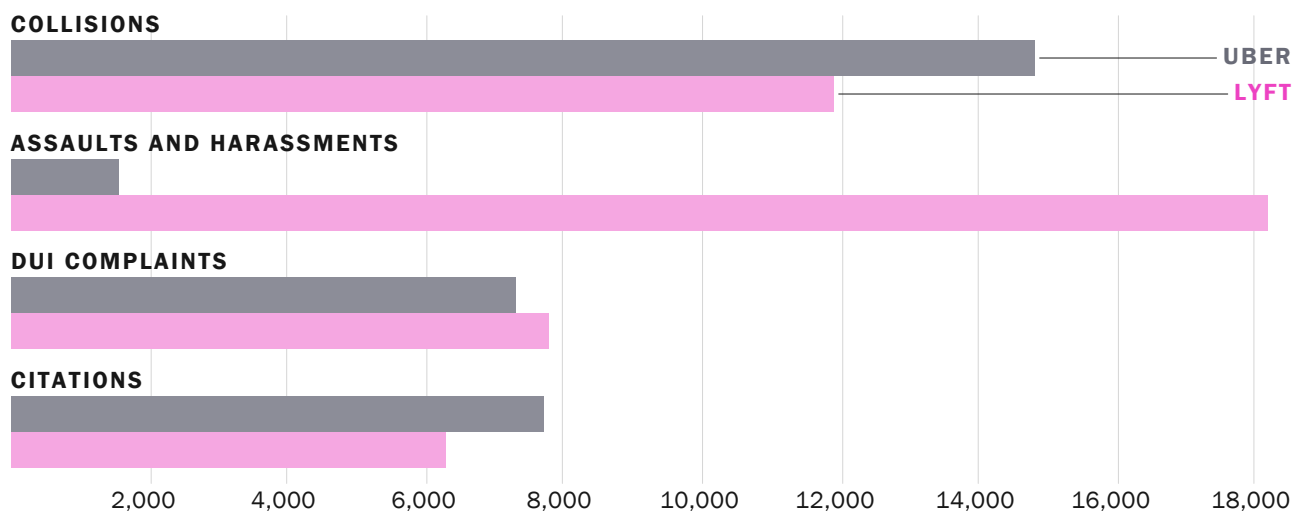
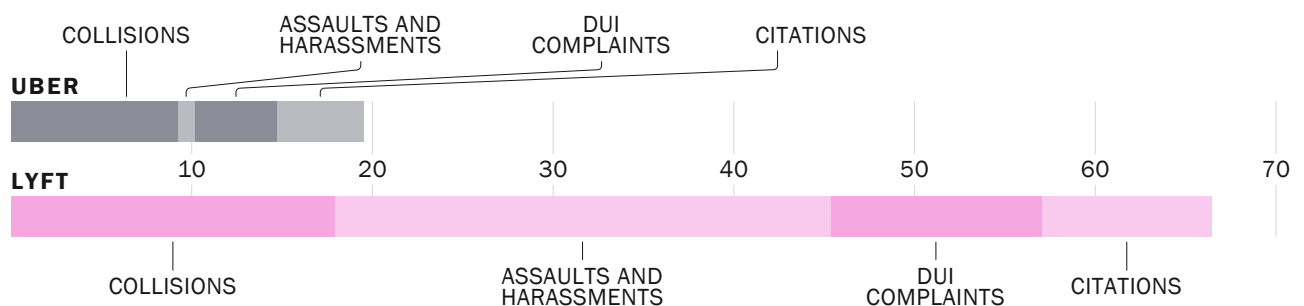


Figure 14 shows the rates of incidents per 100,000 trips. Lyft reported total public safety incidents rates that were more than 3 times higher than Uber. Lyft's collisions rates were twice Uber's. Lyft's assaults and harassment rates were more than 30 times Uber's, Lyft's DUI complaints were over 2.5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

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



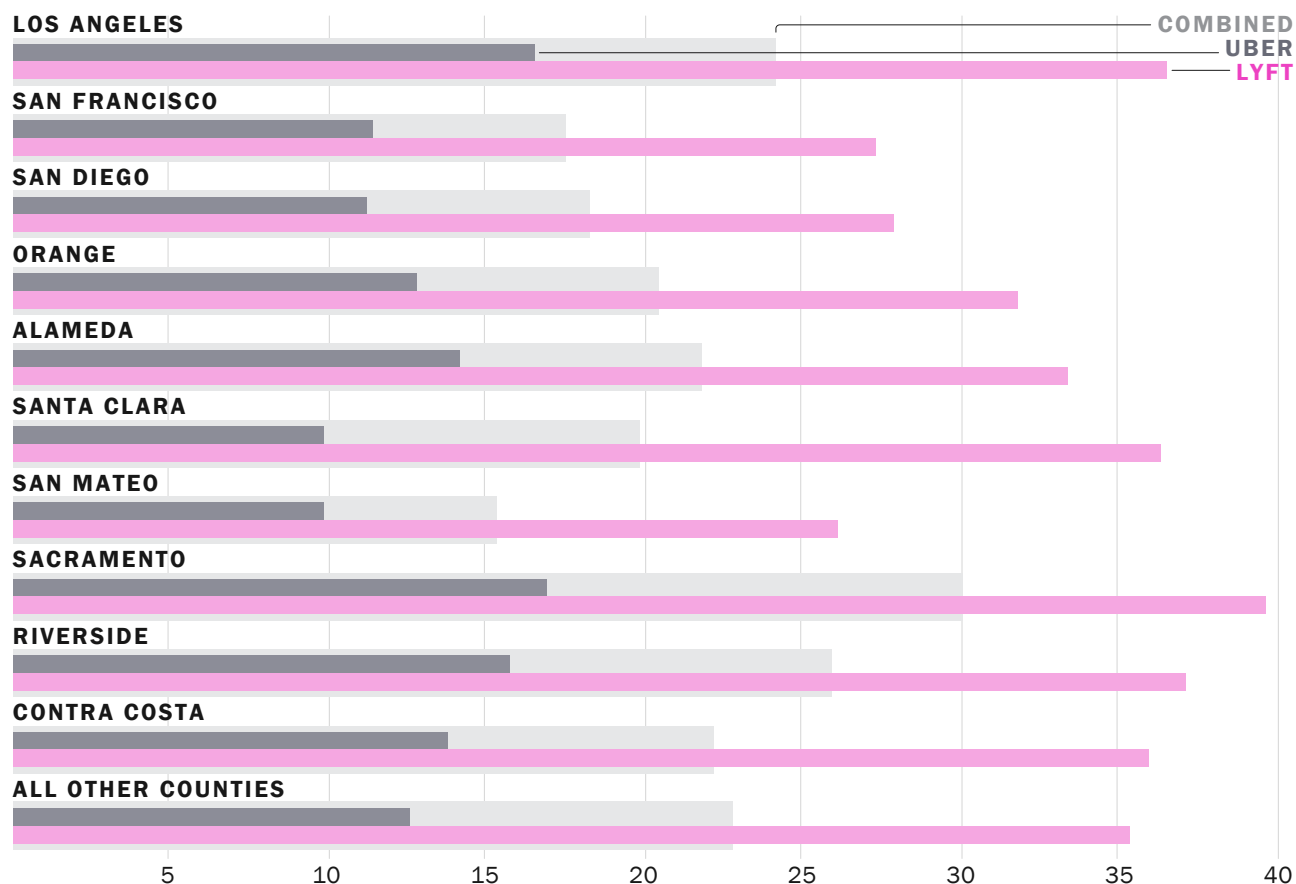


## 4.2. Where did public safety incidents occur?

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

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

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



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

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

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

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

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

### 4.3. What types of public safety incidents occurred?

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

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

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

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

CATEGORY	FIELD	UBER	LYFT
Collisions	IncidentAccidentType	<ul style="list-style-type: none"> <li>• Multiple Vehicle Collision</li> <li>• Open Door Into Vehicle</li> <li>• Pedestrian</li> <li>• Single Vehicle Collision</li> <li>• Struck Animal</li> <li>• Struck Debris</li> <li>• Struck Road Debris/Animal</li> </ul>	<ul style="list-style-type: none"> <li>• No Damage</li> <li>• Not driveable</li> <li>• major damage</li> <li>• minor damage</li> <li>• not reported</li> </ul>
DUI	ZeroToleranceDescr	<ul style="list-style-type: none"> <li>• Rider alleged the driver had the appearance of impairment</li> <li>• Rider alleged alcohol or containers present in vehicle</li> <li>• Rider alleged drugs or paraphernalia were present in the vehicle</li> <li>• Rider alleged the driver had the appearance of impairment</li> <li>• Rider alleged the driver sounded impaired</li> <li>• Rider alleged the smell of alcohol was present in the vehicle</li> <li>• Rider alleged the smell of marijuana was present in the vehicle</li> <li>• Rider alleged unsafe driving behavior</li> </ul>	<ul style="list-style-type: none"> <li>• alleged_marijuana_smell__first_instance</li> <li>• alleged_zero_tolerance</li> <li>• passenger_alleged_drug_possession</li> <li>• pax_allegedly_had_open_container</li> </ul>
Citations	CitationReason	Unique incident description	Unique incident description

Table 23 shows the consequences to the driver resulting from public safety incidents. As with incident classifications, the CPUC has in most cases not provided clear guidance for how to report consequences to the driver, leaving companies to

determine themselves how to report driver consequences.<sup>1</sup> Some classification of consequences to the driver is reported for assaults and harassments, DUI complaints, and citations, but not for collisions. Additionally, a binary indicator of whether the involved driver is currently authorized to drive is available for assaults and harassments and DUI complaints.

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

CATEGORY	FIELD	UBER	LYFT
Assaults & Harassments	DriverConsequence	<ul style="list-style-type: none"> <li>• Deactivated</li> <li>• Waitlisted</li> </ul>	<ul style="list-style-type: none"> <li>• Driver provided with warning and/or education</li> <li>• Driver was permanently deactivated</li> <li>• Driver was temporarily suspended</li> </ul>
Assaults & Harassments	DriverCurrentAuth	<ul style="list-style-type: none"> <li>• N</li> <li>• Y</li> </ul>	<ul style="list-style-type: none"> <li>• N</li> <li>• Y</li> </ul>
Collisions	IncidentAccidentGuiltyParty	not reported	not reported
Collisions	Liability	not reported	not reported
Collisions	PrimaryCollisionFactor	<ul style="list-style-type: none"> <li>• Claimant Primarily</li> <li>• Driver Primarily</li> <li>• Undetermined</li> </ul>	not reported
DUI	ComplaintResolveDescr	<ul style="list-style-type: none"> <li>• Driver Deactivated — Confirmed Allegation</li> <li>• Driver Deactivated — Third Unconfirmed Allegation</li> <li>• Driver Previously Deactivated</li> <li>• Driver Reactivated — Unconfirmed Allegation</li> </ul>	<ul style="list-style-type: none"> <li>• Deactivation not warranted after investigation</li> <li>• Driver reactivated after investigation</li> <li>• Driver remained deactivated after investigation</li> </ul>
DUI	DriverConsequence	<ul style="list-style-type: none"> <li>• Driver Deactivated — Confirmed Allegation</li> <li>• Driver Deactivated — Third Unconfirmed Allegation</li> <li>• Driver Previously Deactivated</li> <li>• Driver Reactivated — Unconfirmed Allegation</li> </ul>	<ul style="list-style-type: none"> <li>• Driver provided with warning and/or education</li> <li>• Driver was permanently deactivated</li> <li>• Driver was temporarily suspended</li> </ul>
DUI	DriverCurrentAuth	<ul style="list-style-type: none"> <li>• N</li> <li>• Y</li> </ul>	<ul style="list-style-type: none"> <li>• N</li> <li>• Y</li> </ul>

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

## 4.4. How many drivers were suspended or deactivated?

While suspending a driver can adversely affect drivers' livelihood by cutting off an income stream, suspending a driver is one of the actions a TNC company can take to protect its customers. Though each company used their own taxonomy for reporting driver consequences, both identified whether a driver was temporarily suspended or permanently deactivated. Table 24 shows the consequences to drivers resulting from assaults and harassments.

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

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

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

The CPUC requires that “[p]romptly after a zero-tolerance complaint is filed, the TNC shall suspend the driver for further investigation.”<sup>1</sup> As with assaults and harassments, driver consequences of DUI complaints are reported with different taxonomies by each company, but each identifies temporary suspensions and permanent deactivations. Table 25 shows the driver consequences resulting from DUI complaints for each company. In this analysis, permanent deactivations are those Uber classified as “Driver Deactivated – Confirmed Allegation”, “Driver Deactivated – Third Unconfirmed Allegation”, and “Driver Previously Deactivated”, and Lyft classified as “Driver was permanently deactivated”. Temporary suspensions are those Uber classified as “Driver Reactivated – Unconfirmed Allegation” and Lyft classified as “Driver was temporarily suspended”. The remaining record records are those which Lyft classified as “Driver provided with warning and/or education,” which implies neither a temporary suspension nor permanent deactivation. The table suggests that Lyft frequently fails to comply with the CPUC’s requirement to suspend drivers following DUI complaints, only suspending or deactivating drivers in 6% of cases. By contrast, 94% of DUI complaints against Uber drivers resulted in a temporary suspension, and 6% resulted in a permanent deactivation.

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

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

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

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

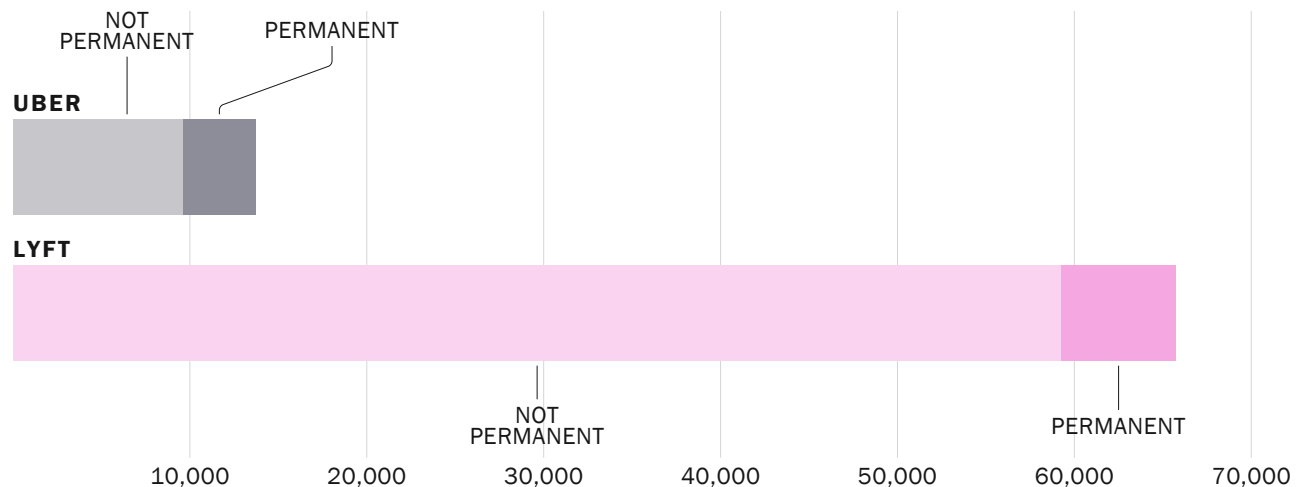
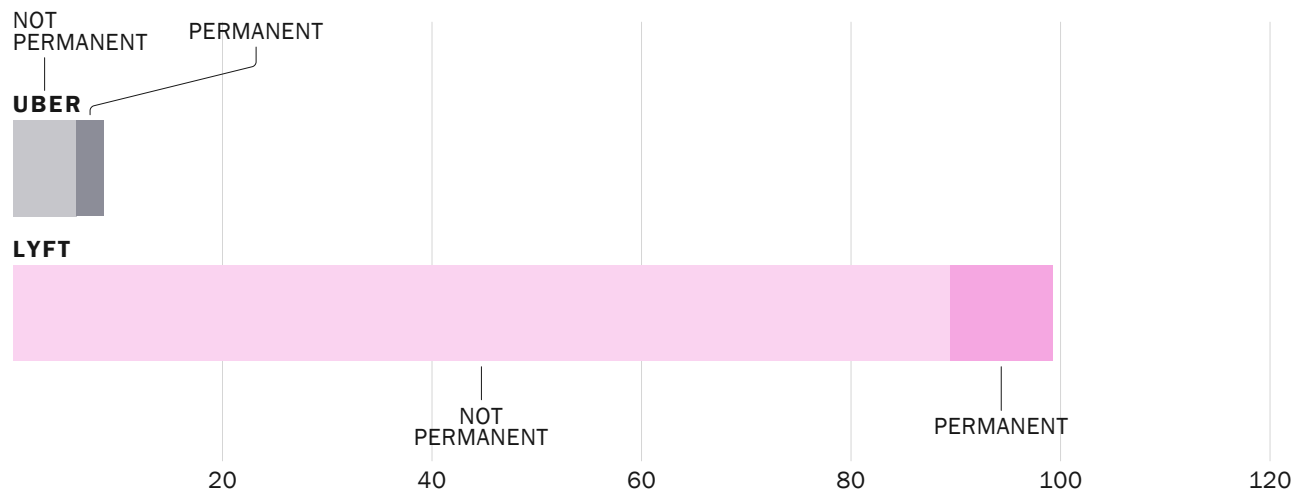
**Figure 16. Driver Suspensions from September 2019 to August 2020**

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

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

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

For each driver suspension, the companies report whether drivers were permanently deactivated, and whether they have been reactivated. Driver suspensions by suspension type and reactivation status for Uber are shown in Table 26 and for Lyft in Table 27. Presumably, a driver that is permanently deactivated cannot be reactivated. As expected, none of Lyft's permanently suspended drivers are reported to be



reactivated. But Uber data shows that 1,250 (30%) of the 4,162 drivers classified as permanently suspended are also classified as reactivated. It is unclear whether these drivers are permanently deactivated or not. If they were reactivated, it is not clear why their permanent suspension was overturned, or the potential impacts to the safety of passengers and the general public.

**Table 26.** Uber Driver Suspension Type by Driver Reactivation Status from September 2019 to August 2020

	NOT REACTIVATED	REACTIVATED	TOTAL
Not Permanently Suspended	110	9,505	9,615
Permanently Suspended	2,912	1,250	4,162
<b>Total</b>	<b>3,022</b>	<b>10,755</b>	<b>13,777</b>

**Table 27.** Lyft Driver Suspension Type by Driver Reactivation Status from September 2019 to August 2020

	NOT REACTIVATED	REACTIVATED	TOTAL
Not Permanently Suspended	9,974	49,322	59,296
Permanently Suspended	6,492		6,492
<b>Grand Total</b>	<b>16,466</b>	<b>49,322</b>	<b>65,788</b>

## CHAPTER 5

# Labor

This section examines hours worked, miles driven, and driver suspensions from September 2019 to August 2020 as reporting the 2020 Public Annual Reports.

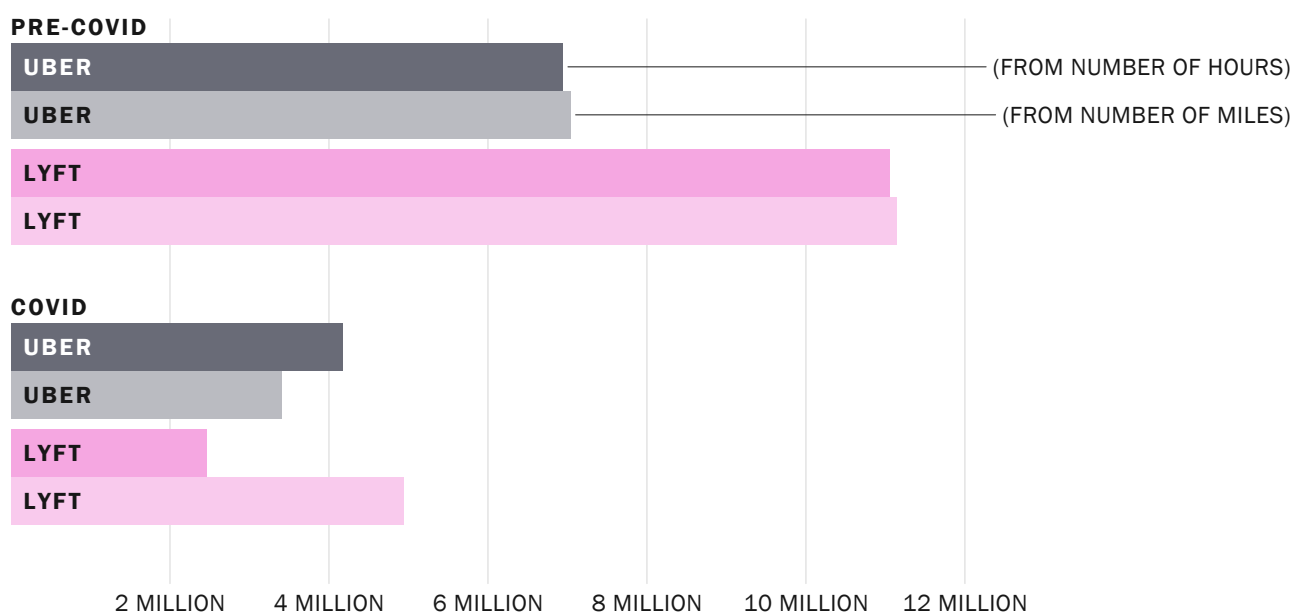
Each record in the *Number of Hours* and *Number of Miles* reports is a driver day. Driver IDs are withheld from the public TNC Annual Reports, even though Driver IDs can be anonymized to not contain personal information. The absence of Driver IDs limits analysis of driver patterns such as the number of drivers that exceed drive-time limits, how often drive time limits are exceeded, or distributions of annual driver mileage.

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## 5.1. How many days did drivers work?

Figure 18 shows the number of driver days each company reported in the *Number of Hours* and *Number of Miles* reports. As discussed in Chapter 2, these reports are internally inconsistent. This figure reveals further inconsistencies. Both companies' pre-COVID, during-COVID, and total driver days are inconsistent, but the differences are much greater during COVID. Uber's driver days differ by 96,000 (1.4%) pre-COVID and differ by 768,000 (18%) during COVID. Lyft's driver days differ by 80,000 (0.7%) pre-COVID and differ by 2.4 million (101%) during COVID. Lyft reports more driver days than Uber, which seems contradictory to the higher total number of Uber trips reported in Chapter 3.

**Figure 18.** Driver Days Before and During covid from September 2019 to August 2020



The lack of consistency within each company's reports and a comparison of the companies to each other suggests that reporting requirements are not adequately defined.

## 5.2. How many hours a day do drivers drive?

The daily number of hours worked can give insights into labor conditions, serve as an indicator of driver fatigue that can lead to unsafe driving, and identify when legal drive time limits are violated.

Table 28 shows the average number of hours worked by drivers for each company before and during COVID. The table shows that Uber drivers worked more hours per day

than Lyft drivers, both before and during COVID. Uber drivers increased their average daily driving hours during COVID by 14%, from 4.6 to 5.3, while Lyft's average daily driver hours remained almost flat.

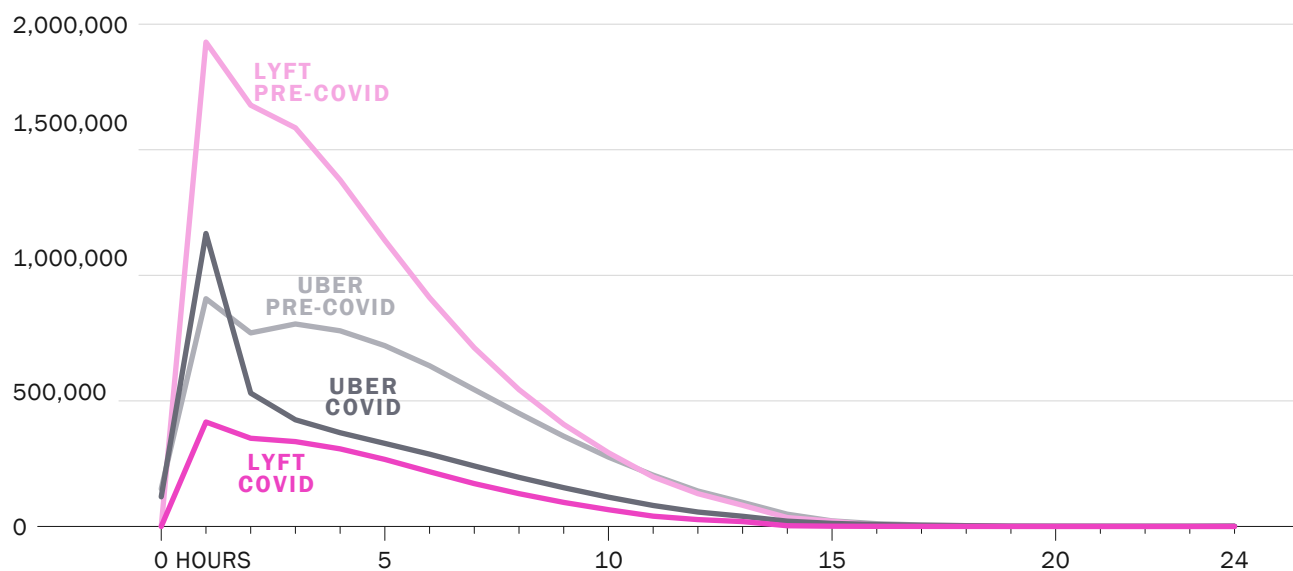
**Table 28.** Average Hours per Driver Day by Company, Before and During COVID, from September 2019 to August 2020

	UBER	LYFT	TOTAL
Pre-COVID	4.6	3.8	4.2
COVID	5.3	3.9	4.7
<b>Total</b>	<b>4.9</b>	<b>3.8</b>	<b>4.3</b>

Figure 19 shows the distribution of driver days by the number of hours worked by each company's driver, before and during COVID. As with the table above, it shows that Lyft reported more driver days and driver hours than Uber before COVID, and fewer driver days and driver hours during COVID. Drivers for both companies most frequently drove 1 hour per day, both before and during COVID, with longer days steadily less frequent. Uber's driver hours during COVID dropped off steeply, unlike Uber's pre-COVID hours or Lyft's hours before or during COVID. Lyft's report included 123,000 driver days with 0 hours, while Uber's included no driver days with 0 hours. It is not clear what a driver day with 0 hours means. Both companies reported driver days with 10 or more hours, which will be discussed in more detail in the next section.

**Figure 19.** Distribution of Driver Days by Number of Hours Worked from September 2019 to August 2020

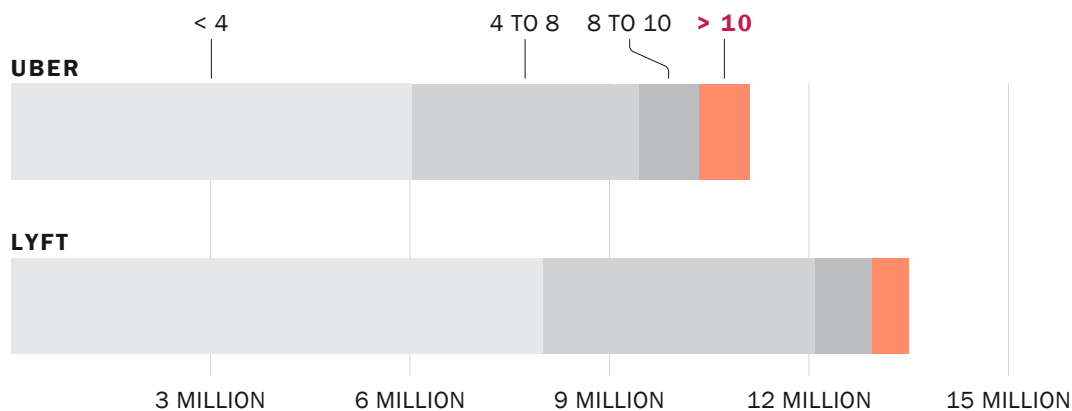
#### DRIVER DAYS



### 5.3. How often are legal drive-time limits exceeded?

California law limits drivers providing passenger transportation to “10 hours in any 24-hour period unless 8 consecutive hours off duty have elapsed.”<sup>1</sup> Figure 20 shows the share of driver days by number of hours driven for each company. The data may indicate that drivers are exceeding legal drive time limits. Before COVID, 8% of Uber’s driver days exceeded 10 hours and during COVID 6% exceeded 10 hours. Before and during the COVID 4% of Lyft’s driver days exceeded 10 hours. While this report alone cannot confirm that a violation has occurred due to the 8 hours off duty provision, the reports do not account for additional factors like drivers who may be in violation due to driving for both services, or whose shifts straddle 2 or more calendar days. No public enforcement actions have been taken regarding possible violations of California labor laws.

**Figure 20.** Driver Days by Hours Worked from September 2019 to August 2020



<sup>1</sup> California Vehicle Code §21702(a). [https://leginfo.legislature.ca.gov/faces/codes\\_displayText.xhtml?lawCode=VEH&division=11.&title=&part=&chapter=3.&article=2](https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=VEH&division=11.&title=&part=&chapter=3.&article=2).

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## CHAPTER 6

# Environment

This section examines emissions from September 2019 to August 2020 in the 2020 Public Annual Reports. It estimates carbon dioxide (CO<sub>2</sub>), a greenhouse gas that contributes to global climate change, and particulate matter of less than 2.5 microns (PM<sub>2.5</sub>) which contributes to respiratory health issues.

The Clean Miles Standard and Incentives Program (Senate Bill No. 1014) directed the CPUC to implement “annual targets and goals, beginning in 2023, for the reduction [...] of emissions of greenhouse gases per passenger-mile driven on behalf of a transportation network company”. The CPUC has issued an Order Instituting Rulemaking to determine how the Clean Miles Standard and Incentives Program will be implemented. The CPUC’s rulemaking follows work led by the California Air Resources Board (CARB), which developed a baseline inventory of TNC emissions and proposed initial annual targets and goals.

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## 6.1. How much GHG did TNCs emit?

Greenhouse gases produced by TNCs will be regulated by the CPUC starting in 2023. Greenhouse gases are a key contributor to global climate change. Only Uber's 2020 public TNC Annual Reports contain the data necessary to evaluate emissions (VMT and vehicle make, model, and year). Table 29 shows the estimated CO<sub>2</sub> emissions produced by Uber per period.

TNC service is classified into 3 periods: Period 1 when a driver is available and ready to accept a trip, Period 2 when a driver has accepted a trip and is on the way to pick up the passenger, and Period 3, when a driver is transporting a passenger from origin to destination. CARB's 2018 Base Year Inventory found that TNCs emit 48% more greenhouse gases on a per-passenger mile basis than trips taken in private vehicles, due in large part to driving without a passenger in Periods 1 and 2. The Transportation Authority estimated that Uber emitted 494,000 metric tons of CO<sub>2</sub> from September 2019 to August 2020, about 30% of which was produced in periods 1 and 2, when the vehicle is not transporting a passenger. Uber's total CO<sub>2</sub> emissions were similar to the CO<sub>2</sub> emitted by the 2020 Caldwell Fire in northern California which burned 81,000 acres.<sup>1,2</sup> Lyft emissions cannot be estimated because they did not report mileage, vehicle make, model, or year.

**Table 29.** Estimated CO<sub>2</sub> Emitted by Uber by Period from September 2019 to August 2020

	PERIOD 1 WAITING FOR RIDE REQUEST	PERIOD 2 ON THE WAY TO PICKUP PASSENGER	PERIOD 3 TRANSPORTING PASSENGER	TOTAL
Total CO <sub>2</sub>	85,408	61,523	346,790	493,722
Share of CO <sub>2</sub>	17%	12%	70%	100%

## 6.2. How much particulate matter (PM 2.5) did TNCs emit? Where?

PM<sub>2.5</sub> contributes to respiratory health issues. Only Uber reported the data necessary to evaluate PM<sub>2.5</sub> emissions. Table 30 shows estimated PM<sub>2.5</sub> emissions produced by Uber. Uber produced 2.65 metric tons of PM<sub>2.5</sub>, about 30% of which was produced in Periods 1 and 2 when the vehicle is not transportation a passenger. Lyft's PM<sub>2.5</sub>

<sup>1</sup> Emissions were estimated individually for each trip, using the vehicle make, model, and year, mileage by period, and emissions rates from fueleconomy.gov

<sup>2</sup> California Air Resources Board, Wildfire Emission Estimates for 2020. [https://ww2.arb.ca.gov/sites/default/files/2021-07/Wildfire%20Emission%20Estimates%20for%202020%20\\_Final.pdf](https://ww2.arb.ca.gov/sites/default/files/2021-07/Wildfire%20Emission%20Estimates%20for%202020%20_Final.pdf)



emissions cannot be estimated because they did not report mileage, vehicle make, model, or year.

**Table 30.** Estimated PM<sub>2.5</sub> Emitted by Uber by Period from September 2019 to August 2020

	PERIOD 1 NO PASSENGER, WAITING FOR RIDE REQUEST	PERIOD 2 ON THE WAY TO PICKUP PASSENGER	PERIOD 3 TRANSPORTING PASSENGER	TOTAL
Total PM <sub>2.5</sub>	0.46	0.32	1.87	2.65
Share of PM <sub>2.5</sub>	17%	12%	71%	100%

Figure 21 shows where Uber emitted PM<sub>2.5</sub> by county for the 10 counties with the most TNC trips. PM<sub>2.5</sub> emissions were highly concentrated in San Francisco with over 5,000 grams of PM<sub>2.5</sub> per square mile, approximated 340 times the concentration of PM<sub>2.5</sub> emissions in the rest of the state. Uber's estimated PM<sub>2.5</sub> emissions in San Francisco are approximately 5% of the total PM<sub>2.5</sub> emissions produced by all passenger vehicles and light duty trucks in San Francisco in 2019.<sup>1</sup>

**Figure 21.** Estimated PM<sub>2.5</sub> Emitted by Uber by County from September 2019 to August 2020



<sup>1</sup> CARB EMFAC2021 v1.0.2, PM<sub>2.5</sub>\_TOTEX for LDA, LDT1, and LDT2 in San Francisco in 2019. <https://arb.ca.gov/emfac/emissions-inventory/1563da8e39cf549e9626c01386cf5ebabe087ff9>

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## CHAPTER 7

# Accessibility

The TNC Access for All Act (Senate Bill No. 1376) directs the CPUC to “establish a program relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair-accessible vehicle (wav)”. Under the program, TNCs collect a fee on each trip which is remitted to an Access Fund to be used to pay for “on-demand transportation [...] to meet the needs of persons with disabilities, including wheelchair users who need a wav”. TNCs may request an offset, or be exempted from remitting the fee, if they demonstrate that they meet standards established by the CPUC.

The CPUC is authorized by the TNC Access for All Act to collect data to manage the program. Accessibility data is regularly reported by TNCs to the CPUC in two ways: in the form of “Advice Letters” filed by a company when they seek an offset or exemption for a specific county and quarter, and in the Annual Reports. Additional accessibility data is also filed on an ad-hoc basis at the direction of the CPUC. The Annual Reports include the number of requests for WAVs, the statewide number of fulfilled requests, and the percent of fulfilled requests by month in the Accessibility Report. This section compares 2020 Public Annual Reports data from September 2019 to August 2020 with Advice Letter data that was reported for the same period.

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## 7.1. How many requests for WAVs were received? How many were accepted?

Table 31 shows the number of TNC WAV requests and completed WAV trips by each company. Uber provided nearly all TNC WAV service in the state, receiving 95% of the nearly 230,000 WAV requests and providing 94% of the nearly 108,000 completed WAV trips. Uber completed 47% of the trip requests it received and Lyft completed 53%. As noted in Chapter 3, there were between 218 million and 277 million total TNC trips, so the 108,000 completed WAV trips account for less than 0.05% of all trips.

**Table 31. WAV Requests and Completed Trips from September 2019 to August 2020**

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

## 7.2. How much WAV service is being provided?

Table 32 shows the amount of WAV service measured by average monthly hours of WAV service and number of WAV vehicles, compared to the WAV trips provided. The service reported by each company is dramatically different from each other and suggests that the companies are not reporting data consistently. For example, Uber reports nearly 20,000 times the hours of WAV service than Lyft. The data also suggests highly improbable service. Lyft's data suggests that each vehicle provides approximately 19 seconds of service each month, compared to Uber's much more logical 73 hours per vehicle. On the other hand, Uber's data suggests they are providing 924 hours (nearly 38 days) of WAV vehicle hours for each trip they provide. Both companies report deploying far more WAVs than the actual number of WAV trips completed. Uber reports an average of 108,000 WAVs each month, about 13 vehicles for every WAV trip. Lyft reports an average of 79,000 WAVs each month, about 155 vehicles for every WAV trip. The lack of adequately defined or enforced data reporting requirements prevents a clear understanding of WAV service and undermines confidence that it is being regulated properly.

**Table 32.** Average Monthly wav Service from September 2019 to August 2020

COMPANY	UBER	LYFT
Hours of WAV Service	7,818,750	419
Number of WAV Vehicles	107,542	79,471
WAV Trips	8,466	513
<b>Hours of WAV Service per Vehicle</b>	<b>72.7</b>	<b>0.005</b>
<b>Hours of WAV Service per Trip</b>	<b>923.5</b>	<b>0.8</b>
<b>WAV Vehicle per Trip</b>	<b>12.7</b>	<b>154.9</b>

### 7.3. Is the Annual Report WAV data consistent with data reported under the Access for All Act?

Both the Annual Reports and Advice Letters filed under the Access for All program contain data on the number of WAV requests. The Annual Reports include the total statewide WAV requests received by month, while the Advice Letters only contain data for selected counties and quarters in which a TNC is seeking an offset or exemption. While the data contained in the Annual Reports and the Advice letters will not match due to their different reporting parameters, they should be consistent and non-contradictory with each other.

Table 33 shows the amounts requested in offsets for the costs incurred in providing WAV service from October 2019 to June 2020, the period that the Advice Letters align with the TNC Annual Reports. Lyft was granted \$3 million in offsets, an average of \$772 for each completed WAV trip. Uber was granted \$6.2 million in offsets, an average of \$369 per trip. Lyft was awarded about twice the amount of offsets per completed WAV trip than was Uber.

**Table 33.** Offsets Requested and Approved, Compared to Completed wav Trips from October 2019 to June 2020 in the Access for All Advice Letters

	ORIGINAL REQUESTED	FINAL REQUESTED	TOTAL APPROVED	COMPLETED TRIPS	OFFSETS / TRIP
Uber	\$6,706,249.37	\$6,150,320.55	\$6,150,320.55	16,689	\$368.53
Lyft	\$3,272,905.77	\$2,261,560.70	\$2,261,560.71	2,930	\$771.86

Tables 34 through 37 compare wav data in the Annual Reports and Advice Letters. Because the Advice Letters are not filed for every county and quarter, the Advice Letter

totals should always be less than the Accessibility Report totals. These tables show that Uber's Annual Reports are consistent with and do not contradict their Advice Letters, but that Lyft's Annual Reports are inconsistent with the Advice Letters.

Table 34 compares Uber's WAV requests in the Annual Report and Advice Letters. Uber's Advice Letters contained 44% – 45% of the total WAV requests reported in the Annual Report.

**Table 34.** Comparison of Uber wav Requests in the Annual Reports and Advice Letters from October 2019 to June 2020

QUARTER	ACCESSIBILITY REPORT	ADVICE LETTERS	SHARE OF ANNUAL REPORT TOTALS REPORTED IN ADVICE LETTERS
2019 Q4	82,089	35,902	44%
2020 Q1	65,053	28,952	45%
2020 Q2	23,047	10,386	45%

Table 35 compares Lyft's WAV requests in the Annual Report and Advice Letters. The WAV requests in Lyft's Advice Letters, submitted only for San Francisco and Los Angeles counties, exceeded the statewide totals of Lyft's Annual Report for 2 of 3 quarters, which should not be possible. Lyft's Annual Reports and Advice Letters reporting of WAV requests are inconsistent. This suggests the possibility that the Advice Letter data used as the basis for awarding Lyft \$3 million in offsets may not comply with the requirements of the Access for All Program.<sup>1</sup>

**Table 35.** Comparison of Lyft wav Requests in the Annual Reports and Advice Letters from October 2019 to June 2020

QUARTER	ACCESSIBILITY REPORT	ADVICE LETTERS	SHARE OF ANNUAL REPORT TOTALS REPORTED IN ADVICE LETTERS
2019 Q4	4,252	392	9%
2020 Q1	3,344	3,853	115%
2020 Q2	1,307	1,572	120%

<sup>1</sup> "We find that Lyft's Advice Letter submittals that included pre-scheduled WAV trip data failed to comply with the requirements of the Access for All Program. Lyft unilaterally devised its own interpretation and calculation of 'response time' to apply to pre-scheduled WAV trips. More significantly, by including negative response times in its Advice Letter submittals, Lyft likely lowered its total aggregate response time amounts for all WAV trips in a given quarter and geographic area. This calls into question Lyft's eligibility for offsets or exemptions after removal of the pre-scheduled WAV trips and the negative response time values." Ruling on Data Submission for Pre-Scheduled Trips, p. 16 – 17.

Table 36 compares Uber's completed wav trips in the Annual Report and Advice Letters. Uber's Advice Letters contained 16% – 32% of the total completed wav trips in the Annual Report.

**Table 36.** Comparison of Uber Completed wav Trips in the Annual Reports and Advice Letters from October 2019 to June 2020

QUARTER	ACCESSIBILITY REPORT	ADVICE LETTERS	SHARE OF ANNUAL REPORT TOTALS REPORTED IN ADVICE LETTERS
2019 Q4	38,119	6,189	16%
2020 Q1	32,706	6,044	18%
2020 Q2	14,032	4,456	32%

Table 37 compares Lyft's completed wav trips in the Annual Report and Advice Letters. Lyft's Advice Letters contained 17% – 100% of the total completed wav trips in the Annual Report.

**Table 37.** Comparison of Lyft Completed wav Trips in the Annual Reports and Advice Letters from October 2019 to June 2020

QUARTER	ACCESSIBILITY REPORT	ADVICE LETTERS	SHARE OF ANNUAL REPORT TOTALS REPORTED IN ADVICE LETTERS
2019 Q4	1,923	318	17%
2020 Q1	1,679	1,679	100%
2020 Q2	933	933	100%

## 7.4. How many accessibility complaints were received?

The CPUC has not standardized reporting requirements for accessibility complaints. In the absence of clear and consistent requirements, **each company decides for themselves** how they report accessibility complaints.

Table 38 compares the taxonomies Uber and Lyft use to report accessibility complaints and resolutions. Uber uses 4 codes to describe accessibility complaints, each describing a type of service denial. Lyft uses 6 codes to describe accessibility complaints. One of these codes is a combination of an alleged violation and a driver consequence, two are a combination of an alleged violation with a determination of the validity of the allegation,

two are simple categories of service denial allegations, and the final code is, ambiguously, “wheelchair\_accessibility\_policy”. Uber uses 5 codes to describe the resolution, each of which describes a determination of the validity of the alleged violation, but does not describe corrective actions taken against the driver. Lyft uses 3 codes to describe the resolution, each of which describes a corrective action taken against the driver.

**Table 38. Comparison of Accessibility Complaint and Resolution Taxonomies used by Uber and Lyft in the 2020 Public TNC Annual Reports**

TYPE	UBER	LYFT
Complaint	<ul style="list-style-type: none"> <li>• Assistive Device Denial</li> <li>• Emotional Support/Therapy Animal Denial</li> <li>• Protected Trait Denial</li> <li>• Service Animal Denial</li> </ul>	<ul style="list-style-type: none"> <li>• alleged_service_animal__driver_offboarded</li> <li>• alleged_service_animal_confirmed</li> <li>• alleged_service_animal_false_positive</li> <li>• refused_service_animal</li> <li>• wheel_chair_refusal</li> <li>• wheelchair_accessibility_policy</li> </ul>
Resolution	<ul style="list-style-type: none"> <li>• Unresponsive driver, waitlisted pending determination</li> <li>• Determined plausible service denial</li> <li>• Determined knowing service denial</li> <li>• Determined neither knowing, nor plausible service denial</li> <li>• Determined one plausible service denial, and one knowing or plausible service denial</li> </ul>	<ul style="list-style-type: none"> <li>• Driver was permanently deactivated</li> <li>• Driver was temporarily suspended</li> <li>• provided with warning and/or education</li> </ul>

While Uber and Lyft report complaints using different taxonomies, each identifies complaints that involve users of wheelchairs or other assistive devices and complaints that involve service animals. Table 39 shows the total complaints in these categories by company. Uber and Lyft collectively received 1,957 accessibility complaints, of which 1,743 (89%) were reported by Uber and 213 (11%) were reported by Lyft. Service denials to users of wheelchairs or other assistive devices totaled 191 complaints, service denials to people with service animals totaled 1,161, and other service denials totaled 604.

**Table 39. Accessibility Complaints by Category and Company from September 2019 to August 2020**

	UBER	LYFT	TOTAL
Wheelchair or assistive device	183	8	191
Service animal	956	205	1,161
Other	604		604
<b>Total</b>	<b>1,743</b>	<b>213</b>	<b>1,956</b>

The CPUC’s lack of standardized reporting requirements for the various types of accessibility complaints prevents a clear understanding of accessibility issues and hinders analysis and oversight.



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## CHAPTER 8

# Conclusions





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

The data contained within the 2020 TNC Public Annual Reports is often self-contradictory and internally inconsistent. For example, Uber's total number of trips differs by more than 9 million from one report to the next, while Lyft's differs by nearly 50 million trips. In some cases, the data submitted is erroneous or unreasonable: Lyft's reports indicate that it accepted 100% of trip requests received across vast swaths of California. While there is improvement in the consistency of some 2021 reports, the 2021 reports are more highly redacted, and their consistencies cannot be fully evaluated. These issues are exacerbated by, if not directly caused by, data reporting requirements that are, at times, unclear; lack of quality assurance or enforcement of quality standards; and application of confidentiality standards that are not consistent with the CPUC's orders.

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

TNCs operate almost exclusively in dense urban areas and during the busiest times of day, where they have been shown to exacerbate congestion and reduce transit ridership. As the reports show, there may be public safety risks, environmental harm, and issues of equitable access to TNC services. California cities, which have limited regulatory authority over TNCs, rely on the CPUC to manage impacts, enforce regulations, and provide relevant, timely, thorough, and quality data to support the effective development of informed public policy. Cities face similar regulatory reliance on CPUC regarding AV passenger services. CPUC's public AV reports are following a similar pattern to the public TNC reports of redacted data. Timely, thorough, quality data reporting is essential to effective research and policy-making for both TNC and AV ride-hail passenger services, and effective regulation is critical as these new services become more widely available.

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**San Francisco  
County Transportation  
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## APPENDIX A

# Decisions and Rulings on Data Reporting and Confidentiality

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Table 1. Table 1: Decisions and Rulings on Data Reporting and Confidentiality

DOCUMENT	PUBLISHED	GENERAL DESCRIPTION
Order Instituting Rulemaking	12/20/2012	Opens Rulemaking R12-12-011
Decision 13-09-045	9/23/2013	Establishes annual reporting requirements, including trip-level data. Footnote 42 grants a presumption of confidentiality to Annual Reports. This footnote was subsequently rescinded in Decision 20-03-014
Decision 16-04-041	4/25/2016	Directs TNCs to submit plans for studying impacts to traffic-related injuries, impacts to the environment, traffic congestion, and VMT, and directs TNCs to demonstrate that fares are calculated by time and distance for fare-splitting rides in accordance with Pub. Util. Code § 5401. Modifies annual report requirements to include reporting of drivers suspended for public safety incidents.
Decision 20-03-014	3/16/2020	Removes presumption of confidentiality, places burden on TNCs to show data should not be public, defines procedure for claiming confidentiality. Deletes Footnote 42.
2020 Confidentiality Ruling	12/21/2020	Pursuant to the Uber 2020 Motion for Confidential Treatment <sup>1</sup> and Lyft 2020 Motions for Confidential Treatment <sup>2</sup> , grants the requests for confidential treatment for a limited number of data items, and denies the balance.
Decision 21-06-023	6/4/2021	Modifies D. 20-03-014 to revise findings of fact and conclusions of law, but leaves the order in-tact. Denies the Uber <sup>3</sup> and Lyft Requests for Rehearing of D. 20-03-014. <sup>4</sup>
2021 Confidentiality Ruling	11/24/2021	Pursuant to the Uber <sup>5</sup> , Lyft <sup>6</sup> , HopSkipDrive <sup>7</sup> , and Nomad 2021 Motions for Confidential Treatment <sup>8</sup> , grants the requests for confidential treatment for a limited number of data items, and denies the balance.
Decision 21-12-003	12/3/2021	Adopts settlement agreement between the CPUC Consumer Protection and Enforcement Division (CPED), Uber, and The Rape, Abuse & Incest Nation Network, Inc. (RAINN) directing CPED and Uber to file a joint motion proposing to waive the presumption of confidentiality for reports filed prior to D. 20-03-014 (2014-2019). <sup>9</sup>
Decision 22-05-033	5/6/2022	On 5/28/2021, Lyft appealed the 2020 Confidentiality Ruling. D. 22-05-033. Denies Lyft’s appeal. <sup>10</sup>
Decision 22-06-023	6/3/2022	On May 6, 2022, Lyft filed a second appeal, an emergency motion for a stay of D. 22-05-033, and an application for rehearing. D. 22-06-023 grant’s Lyft’s Emergency Motion for Stay of D22-05-033 <sup>11</sup> pending a ruling on Lyft’s Application for Rehearing of D. 22-05-033. <sup>12</sup>
Decision 23-02-041	2/24/2023	Re-affirms the 2020 Confidentiality Ruling, denies Lyft’s second appeal and application for rehearing of D. 22-05-033.

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

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

<sup>3</sup> Application for Rehearing of Decision 20-03-014 of Uber Technologies, Inc. CPUC Rulemaking R12-12-011. Filed 4/15/2020.

<sup>4</sup> Application for Rehearing of Lyft, Inc. of Decision 20-03-014 Regarding Data Confidentiality Issues Track 3. CPUC Rulemaking R12-12-011. Filed 4/15/2020.

<sup>5</sup> Motion of Uber Technologies, Inc. for Confidential Treatment of Certain Types of Data and Information Requested in the Annual Report 2021; [Proposed] Order. CPUC Rulemaking R12-12-011. Filed 6/21/2021.

<sup>6</sup> Motion of Lyft, Inc. for Confidential Treatment of Certain Data in Its 2021 Annual Report. CPUC Rulemaking R12-12-011. Filed 6/21/2021.

<sup>7</sup> Motion of HopSkipDrive, Inc. for Confidential Treatment of Certain Types of Data and Information Requested in the Annual Report 2021. CPUC Rulemaking R12-12-011. Filed 6/21/2021.

<sup>8</sup> Nomad Transit, LLC’s Motion for Confidential Treatment of Portions of Its 2021 Annual TNC Reports. CPUC Rulemaking R12-12-011. Filed 7/16/2021.

<sup>9</sup> Joint Motion of the Consumer Protection and Enforcement Division and Uber Technologies, Inc. CPUC Rulemaking R12-12-011. Filed 1/3/2022.

<sup>10</sup> Appeal of Lyft, Inc. Re: Ruling: Denying, in part, Motions by Uber Technologies, Inc. And Lyft Inc for Confidential Treatment of in Their 2020 Annual Reports. CPUC Rulemaking R12-12-011. Filed 5/28/2021.

<sup>11</sup> Lyft, Inc’s Emergency Motion for Stay of Decision Denying Appeal of Lyft, Inc. Re: Ruling Denying, in Part, Motions by Uber Technologies, Inc. and Lyft, Inc. for Confidential Treatment of Certain Information in Their 2020 Annual Reports. CPUC Rulemaking R12-12-011. Filed 5/6/2022.

<sup>12</sup> Application for Rehearing of Lyft, Inc. of Decision 20-03-014 Regarding Data Confidentiality Issues Track 3. CPUC Rulemaking R12-12-011. Filed 4/15/2020.

**APPENDIX B**

# Appendix B: Completeness Inventory of the 2020 Public TNC Annual Reports

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B.1. Driver Names & IDs

Table 1. Driver Names & IDs Report Compliance Summary

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TNCID	Mandatory	TNC Carrier ID number	Withheld per 2020 Confidentiality Ruling	Withheld per 2020 Confidentiality Ruling	Withheld per 2020 Confidentiality Ruling	Withheld per 2020 Confidentiality Ruling	Withheld per 2020 Confidentiality Ruling	Withheld per 2020 Confidentiality Ruling
SubmissionDate	Mandatory	File submission date						
DriverID	Mandatory	Driver identification ID						
DriverFirstName	Mandatory	Driver first name						
DriverMI	Optional	Driver middle initials						
DriverLastName	Mandatory	Driver last name						
DriverLicNum	Mandatory	Driver license ID						
DriverLicState	Mandatory	Driver license state						
DriverLicExp	Mandatory	Driver license expiration date						

B.2. Accessibility Report (Confidential)

Table 2. Accessibility Report (Confidential) Report Compliance Summary

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Included	TNCID	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Included	SubmissionDate	0
Month	Mandatory	Month of Reporting Period	Included	Month	0	Included	Month	0
Year	Mandatory	Year of Reporting Period	Included	Year	0	Included	Year	0
NumRidesReq	Mandatory	Number of Rides Requested	Included	NumRidesReq	0	Included	NumRidesReq	0
HrsAccessVehAvail	Mandatory	Hours Wheelchair Accessible Vehicles Available	Included	HrsAccessVehAvail	0	Included	HrsAccessVehAvail	0
NumAccessVeh	Mandatory	Number of Wheelchair Accessible Vehicles	Included	NumAccessVeh	0	Included	NumAccessVeh	0
NumAccessVehReq	Mandatory	Number of Customer Requests for Wheelchair Accessible Vehicles	Included	NumAccessVehReq	0	Included	NumAccessVehReq	0
PercentAccessVehReq	Mandatory	Percentage of Customer Requests for Wheelchair Accessible Vehicles	Included	PercentAccessVehReq	0	Included	PercentAccessVehReq	0
NumAccessVehFilled	Mandatory	Number of Fulfilled Accessible Vehicle Requests	Included	NumAccessVehFilled	0	Included	NumAccessVehFilled	0
PercentAccessVehFilled	Mandatory	Percentage of Fulfilled Accessible Vehicle Requests	Included	PercentAccessVehFilled	0	Included	PercentAccessVehFilled	0



B.3. Accessibility Report (Public)

Table 3. Accessibility Report (Public) Report Compliance Summary

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Included	TNCID	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Included	SubmissionDate	0
Quarter	Mandatory	Quarter of reporting period	Included	Quarter	0	Included	Quarter	0
Year	Mandatory	Year of reporting period	Included	Year	0	Included	Year	0
HrsAccessVehAvail	Mandatory	Hours Wheelchair Accessible Vehicles Available	Included	HrsAccessVehAvail	0	Included	HrsAccessVehAvail	0
NumAccessVeh	Mandatory	Number of Wheelchair Accessible Vehicles	Included	NumAccessVeh	0	Included	NumAccessVeh	0
NumAccessVehReq	Mandatory	Number of Customer Requests for Wheelchair Accessible Vehicles	Included	NumAccessVehReq	0	Included	NumAccessVehReq	0
PercentAccessVehReq	Mandatory	Percentage of Customer Requests for Wheelchair Accessible Vehicles	Included	PercentAccessVehReq	0	Included	PercentAccessVehReq	0
NumAccessVehFilled	Mandatory	Number of Fulfilled Wheelchair Accessible Vehicle Requests	Included	NumAccessVehFilled	0	Included	NumAccessVehFilled	0
PercentAccessVehFilled	Mandatory	Percentage of Fulfilled Wheelchair Accessible Vehicle Requests	Included	PercentAccessVehFilled	0	Included	PercentAccessVehFilled	0

B.4. Accessibility Complaints (Confidential)

Table 4. Accessibility Complaints (Confidential) Report Compliance Summary

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	submissiondate	0
DateDiscrim	Mandatory	Date of Accessibility complaint	Included	DateDiscrim	0	Mislabeled	datediscrim	0
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
ServiceIssue	Mandatory	Alleged Transportation Service Issue	Included	ServiceIssue	0	Mislabeled	serviceissue	0
Resolution	Mandatory	Resolution	Included	Resolution	0	Mislabeled	resolution	0
Comments	Optional	Additional comments	Included	Comments	0	Mislabeled	comments	0

B.5. Accessibility Complaints (Public)

Table 5. Accessibility Complaints (Pub) Report Compliance Summary

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	submissiondate	0
DateDiscrim	Mandatory	Date of Accessibility complaint	Included	DateDiscrim	0	Mislabeled	datediscrim	0
Resolution	Mandatory	Resolution	Included	Resolution	0	Mislabeled	resolution	0
Comments	Optional	Additional comments	Included	Comments	0	Mislabeled	comments	0

B.6. Accidents & Incidents

Table 6. Accidents & Incidents Report Compliance Summary

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Included	TNCID	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Included	SubmissionDate	0
Waybill	Mandatory	Waybill Number of Trip.	Confidential			Confidential		
ComplaintID	Mandatory	Complaint Identification Number.	Included	ComplaintID	0	Included	ComplaintID	1550
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
VIN	Mandatory	VIN	Confidential			Confidential		
VehicleMake	Mandatory	Vehicle Make	Included	VehicleMake	0	MISSING		
VehicleModel	Mandatory	Vehicle Model	Included	VehicleModel	0	MISSING		
VehicleYear	Mandatory	Vehicle Year	Included	VehicleYear	0	MISSING		
IncidentAccidentDate	Mandatory	Datetime of Incident/Accident	Included	IncidentAccidentDate	0	Included	IncidentAccidentDate	10
IncidentAccidentLat	Mandatory	Incidents & Accidents Location Latitude	Confidential			Confidential		
IncidentAccidentLong	Mandatory	Incidents & Accidents Location Longitude	Confidential			Confidential		

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
IncidentAccidentZip	Mandatory	Incidents & Accidents Location Zip Code	Included	IncidentAccidentZip	434	Included	IncidentAccidentZip	535
IncidentAccidentCB	Mandatory	Incidents & Accidents Location Census Block	Included	IncidentAccidentCB	356	Included	IncidentAccidentCB	530
ComplaintFiledDate	Mandatory	Datetime Complaint Filed	Included	ComplaintFiledDate	0	Included	ComplaintFiledDate	0
IncidentAccidentType	Mandatory	Type of Incident and Accident	Included	IncidentAccidentType	0	Included	IncidentAccidentType	57
IncidentAccidentParty	Mandatory	Party that lead to the incident/accident (Driver, Passenger, Third Party)	Included	IncidentAccidentParty	0	Included	IncidentAccidentParty	11877
IncidentAccidentClaim	Mandatory	Claim as to what caused incident/accident	Included	IncidentAccidentClaim	0	Included	IncidentAccidentClaim	11877
IncidentAccidentOtherParty	Mandatory	Other party in incident/accident (pedestrian, bicyclist, motorcyclist, motorist, etc.)	MISSING			MISSING		
CollisionDescr	Mandatory	Description of collision or complaint	Included	CollisionDescr	0	Included	CollisionDescr	1599
PrimaryCollisionFactor	Mandatory	Who was cited/ticketed/had license suspended, found to be a primary collision factor (CHP Form 555 or similar)	Included	PrimaryCollisionFactor	0	Included	PrimaryCollisionFactor	11877
IncidentAccidentGuiltyParty	Mandatory	Who was found guilty of incident/accident by a criminal court	Included	IncidentAccidentGuiltyParty	14805	Included	IncidentAccidentGuiltyParty	11877
Liability	Mandatory	Found liable by a civil court or through arbitration (Y/N)	Included	Liability	14805	Included	Liability	11877
ProceedingInProgress	Mandatory	If a criminal or civil proceeding in progress, state venue	Included	ProceedingInProgress	14805	Included	ProceedingInProgress	1550
CourtFileNum	Mandatory	If a criminal or civil proceeding in progress, state court file number	Included	CourtFileNum	14805	Included	CourtFileNum	11877
ProceedingStatus	Mandatory	If a criminal or civil proceeding in progress, state status of proceeding	Included	ProceedingStatus	14805	Included	ProceedingStatus	11877
PoolTrip	Mandatory	Pool Trip? (Y/N)	Included	PoolTrip	0	Included	PoolTrip	1642
AmountPaidAnyParty	Mandatory	Amount Paid to Any Party Involved in Accident	Confidential			Confidential		
AmountPaidDriverIns	Mandatory	Amount Paid by Driver's Insurance	Confidential			Confidential		
AmountPaidTNC	Mandatory	Amount Paid by TNC's Insurance	Confidential			Confidential		
AmountPaidOther	Mandatory	Amount Paid by Any Other Source	Confidential			Confidential		
ComplaintResolveDate	Mandatory	Datetime Complaint Resolved	Included	ComplaintResolveDate	0	Included	ComplaintResolveDate	2765
AccidentPeriod	Mandatory	Period of Accident	Included	AccidentPeriod	0	Included	AccidentPeriod	0

B.7. Assaults & Harassments

Table 7. Assaults & Harassments Report Compliance Summary

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	submissiondate	0
Waybill	Mandatory	Waybill Number of Trip	Confidential			Confidential		
ComplaintID	Mandatory	Complaint Identification Number	Confidential			Confidential		
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
VIN	Mandatory	VIN	Confidential			Confidential		
VehicleMake	Mandatory	Vehicle Make	Included	VehicleMake	0	MISSING		
VehicleModel	Mandatory	Vehicle Model	Included	VehicleModel	0	MISSING		
VehicleYear	Mandatory	Vehicle Year	Included	VehicleYear	0	MISSING		
AssautHarassDate	Mandatory	Datetime of Alleged Assault / Harrassment	Mislabeled	AssautHarrassDate		Mislabeled	assautharassdate	0
AssautHarassLat	Mandatory	Alleged Assault / Harrassment Location Latitude	Confidential			Confidential		
AssautHarassLong	Mandatory	Alleged Assault / Harrassment Location Longitude	Confidential			Confidential		
AssautHarassZip	Mandatory	Alleged Assault / Harrassment Location Zip Code	Included	AssautHarassZip	7	Mislabeled	assautharasszip	1
AssautHarassCB	Mandatory	Alleged Assault / Harrassment Location Census Block	Included	AssautHarassCB	0	Mislabeled	assautharasscb	0
ComplaintFiledDate	Mandatory	Datetime Complaint Filed	Confidential			Confidential		
Investigation	Mandatory	Investigation Conducted? (Y/N)	Mislabeled	Investigation	0	Mislabeled	investigation	0
DriverSuspendDate	Mandatory	Datetime Driver Suspended (if applicable)	Included	DriverSuspendDate	0	Mislabeled	driversuspenddate	17294
PassengerSuspendDate	Mandatory	Datetime Passenger Suspended (if applicable)	Included	PassengerSuspendDate	1515	Mislabeled	passengersuspenddate	18178
ComplaintResolveDate	Mandatory	Datetime Complaint Resolved	Confidential			Confidential		
AssautHarassType	Mandatory	Type of Assault and Harassment	Confidential			Confidential		
AssautHarassDescr	Mandatory	Description of Alleged Sexual Assault/Harassment	Confidential			Confidential		
PoolTrip	Mandatory	Pool Trip? (Y/N)	Included	PoolTrip	0	Mislabeled	pooltrip	0
DriverConsequence	Mandatory	Consequence to Driver (Deactivated/Reactivated)	Included	DriverConsequence	0	Mislabeled	driverconsequence	0
ComplaintResolveDescr	Mandatory	Description of How Complaint was Resolved	Confidential			Confidential		
DriverCurrentAuth	Mandatory	Is Driver Currently Authorized to Drive for TNC? (Y/N)	Included	DriverCurrentAuth	0	Mislabeled	drivercurrentauth	0

B.8. 50,000+ Miles

Table 8. 50,000+ Miles Report Compliance Summary

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	submissiondate	0
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
VIN	Mandatory	VIN	Confidential			Confidential		
VehicleMake	Mandatory	Vehicle Make	Included	VehicleMake	0	MISSING		
VehicleModel	Mandatory	Vehicle Model	Included	VehicleModel	0	MISSING		
VehicleYear	Mandatory	Vehicle Year	Included	VehicleYear	0	MISSING		
LeaseOwned	Mandatory	Vehicle Leased or Owned	Included	LeaseOwned	0	Mislabeled	leaseowned	0
TotalMiles	Mandatory	Total Miles Driven	Included	TotalMiles	0	Mislabeled	totalmiles	0

B.9. Number of Hours

Table 9. Number of Hours Report Compliance Summary

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	Tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	Submission Date	0
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
MonthsWorked	Mandatory	Total Months Worked	Included	MonthsWorked	0	Mislabeled	Months Worked	0
DaysWorked	Mandatory	Total Days Worked	Included	DaysWorked	0	Mislabeled	Days Worked	0
DriverHoursYear	Mandatory	Year of Driver Hours Recorded	Included	DriverHoursYear	0	Mislabeled	Driver Hours Year	0
DriverHoursMonth	Mandatory	Month of Driver Hours Recorded	Included	DriverHoursMonth	0	Mislabeled	Driver Hours Month	0
DriverHoursDay	Mandatory	Day of Driver Hours Recorded	Included	DriverHoursDay	0	Mislabeled	Driver Hours Day	0
DriverHoursRecordedDay	Mandatory	Number of Driver Hours Recorded for the Day	Included	DriverHoursRecordedDay	0	Mislabeled	Driver Hours Recorded Day	0
TotalHoursMth	Mandatory	Total Hours Recorded for Month	Included	TotalHoursMth	0	Mislabeled	Total Hours Mth	0
MeanHoursMth	Mandatory	Mean Hours Recorded for Month	Included	MeanHoursMth	0	Mislabeled	Mean Hours Mth	0
MedianHoursMth	Mandatory	Median Hours Recorded for Month	Included	MedianHoursMth	0	Mislabeled	Median Hours Mth	0

## B.10. Number of Miles

Table 10. Number of Miles Report Compliance Summary

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	Tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	Submission Date	0
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
MonthsWorked	Mandatory	Total Months Worked	Included	MonthsWorked	0	Mislabeled	Months Worked	0
DaysWorked	Mandatory	Total Days Worked	Included	DaysWorked	0	Mislabeled	Days Worked	0
DriverMilesYear	Mandatory	Year of Driver Miles Recorded	Included	DriverMilesYear	0	Mislabeled	Driver Miles Year	0
DriverMilesMonth	Mandatory	Month of Driver Miles Recorded	Included	DriverMilesMonth	0	Mislabeled	Driver Miles Month	0
DriverMilesDay	Mandatory	Day of Driver Miles Recorded	Included	DriverMilesDay	0	Mislabeled	Driver Miles Day	0
DriverMilesRecordedDay	Mandatory	Number of Driver Miles Recorded for the Day	Included	DriverMilesRecordedDay	5	Mislabeled	Driver Miles Recorded Day	0
TotalMilesMth	Mandatory	Total Miles Recorded for Month	Included	TotalMilesMth	2	Mislabeled	Total Miles Mth	0
MeanMilesMth	Mandatory	Mean Miles Recorded for Month	Included	MeanMilesMth	2	Mislabeled	Mean Miles Mth	0
MedianMlesMth	Mandatory	Median Miles Recorded for Month	Included	MedianMlesMth	2	Mislabeled	Median Mles Mth	0

## B.11. Driver Training

Table 11. Driver Training Report Compliance Summary

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	submissiondate	0
DriverTrainMth	Mandatory	Month of Driver Miles Recorded	Included	DriverTrainMth	0	Mislabeled	drivertrainmth	0
DriverTrainYear	Mandatory	Year of Driver Miles Recorded	Included	DriverTrainYear	0	Mislabeled	drivertrainyear	0
EligibleDrivers	Mandatory	Total Number of Drivers that Became Eligible and Completed Driver Training Course	Included	EligibleDrivers	0	Mislabeled	eligibledrivers	0

B.12. Law Enforcement Citations

Table 12. Law Enforcement Citations Report Compliance Summary

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Included	TNCID	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Included	SubmissionDate	0
Waybill	Mandatory	Waybill Number of Trip	Confidential			Confidential		
ComplaintID	Mandatory	Complaint Identification Number	Included	ComplaintID	7711	Included	ComplaintID	0
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
VIN	Mandatory	VIN	Confidential			Confidential		
VehicleMake	Mandatory	Vehicle Make	Included	VehicleMake	7573	MISSING		
VehicleModel	Mandatory	Vehicle Model	Included	VehicleModel	7711	MISSING		
VehicleYear	Mandatory	Vehicle Year	Included	VehicleYear	7711	MISSING		
CitationOfficerFirstName	Mandatory	First Name Officer Who Issued Citation	Included	CitationOfficerFirstName	7711	Included	CitationOfficerFirstName	6259
CitationOfficerMI	Optional	Middle Initial of Officer Who Issued Citation	Included	CitationOfficerMI	0	Included	CitationOfficerMI	6259
CitationOfficerLastName	Mandatory	Last Name of Officer Who Issued Citation	Included	CitationOfficerLastName	7711	Included	CitationOfficerLastName	6259
CitationLocation	Mandatory	Location of Citation (e.g. LAX, SFO)	Included	CitationLocation	0	Included	CitationLocation	0
NumViolations	Mandatory	Number of Violations	Included	NumViolations	1029	Included	NumViolations	480
AmountCitation	Mandatory	Amount of Each Citation	Included	AmountCitation	1029	Included	AmountCitation	186
CitationAppeal	Mandatory	Was Citation Appealed? (Y/N)	Included	CitationAppeal	7709	Included	CitationAppeal	5751
CitationAmount	Mandatory	Final Total Citation Amount	Included	CitationAmount	681	Included	CitationAmount	215
Payor	Mandatory	Who Paid? (Driver, TNC, etc.)	Included	Payor	0	Included	Payor	0
CitationReason	Mandatory	Citation Reasons	Included	CitationReason	0	Included	CitationReason	0

B.13. Off-platform Solicitation

Table 13. Off-platform Solicitation Report Compliance Summary

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	submissiondate	0
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
VIN	Mandatory	VIN	Confidential			Confidential		
VehicleMake	Mandatory	Vehicle Make	Included	VehicleMake	0	MISSING		
VehicleModel	Mandatory	Vehicle Model	Included	VehicleModel	0	MISSING		
VehicleYear	Mandatory	Vehicle Year	Included	VehicleYear	0	MISSING		
IncidentDate	Mandatory	Datetime of Off-platform Incident	Included	IncidentDate	0	Mislabeled	incidentdate	0
ComplaintFiledDate	Mandatory	Datetime Complaint Filed	Included	ComplaintFiledDate	0	Mislabeled	complaintfileddate	0
ComplaintResolveDate	Mandatory	Datetime Complaint Resolved	Included	ComplaintResolveDate	0	Mislabeled	complaintresolvedate	6
OffPlatformSolicitationLat	Mandatory	Off-Platform Solicitation Location Latitude	Confidential			Confidential		
OffPlatformSolicitationLong	Mandatory	Off-Platform Solicitation Location Longitude	Confidential			Confidential		
OffPlatformSolicitationZip	Mandatory	Off-Platform Solicitation Zip Code	Included	OffPlatformSolicitationZip	0	Mislabeled	offplatformsolicitationzip	1
OffPlatformSolicitationCB	Mandatory	Off-Platform Solicitation Census Bureau	Included	OffPlatformSolicitationCB	0	Mislabeled	offplatformsolicitationcb	0
OffPlatformSolicitationDescr	Mandatory	Description of Off-Platform Solicitation Complaint	Included	OffPlatformSolicitationDescr	0	Mislabeled	offplatformsolicitationdescr	0
InvestigationConducted	Mandatory	Investigation Conducted? (Y/N)	Included	InvestigationConducted	0	Mislabeled	investigationconducted	0
DriverConsequence	Mandatory	Consequence to Driver (Deactivated/Reactivated)	Included	DriverConsequence	0	Mislabeled	driverconsequence	0
ComplaintResolvedDescr	Mandatory	Description of How Complaint was Resolved	Included	ComplaintResolvedDescr	0	Mislabeled	complaintresolveddescr	0
DriverCurrentAuth	Mandatory	Whether Driver is Currently Authorized to Drive for TNC (Y/N)	Included	DriverCurrentAuth	0	Mislabeled	drivercurrentauth	0



B.14. Aggregated Requests Accepted

Table 14. Aggregated Requests Accepted Report Compliance Summary

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Included	TNCID	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Included	SubmissionDate	0
ZipCodeRequest	Mandatory	Zip Code of Request	Included	ZipCodeRequest	1	Included	ZipCodeRequest	0
TotalAcceptedTrips	Mandatory	Total Accepted Trips	Included	TotalAcceptedTrips	0	Included	TotalAcceptedTrips	0

B.15. Requests Accepted

Table 15. Requests Accepted Report Compliance Summary

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	submissiondate	0
Waybill	Mandatory	Waybill Number of Trip.	Confidential			Confidential		
ComplaintID	Mandatory	Complaint Identification Number	Confidential			Confidential		
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
VIN	Mandatory	VIN	Confidential			Confidential		
VehicleMake	Mandatory	Vehicle Make	Included	VehicleMake	0	MISSING		
VehicleModel	Mandatory	Vehicle Model	Included	VehicleModel	0	MISSING		
VehicleYear	Mandatory	Vehicle Year	Included	VehicleYear	0	MISSING		
AppOnOrPassengerDroppedOffLat	Mandatory	Latitude of Driver When Driver App is Turned on or Last Passenger is Dropped off	Confidential			Confidential		
AppOnOrPassengerDroppedOffLong	Mandatory	Longitude of Driver When Driver App is Turned on or Last Passenger is Dropped off	Confidential			Confidential		
AppOnOrPassengerDroppedOffZip	Mandatory	Zip Code of Driver When Driver App is Turned on or Last Passenger is Dropped off	Included	AppOnOrPassengerDroppedOffZip	120091	MISSING		
AppOnOrPassengerDroppedOffCB	Mandatory	Census Block of Driver When Driver App is Turned on or Last Passenger is Dropped off	Included	AppOnOrPassengerDroppedOffCB	14599	MISSING		
TripReqRequesterLat	Mandatory	Latitude of Requester (at time of trip request)	Confidential			Confidential		
TripReqRequesterLong	Mandatory	Longitude of Requester (at time of trip request)	Confidential			Confidential		
TripReqRequesterZip	Mandatory	Zip Code of Requester (at time of trip request)	Included	TripReqRequesterZip	33600	MISSING		

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TripReqRequesterCB	Mandatory	Census Block Code of Requester (at time of trip request)	Included	TripReqRequesterCB	71	MISSING		
TripReqDriverLat	Mandatory	Latitude of Driver (at time of trip request)	Confidential			Confidential		
TripReqDriverLong	Mandatory	Longitude of Driver (at time of trip request)	Confidential			Confidential		
TripReqDriverZip	Mandatory	Zip Code of Driver (at time of trip request)	Included	TripReqDriverZip	178891	MISSING		
TripReqDriverCB	Mandatory	Census Block Code of Driver (at time of trip request)	Included	TripReqDriverCB	7842	MISSING		
TripReqDate	Mandatory	Datetime of Trip Request	Included	TripReqDate	0	MISSING		
PeriodOneMilesTraveled	Mandatory	Period 1 Miles Traveled (app open to when match is accepted)	Included	PeriodOneMilesTraveled	0	MISSING		
ReqAcceptedDate	Mandatory	Datetime Request was Accepted	Included	ReqAcceptedDate	3523	MISSING		
ReqAcceptedLat	Mandatory	Latitude of Driver (at time trip request was accepted)	Confidential			Confidential		
ReqAcceptedLong	Mandatory	Longitude of Driver (at time trip request was accepted)	Confidential			Confidential		
ReqAcceptedZip	Mandatory	Zip Code of Driver (at time trip request was accepted)	Included	ReqAcceptedZip	178891	MISSING		
ReqAcceptedCB	Mandatory	Census Block Code of Driver (at time trip request was accepted)	Included	ReqAcceptedCB	7842	MISSING		
PassengerPickupDate	Mandatory	Datetime of Passenger Pick-up	Included	PassengerPickupDate	0	MISSING		
PeriodTwoMilesTraveled	Mandatory	Period 2 Miles Traveled (match accepted to when passenger is in the vehicle)	Included	PeriodTwoMilesTraveled	0	MISSING		
PassengerPickupLat	Mandatory	Latitude of Passenger Pick-up	Confidential			Confidential		
PassengerPickupLong	Mandatory	Longitude of Passenger Pick-up	Confidential			Confidential		
PassengerPickupZip	Mandatory	Zip Code of Passenger Pick-up	Included	PassengerPickupZip	4261	MISSING		
PassengerPickupCB	Mandatory	Census Block Code of Passenger Pick-up	Included	PassengerPickupCB	518	MISSING		
PassengerDropoffDate	Mandatory	Datetime of Passenger Drop-off	Included	PassengerDropoffDate	0	MISSING		
PassengerDropoffLat	Mandatory	Latitude of Passenger Drop-off	Confidential			Confidential		
PassengerDropoffLong	Mandatory	Longitude of Passenger Drop-off	Confidential			Confidential		
PassengerDropoffZip	Mandatory	Zip Code of Passenger Drop-off	Included	PassengerDropoffZip	36276	MISSING		
PassengerDropoffCB	Mandatory	Census Block Code of Passenger Drop-off	Included	PassengerDropoffCB	29825	MISSING		
PeriodThreeMilesTraveled	Mandatory	Period 3 Miles Traveled (passenger is in the vehicle to time passenger safely exits the vehicle)	Included	PeriodThreeMilesTraveled	0	MISSING		
Pool Request	Mandatory	Whether Passenger Requested to Fare-Split ("Shared/Pooled") Trip (Y/N)	Included	Pool Request	0	Mislabeled	pool_request	0
Pool Match	Mandatory	Whether Passenger Matched to Fare-Split ("Shared/Pooled") Trip (Y/N)	Included	Pool Match	0	Mislabeled	pool_match	0
TotalAmountPaid	Mandatory	Total Amount Paid for Trip	Included	TotalAmountPaid	0	MISSING		
Tip	Mandatory	Tip Amount of Total Amount Paid	Included	Tip	0	Mislabeled	tip	0
SurgePricing	Mandatory	Surge Pricing in Effect? (Y/N)	Included	SurgePricing	0	Mislabeled	surgepricing	0
VehicleOccupancy	Mandatory	Vehicle Occupancy	Included	VehicleOccupancy	136989626	Mislabeled	vehicleoccupancy	0
ServiceType	Mandatory	Type of Service (e.g. Uber Black, Uber X, Lyft Lux, etc.)	Included	ServiceType	0	Mislabeled	servicetype	0
			Extra Field	File Paths				

B.16. Aggregated Requests Not Accepted

Table 16. Aggregated Requests Not Accepted Report Compliance Summary

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	submissiondate	0
ZipCodeRequest	Mandatory	Zip Code of Request	Included	ZipCodeRequest	1	Mislabeled	zipcoderequest	0
TotalNotAcceptedTrips	Mandatory	Total Accepted Trips	Included	TotalNotAcceptedTrips	0	Mislabeled	totalnotacceptedtrips	0

B.17. Requests Not Accepted

Table 17. Requests Not Accepted Report Compliance Summary

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TNCID	Mandatory	TNC Carrier ID number	Mislabeled	Carrier_ID		Included	TNCID	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Included	SubmissionDate	0
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
VIN	Mandatory	VIN	Confidential			Confidential		
VehicleMake	Mandatory	Vehicle Make	Included	VehicleMake	0	MISSING		
VehicleModel	Mandatory	Vehicle Model	Included	VehicleModel	0	MISSING		
VehicleYear	Mandatory	Vehicle Year	Included	VehicleYear	0	MISSING		
TripReqDate	Mandatory	Datetime of Trip Request	Included	TripReqDate	0	Included	TripReqDate	0
TripReqRequesterLat	Mandatory	Latitude of Requester (at the time of trip request)	Confidential			Confidential		
TripReqRequesterLong	Mandatory	Longitude of Requester (at the time of trip request)	Confidential			Confidential		
TripReqRequesterZip	Mandatory	Zip Code of Requester (at the time of trip request)	Included	TripReqRequesterZip	2171	MISSING		
TripReqRequesterCB	Mandatory	Census Block Code of Requester (at the time of trip request)	Included	TripReqRequesterCB	5	MISSING		
NotAcceptedDate	Mandatory	Datetime that trip request was not accepted	Included	NotAcceptedDate	42	MISSING		
NotAcceptedDriverLat	Mandatory	Latitude of Driver (at the time trip request was not accepted)	Confidential			Confidential		
NotAcceptedDriverLong	Mandatory	Longitude of Driver (at the time trip request was not accepted)	Confidential			Confidential		
NotAcceptedDriverZip	Mandatory	Zip Code of Driver (at the time trip request was not accepted)	Included	NotAcceptedDriverZip	2139	MISSING		
NotAcceptedDriverCB	Mandatory	Census Block Code of Driver (at the time trip request was not accepted)	Included	NotAcceptedDriverCB	181	MISSING		
NotAcceptedDriverReason	Mandatory	Reason / explanation for trip not being accepted by driver	Included	NotAcceptedDriverReason	0	Included	NotAcceptedDriverReason	5084341
Pool Request	Mandatory	Whether Passenger Requested to Fare-Split ("Shared/Poolled") Trip (Y/N)	Mislabeled	PoolRequest	62623	Mislabeled	PoolRequest	0

## B.18. Suspended Drivers

Table 18. Suspended Drivers Report Compliance Summary

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	39	Mislabeled	tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	41	Mislabeled	submissiondate	0
DriverID	Mandatory	Driver identification ID	Confidential			Confidential		
SuspensionDate	Mandatory	Datetime of suspension	Included	SuspensionDate	41	Mislabeled	suspensiondate	0
ReactivationDate	Mandatory	Datetime of reactivation (if applicable)	Included	ReactivationDate	3063	Mislabeled	reactivationdate	16466
SuspensionReason	Mandatory	Examples include: Sexual assault, sexual harassment, consumed intoxicating substance	Confidential			Confidential		
DriverPermDeactivated	Mandatory	Driver Permanently Deactivated? (Y/N)	Included	DriverPermDeactivated	41	Mislabeled	driverpermdeactivated	0

## B.19. Total Violations & Incidents

Table 19. Total Violations & Incidents Report Compliance Summary

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Included	TNCID	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Included	SubmissionDate	0
DriversNotSuspended	Mandatory	Number of drivers that were found to have committed a violation but were not suspended	Included	DriversNotSuspended	0	Included	DriversNotSuspended	0
DriversSuspended	Mandatory	Number of drivers that were found to have committed a violation and were suspended	Included	DriversSuspended	0	Included	DriversSuspended	0
DriversCommittedViolation	Mandatory	Total number of drivers found to have committed a violation	Included	DriversCommittedViolation	0	Included	DriversCommittedViolation	0
ViolationsIncidentsReported	Mandatory	Total Number of Violations or Incidents Reported to TNC Involving a Driver	Included	ViolationsIncidentsReported	0	Included	ViolationsIncidentsReported	0

B.20. Zero Tolerance

Table 20. Zero Tolerance Report Compliance Summary

TEMPLATE			UBER			LYFT		
FIELD	MANDATORY OR OPTIONAL	FIELD DESCRIPTION	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES	STATUS	MATCHED FIELD	COUNT OF MISSING VALUES
TNCID	Mandatory	TNC Carrier ID number	Included	TNCID	0	Mislabeled	tncid	0
SubmissionDate	Mandatory	File submission date	Included	SubmissionDate	0	Mislabeled	submissiondate	0
Waybill	Mandatory	Waybill Number of Trip	Confidential			Confidential		
ComplaintID	Mandatory	Complaint Identification Number	Included	ComplaintID	0	Mislabeled	complaintid	0
DriverID	Mandatory	Driver Identification ID	Confidential			Confidential		
VIN	Mandatory	VIN	Confidential			Confidential		
VehicleMake	Mandatory	Vehicle Make	Included	VehicleMake	0	MISSING		
VehicleModel	Mandatory	Vehicle Model	Included	VehicleModel	0	MISSING		
VehicleYear	Mandatory	Vehicle Year	Included	VehicleYear	0	MISSING		
ZeroToleranceDate	Mandatory	Datetime of Zero Tolerance Incident	Included	ZeroToleranceDate	0	Mislabeled	zerotolerancedate	0
ZeroToleranceLat	Mandatory	Zero Tolerance Incident Location Latitude	Confidential			Confidential		
ZeroToleranceLong	Mandatory	Zero Tolerance Incident Location Longitude	Confidential			Confidential		
ZeroToleranceZip	Mandatory	Zero Tolerance Incident Location Zip Code	Included	ZeroToleranceZip	4	Mislabeled	zerotolerancezip	0
ZeroToleranceCB	Mandatory	Zero Tolerance Incident Location Census Block	Included	ZeroToleranceCB	2	Mislabeled	zerotolerancecb	0
ComplaintFiledDate	Mandatory	Datetime Complaint Filed	Included	ComplaintFiledDate	0	Mislabeled	complaintfileddate	0
ComplaintResolveDate	Mandatory	Investigation Conducted? (Y/N)	Included	ComplaintResolveDate	0	Mislabeled	complaintresolvedate	79
ZeroToleranceDescr	Mandatory	Description of Zero Tolerance Complaint	Included	ZeroToleranceDescr	0	Mislabeled	zerotolerancedescr	0
PoolTrip	Mandatory	Pool Trip? (Y/N)	Included	PoolTrip	0	Mislabeled	pooltrip	0
Investigation	Mandatory	Investigation Conducted? (Y/N)	Mislabeled	Investigation	0	Mislabeled	investigation	0
DriverConsequence	Mandatory	Consequence to Driver (Deactivated/Reactivated)	Included	DriverConsequence	0	Mislabeled	driverconsequence	0
ComplaintResolveDescr	Mandatory	Description of How Complaint was Resolved	Included	ComplaintResolveDescr	0	Mislabeled	complaintresolvedescr	0
DriverCurrentAuth	Mandatory	Is Driver Currently Authorized to Drive for TNC? (Y/N)	Included	DriverCurrentAuth	0	Mislabeled	drivercurrentauth	0



## Memorandum

### AGENDA ITEM 8

**DATE:** May 18, 2023

**TO:** Transportation Authority Board

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

**SUBJECT:** 06/13/23 Board Meeting: Adopt the Proposed Fiscal Year 2023/24 Budget and Work Program

#### **RECOMMENDATION** ☐ Information ☒ Action

Recommend adoption of the proposed Fiscal Year (FY) 2023/24 Annual Budget and Work Program.

#### **SUMMARY**

The purpose of this memorandum is to present the proposed Fiscal Year (FY) 2023/24 annual budget and work program and seek adoption. The June 13 Board meeting will serve as the official public hearing prior to final consideration of the annual budget and work program at the June 27 Board meeting. Since the item was presented to the Community Advisory Committee on April 26 as an information item, the Treasure Island Mobility Management Agency (TIMMA) program has been incorporated into the proposed budget and work program. There have been no other changes.

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

### BACKGROUND

Pursuant to State statutes (California Public Utilities Code, Sections 131000 et seq.), we must adopt an annual budget by June 30 of each year. As called for in our Fiscal Policy (Resolution 23-46) and Administrative Code (Ordinance 23-01), 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 proposed 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); administering the Prop D Traffic Congestion Mitigation Tax program (TNC Tax); and operating as TIMMA for San Francisco. Our work program reflects the multi-disciplinary and collaborative nature of our roles in planning, funding, and delivering transportation projects and programs across the city, while ensuring transparency and accountability in the use of taxpayer funds.

Attachment 1 contains a description of our proposed work program for FY 2023/24. Attachment 2 displays the proposed budget in a format described in our Fiscal Policy. The division of revenues and expenditures into the Sales Tax program, CMA program, TFCA program, Prop AA program, TIMMA program, and TNC Tax program in Attachment 2 reflects our six distinct responsibilities and mandates. Attachment 3 shows a comparison of revenues and expenditures to the prior year's actual and amended budgeted numbers. Attachment 4 shows a more detailed version of the proposed budget. Attachment 5 shows our proposed agency structure and job positions, which was approved by the Personnel Committee on May 9, 2023 and is pending Board approval at its May 23, 2023 meeting. 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 Board at their upcoming May and June meetings, respectively.

**Revenues.** Total revenues are projected to be \$183.7 million and are budgeted to increase by an estimated \$21.2 million from the FY 2022/23 Amended Budget, or 13.1%. Sales tax revenues, net of interest earnings, are projected to be \$112.4 million or 61.2% 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 \$54.9 million or 29.9% of revenues. This is an increase of \$17 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 \$259.6 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 \$223.8 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 \$74.6 million, or 50%, 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 Sales Tax 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 proposed 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, CMA, and TIMMA 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 \$59.4 million in total fund balances, as a result of the anticipated \$75 million Revolving Credit Loan Agreement drawdown.

**Next Steps.** The proposed FY 2023/24 Annual Budget and Work Program will be presented to 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**

The CAC will consider this item at its May 24, 2023 meeting.

## **SUPPLEMENTAL MATERIALS**

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

Attachment 1  
Proposed 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 presented to the TIMMA Committee and Board as a separate item and highlights are included below.

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

## **PLAN**

Long-range, countywide transportation planning and CMA-related policy, planning, and coordination are at the core of the agency's planning functions. In FY 2023/24, we will launch early actions to implement recommendations from the San Francisco Transportation Plan 2050 (SFTP), adopted in December 2022 as the third phase of the San Francisco Long-range Transportation Planning Program, also known as ConnectSF, our multi-agency partnership with the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Planning Department (SF Planning), and others. The SFTP 2050 serves as a future transportation policy and investment blueprint for the city. This year we will use the recommendations from the SFTP 2050 to provide the basis for our input into regional plans such as Plan Bay Area (PBA) 2050 Plus and Transit 2050 Plus, seeking to position San Francisco projects for discretionary funds and to shape regional policy that helps to support San Francisco's goals. We will also continue to further corridor, neighborhood, and community-based transportation plans under our lead, while supporting efforts led by partner agencies. We will undertake new planning efforts meant to inform and respond to emerging trends and policy areas. This strategic area of focus for our planning work includes research and neighborhood-based

Attachment 1  
Proposed Fiscal Year 2023/2024 Annual Work Program

active travel demand and congestion management as the economy continues to recover and evolve and we gain a better understanding of the permanency and impacts of pandemic-induced changes such as the increased prevalence of remote work. Most of the FY 2023/24 activities listed below are multi-divisional efforts, often led by the Planning or Capital Projects divisions in close coordination with the Technology, Data, and Analysis and the Policy and Programming divisions. Proposed activities include:

**Active Congestion Management**

- **COVID-Era Congestion Tracker Expansion and Downtown Travel Trends.** Office vacancy in San Francisco is at the highest levels in years, transit ridership continues to be historically low, and traffic congestion has returned to, and in some areas is worse than, pre-COVID levels. To address the need for more data in an era of persistent uncertainty, the Transportation Authority will expand the COVID-Era Congestion Tracker to incorporate new data sources and report a wider range of metrics. We will continue with monthly updates to the COVID-Era Congestion Tracker (<https://covid-congestion.sfcta.org/>), an interactive map of critical roadways in San Francisco that provides decision-makers with the ability to monitor changes in roadway congestion in order to identify emerging congestion "hot spots" and identify appropriate management strategies. The Congestion Tracker now covers all major arterials in the city and reports hourly-level statistics from January 2020 to the present day. This year we expect to expand the Congestion Tracker to include additional metrics such as roadway volumes at key cordons, as well as local and regional transit ridership. In addition, we expect to incorporate additional metrics derived from 'Big Data' sources to track trends over time of changes in trip-making. We will also use these data to develop a profile of trends in downtown travel patterns before, during, and after COVID, to help inform strategies for downtown revitalization. We will release an on-line version of the 2023 Congestion Management Program (CMP) that will allow decision-makers and the public to interactively access key system performance metrics. We will complete collection of travel diary data, in collaboration with the Metropolitan Transportation Commission (MTC) and other Bay Area agencies, which will provide detailed information about post-COVID individual and household travel patterns. The survey data will support the SF-CHAMP model development, the CMP, and the Downtown Travel Trends effort.
- **Innovative Travel Demand Management (TDM).** Implement 2021 Climate Action Plan (CAP) recommendations by conducting the Decarbonizing Downtown Goods Movement Study, funded by a Carbon Neutral Cities Alliance Grant. Through a working group of small business and freight sector representatives, this effort will identify a set of pilots or policy measures to reduce emissions associated with deliveries. We will also conduct the TDM Market Analysis, which will recommend corridor-based or neighborhood-based mode shift goals and identify neighborhood- or corridor -scale travel markets suited to TDM measures based on variation in land

## Attachment 1

## Proposed Fiscal Year 2023/2024 Annual Work Program

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.

- **Treasure Island Mobility Management Program.** The Transportation Authority Board also sits as the TIMMA Board. This year, we will launch the Autonomous Vehicle (AV) Shuttle Pilot, funded by two federal grants. The work program includes securing all necessary permits, testing and launching the pilot, and partnering with community stakeholders to conduct outreach on the pilot and conduct workforce development activities. We will also progress the Ferry Terminal Enhancements Project, including National Environmental Policy Act clearance, permits, and procurement. This project is also funded by a federal grant, matched by a state grant awarded to TIDA.

### 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,

## Proposed Fiscal Year 2023/2024 Annual Work Program

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

## Attachment 1

## Proposed Fiscal Year 2023/2024 Annual Work Program

recommendations of the Strategic Case will be brought before the Board before the end of FY 2023/24.

- **Bayview Caltrain Station Location Study.** In Fall 2022 we launched a pre-environmental effort to identify a single preferred station location for the Bayview Caltrain Station, in collaboration with the Bayview community. Two potential locations at Evans Avenue and Oakdale Avenue are under consideration. The station location study includes broad public outreach and technical analyses as needed to support a final recommendation. We are also continuing to coordinate with 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.

Attachment 1  
Proposed Fiscal Year 2023/2024 Annual Work Program

- **Support Statewide and Regional Policy and Planning Efforts.** We will continue to support studies and planning efforts at the state and regional levels, including the California High-Speed Rail Authority's (CHSHRA) Business Plan and Environmental Impact Report; Caltrain and High-Speed Rail Business Plan coordination; California Transportation Commission (CTC)/California Air Resources Board (CARB) joint efforts on climate policy; State of California Public Utilities Commission (CPUC) data rulemaking and regulations for Autonomous Vehicles and Transportation Network Companies (TNC, like Uber and Lyft) and MTC's efforts to implement the Blue Ribbon Transit Recovery Task Force's Transit Transformation Action Plan. We will also continue to coordinate with Bay Area Rapid Transit (BART) and other partner agencies to advance Link21, the study of a potential second Transbay rail crossing, and associated connection to San Francisco.
- **SFTP Modal Planning Follow-on Studies.** Looking ahead, we anticipate working in collaboration with Board members, partners agencies and the community on the following, which will also be dependent upon securing funding through future appropriations or discretionary grants:
  - Community outreach and technical evaluation to adopt a preferred configuration for a near-term multimodal Candlestick Undercrossing, one of the near-term priorities of the 2013 Bi-County Study.
  - A Vision Plan and funding strategy for local waterfront ferry service, in partnership with the Water Emergency Transit Agency (WETA) and Bayshore development areas; (Districts 10, 6, 3, 2).
  - The Bayview Truck Safety and Circulation Plan, which would identify strategies to shift truck access to industrial areas in the southeast away from Third Street and other active transportation routes (District 10).
  - Community outreach and technical evaluation, in partnership with SFMTA and the SF Planning Department, to assess land use and circulation opportunities associated with the Fillmore / Geary Underpass.
  - West Side State Routes - potential Caltrans/local coordination of Ocean Beach Master Plan improvements for state routes Sloat/Skyline Boulevards and intersections with Sunset Boulevard and 19th Avenue (Hwy1).
  - San Francisco traffic management, simulation and/or new mobility pilots with industry, community and/or research partners, and potential data collection initiatives to test/advance Vision Zero strategies, support the Downtown Traffic Study and/or measure TNC and AV impacts.
  - San Francisco AV policy advisory, coordination and monitoring work including tracking on-street conditions, supporting Board of Supervisors Resolution 529-

## Attachment 1

## Proposed Fiscal Year 2023/2024 Annual Work Program

22 and coordination with industry, regulatory and community stakeholders on state and federal regulatory policy. Potential AV pilots or demonstration projects to evaluate technology or management strategies to manage impacts.

### Transportation Forecasting, Data and Analysis

- Travel Forecasting and Analysis for Transportation Authority Studies.** We will provide modeling and data analysis to support efforts such as The Portal (Downtown Rail Extension); US 101/280 Managed Lanes and Express Bus Study; Bayview Caltrain Station Location Study; Neighborhood Program (NTP) studies; and the Brotherhood Way Safety and Circulation Plan. We will release our next major SF-CHAMP release (version 7) and also share analyses from our comprehensive 2023 Household Travel Diary survey that we are deploying in collaboration with MTC and the Santa Clara Valley Transportation Authority, including comparisons to our 2020 Travel Diary survey effort. The travel diary serves as the basis for our travel demand estimates work, and provides other key information used to support Transportation Authority planning and capital projects, as well as updates to our Congestion Management Plan.
- Congestion Management Program Update.** Every two years, we prepare an update to the San Francisco Congestion Management Program (CMP), which documents changes in multi-modal transportation system performance including average roadway speeds and reliability, transit reliability, and bicycle and pedestrian counts. We will support the evaluation of several initiatives including Van Ness Bus Rapid Transit (BRT) and High-Occupancy Vehicle (HOV) lanes on Park Presidio (Highway 1). We will lead CMP data collection efforts in spring 2023, and the CMP update will be completed in fall 2023. This year's CMP will establish mid-range performance targets to assess rates of progress towards SFTP 2050 goals. This year's CMP will also identify the next generation of needed land use and transportation area plans based on the latest adopted Housing Element and the SFTP 2050/Connect SF process, to inform the Prop L Development Oriented Transportation program. For the first time, the 2023 CMP update will include a fully interactive online version.
- Modeling Service Bureau.** We provide modeling, data analysis, and technical advice to City agencies and consultants in support of many projects and studies. Expected service bureau support this year for partner agencies and external parties is to be determined.
- Transportation Sustainability Program Evaluation Study.** We will advance research to quantify the effectiveness of the Transportation Demand Management (TDM) strategies included in San Francisco's Transportation Sustainability Program (TSP) in reducing vehicle miles traveled (VMT) and single-occupancy vehicle trips. Data collection to quantify the effects of TDM parking availability strategies on reducing VMT will be completed in fall of 2023.



Attachment 1  
Proposed Fiscal Year 2023/2024 Annual Work Program

- **TNC/AV Rulemaking.** We will continue to work with SFMTA to provide San Francisco’s input to state and federal rulemaking opportunities, particularly related to the CPUC’s regulation of TNCs including data sharing; and CARB implementation of the TNC “Clean Miles” legislation. We will also continue to work on state and federal autonomous vehicle (AV) policies through monitoring of local deployments, providing input on guidelines development and other legislative efforts.
- **Model Enhancements.** We will initiate updates to two components of the SF-CHAMP travel demand forecast model: the visitor model, which was implemented as part of the original model development process and does not reflect changes in visitor lodging, mode choices, and destinations; and the commercial vehicle model which was adapted from the regional model and which does not reflect increased levels of deliveries. In addition, we will analyze and incorporate the latest travel behavior survey data to establish a new “post-COVID” baseline that reflects increased levels of working from home, and changes in mode choices.

## FUND

The Transportation Authority was initially established to administer the Prop B half-cent transportation sales tax, superseded by the Prop K transportation sales tax in 2003 and by Prop L in 2023. This remains one of the agency’s core functions, which has been complemented and expanded upon by several other roles including acting as the administrator for Prop AA, the Prop D TNC Tax program, the TFCA county program, and serving as CMA for San Francisco. We serve as a funding and financing strategist for San Francisco projects; advocate for discretionary funds and legislative changes to advance San Francisco priorities; provide support to enable sponsor agencies to comply with timely-use-of-funds and other grant requirements; and seek to secure new revenues for transportation-related projects and programs. The work program activities highlighted below are typically led by the Policy and Programming Division with support from and close coordination with all agency divisions. Notable efforts planned for FY 2023/24 include:

**Implement Prop L.** We will spend the first part of FY 2023/24 working with project sponsors and engaging with the Board and public to develop and seek Board adoption of the first Prop L Strategic Plan and 5-Year Prioritization Programs (5YPPs) that will identify the specific projects to be funded in the next five years for each of the 28 Prop L programs. An approved 5YPP is a prerequisite for allocation of funds. The 5YPPs will be brought to the Board in three rounds, with the Prop L Strategic Plan Baseline (establishes policies, revenue projections, and initial pay-go funding amounts for programs), and a small first group of time sensitive 5YPP approvals and concurrent allocations in July, followed by the remainder of the 5YPPs and the final Strategic Plan in the fall. As part of this process, we will develop guidelines informed by community and sponsor input for new programs like the Equity Priority Transportation Program, Development Oriented Transportation, and Transformative Freeway and Major Street Projects. We will also look to recently completed or soon to be completed plans, (e.g., School Access Plan, NTP

## Attachment 1

## Proposed Fiscal Year 2023/2024 Annual Work Program

plans, etc.) to identify potential projects that could use Prop L matching funds to other grants and/or to advance recommendations to make them competitive for other sources. See Customer Service and Efficiency Improvements section below for additional Prop L work program details.

**Fund Programming and Allocations.** We will continue to administer the Prop AA vehicle registration fee, TFCA, and TNC Tax programs through which the agency directly allocates and prioritizes projects for grant funding; and monitor and provide project delivery support and oversight for the Lifeline Transportation Program, One Bay Area Grant, and State Transportation Improvement Program in our role as CMA. We will continue to provide technical, strategic, and advocacy support for a host of other fund programs, such as revenues distributed under Senate Bill 1 (SB 1) (see below), California's Cap-and-Trade and Active Transportation Programs, and federal competitive grant programs, and we will prepare recommendations for San Francisco's projects for the 2024 Regional Transportation Improvement Program.

**Senate Bill 1 (SB 1).** This coming fiscal year, we will work with San Francisco project sponsors and MTC to identify strong candidates for the next funding cycles of SB 1 programs including the Local Partnership Program (LPP) Competitive and Formula programs and Solutions for Congested Corridors. After seeking Board approval of project priorities for the Transportation Authority's share of LPP formula funds, we will seek approval from the California Transportation Commission (CTC) and support allocation requests for projects recommended to receive FY 2023/24 programming by April 30, 2026. Applications for the next round of LPP competitive programs are due to CTC in 2024. We will provide input to CTC on revisions to program guidelines, and engage our Board and MTC Commissioners, including seeking guidance on prioritizing funds (e.g., through the MTC's Major Projects Advancement Policy for larger, regionally significant projects).

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

**New Revenue Options.** We are coordinating with SFMTA on needs and opportunities for potential local transportation measures in upcoming election cycles and are tracking and participating in discussions regarding a potential regional transportation measure or measures exploring upcoming election cycles in 2024 and 2026.

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

Attachment 1  
Proposed Fiscal Year 2023/2024 Annual Work Program

done in coordination with the Mayor's Office, the Self-Help Counties Coalition, and other city and regional agencies. This year we will continue to focus our efforts on advocacy and coordination on transportation spending in the state budget to provide 'bridge funding' to address the fiscal cliff that transit agencies are facing as well as potential authorization for a regional measure(s) that could be part of a more sustainable solution for transit going forward; advocating for state authorization of speed safety cameras, a key Vision Zero strategy; and implementation of the Biden Administration's Infrastructure Investment and Jobs Act, as well as other state and federal policies that support San Francisco transportation projects, policies, and strategies (e.g. Vision Zero; greenhouse gas reduction including via electrification of Muni's fleet and related maintenance facility changes; improving major capital project delivery; securing additional revenues for San Francisco priorities; and emerging technology regulations).

**Funding and Financing Strategy Opportunities.** We will continue to provide funding and financing strategy support for signature projects in the Prop L Expenditure Plan, many of which are also included in MTC's Regional Transit Expansion Agreement and Major Projects Advancement Policy (MAP). Examples include: Caltrain Electrification, The Portal/(Downtown Rail Extension), and BART Core Capacity. We will help position San Francisco's projects and programs to receive funding from the federal Infrastructure Investment and Jobs Act. We serve as a funding resource for all San Francisco project sponsors (e.g. brokering fund exchanges). At the regional level, in spring 2023, MTC will be kicking off the program development for the regional programs under the One Bay Area Grant framework to distribute future federal Surface Transportation Program and Congestion Mitigation and Air Quality Improvement funding. In our role as a CMA and advisors to our MTC and ABAG representatives, we will provide input to regional program guidelines development and prioritization processes, to support equitable distribution of funds across the region, including for San Francisco local and regional priorities included in PBA 2050.

**Capital Financing Program Management.** Led by the Finance and Administration Division in close collaboration with the Policy and Programming Division, and with the support of our financial advisors, we will continue to provide effective and efficient management of our debt program, including the outstanding sales tax revenues bonds, as well as the revolving credit loan agreement. Our goals are to enable accelerated delivery of Prop L sales tax-funded capital projects compared to what is supportable on a pay-go basis while achieving leveraging goals and minimizing financing costs so more funds remain available for projects. We will continue to engage in a variety of cash management activities including facilitating grant close-out and de-obligation of unneeded funds as well as closely tracking cash balances for the \$392 million in Prop K grants with peak cash flow needs in Fiscal Years 2023/24 and 2024/25, and proactively work with project sponsors to identify upcoming reimbursements so that we can better forecast when we may need to drawdown on the \$125 million revolving credit loan

agreement. We will come to the Board for approval to draw down revolving credit loan funds when they are needed.

**Customer Service and Efficiency Improvements.** This ongoing multi-division initiative will continue to improve our processes to make them more user-friendly and efficient for both internal and external customers, while maintaining a high level of transparency and accountability appropriate for administration of voter-approved revenue measures (Prop L, Prop K, Prop AA, and the TNC Tax). The initiative includes maintaining and enhancing the Portal, our web-based grants management database used by our staff and project sponsors. Our key areas of focus will be making refinements to the system to ensure a seamless transition to the new Microsoft Dynamics 365 accounting system. We will also modify the Portal track the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations, which is required under Prop L. We are exploring enhancements to grant administration functionality in the Portal including the potential for creating grant agreements. We will also make enhancements to better track projects for public promotion opportunities at key milestones in project delivery, and evaluate how to best utilize [mystreetsf.sfcta.org](https://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.

Attachment 1  
Proposed Fiscal Year 2023/2024 Annual Work Program

- **YBI West Side Bridges.** We recently awarded the construction contract and are on schedule to issue the Notice To Proceed to the contractor joint venture. The project is being delivered using the Construction Management/General Contractor delivery method. The ground-breaking ceremony is scheduled for June 16, 2023 and construction will start in FY 2023/24 subject to completion of the Forest Road Detour by the developer. We are also coordinating with bicycle/pedestrian path plans adjacent to the West Side Bridges project. See YBI Multi-Use Path below.

**Transportation Authority - Lead Project Development:**

- **Pennsylvania Avenue Extension (PAX).** We will initiate the PAX Pre-Environmental Bridging Study in FY 2023/24. Building on our PAX Project Initiation Study completed in FY 2022/23, the Bridging Study will prepare the project technically and organizationally for future environmental review. The study will take approximately 18 months to complete, and will include further technical development of project alternatives, coordination with Caltrain and the California High Speed Rail Authority (CHSRA), and public and stakeholder engagement.
- **US 101/I-280 Managed Lanes and Express Bus Project.** We will continue advancement of environmental approvals for the northbound I-280 carpool lanes between 18th and 3rd Street (Phase 1) as well as preliminary engineering and traffic analysis for the southbound lanes on I-280 and US 101 to the San Mateo County line (Phase 2). The related regional express lane policy work and associated studies to ensure equitable outcomes are referenced in the Plan section above. The companion equity study and related regional express lane policy work is described above under the Plan section above.
- **I-280/Ocean Avenue South Bound Off-Ramp Realignment and Geneva Avenue North Bound Ramp Optimization.** We will continue to advance I-280 Interchange modifications at Balboa Park including conducting geotechnical investigation, survey, and furthering design work for the southbound off-ramp at Ocean Avenue. We are finalizing a feasibility study for the northbound Geneva Avenue off-ramp. As part of the feasibility study, we analyzed traffic circulation and signal timing improvements at off-ramp intersections and are working closely with Caltrans and SFMTA on evaluating recommended schemes.
- **YBI Multi-Use Path.** We await the outcome of our/MTC's Solutions for Congested Corridors application for state funds for this project and will continue to work with our partners, BATA, TIDA, SFPW, SFMTA, and interested stakeholders (San Francisco and East Bay bicycle coalitions) to fund and advance preliminary engineering and environmental phase work for the YBI multi-use path segment connecting the western side of the island from the San Francisco-Oakland Bay Bridge (SFOBB) East Span YBI viewing area down to the Treasure Island Ferry Terminal and providing an ultimate

## Attachment 1

## Proposed Fiscal Year 2023/2024 Annual Work Program

connection point to the planned BATA-led SFOBB West Span Skyway Path. We are coordinating with MTC to obligate Active Transportation Program and LPP-Competitive grant funding for the final design phase of the project.

- **YBI Hillcrest Road Improvement Project.** We are working on the design phase for the roadway improvement project between Forest Road and the I-80 Portal crossing on the west side of YBI. The project will add sidewalks and bike paths, up to San Francisco Public Works (SFPW) standards and install safety features. We completed 35% plans and are working closely with TIDA, SFPW, SFMTA and SFPUC. The project will be closely coordinated with the adjacent YBI Multi-Use Path and connect to West Side Bridges (see prior entries for these projects). The project is funded by a \$30 million Infill Infrastructure Grant awarded to TIDA.
- **Quint Street.** We will continue to work with SFPW and the Office of Real Estate to resume negotiations with the property owner in order to acquire the right of way for the re-aligned Quint Street. This acquisition will allow SFPW to begin the design phase of the project, subject to funding availability.
- **Presidio Parkway.** We will complete an informational case study showcasing the Public Private Partnership delivery of Phase 2 in comparison to traditional Design Bid Build delivery of Phase 1. The study explores the unique situation of a single project being delivered using two methods of procurement.

#### Transportation Authority - Project Delivery Support:

- **Peninsula Corridor Electrification Project.** We will continue our work to provide technical oversight and project development support to the Peninsula Corridor Electrification Project, which will electrify the passenger rail corridor between San Francisco and San Jose to serve a newly electrified Caltrain fleet and serve future California High-Speed Rail service in the blended corridor. We will continue to lead funding partner oversight efforts through the Caltrain Modernization Configuration Management Board and provide advice and support to San Francisco representatives to the Caltrain board. Caltrain Electrification is scheduled to be completed in Fall 2024.
- **California High-Speed Rail Program.** We will continue to partner with the CHSRA and City agencies on high-speed rail issues affecting San Francisco, including project development and funding activities to bring the high-speed rail system from the Central Valley to the Bay Area. In FY 2023/24, the CHSRA will prepare its biennial Business Plan, and we will lead efforts to review this plan, working closely with City agencies. We will also coordinate with CHSRA on projects within the city, including the DTX, PAX, and Railyards.

Attachment 1  
Proposed Fiscal Year 2023/2024 Annual Work Program

- **The Portal/Caltrain Downtown Rail Extension (DTX) and Salesforce Transit Center.** We will continue moving forward with DTX project development efforts as part of the Executive Steering Committee (ESC), inclusive of regional partners per the SF Peninsula Rail Program Memorandum of Understanding (MOU). This includes the Executive Director serving on the ESC and on the Transbay Joint Powers Authority (TJPA) Board as an alternate. In FY 2023/24, we will work with TJPA and other DTX partner agencies to prepare a Successor MOU to replace the existing MOU and serve the needs of the upcoming procurement and construction phases. We will continue to lead work to develop the project's funding plan, ridership forecast, and other tasks. We will also continue our program oversight as TJPA advances into procurement of the large contracts and initiates delivery of the enabling works and right-of-way programs.
- **Fourth and King Railyards.** We will continue to support planning and project development for the Caltrain Railyards site at Fourth and King streets through our active participation in the Railyards MOU Working Group and the Preliminary Business Case process for the site being led by Caltrain and the site owner. We will support the engagement of City agencies and the coordination of Railyards planning with related projects including PAX, The Portal/DTX, and high-speed rail.
- **22nd Street Station ADA Improvements.** We will support Caltrain in advancing design and engagement for planned upgrades to the 22nd Street Station, as recommended by the recently completed ADA Access Improvement Feasibility Study. We will work with Caltrain to identify a funding strategy for these improvements, including support for grant applications to regional, state, and federal sources. We will coordinate short- and medium-term design improvements with any longer-term changes potentially necessitated by the future implementation of PAX.
- **Muni Metro Modernization Program Development.** We will provide enhanced oversight and planning/program development support to SFMTA in advancing its program of needed investments in the Muni Metro system, including state-of-good-repair and capacity expansion improvements. This includes the SFMTA-led Muni Metro Core Capacity Study, which will develop a program of investment to be put forward for FTA Core Capacity grant funds. We will also support advancement of the Muni Metro Train Control Upgrade Project and the broader 10-year subway renewal program.
- **Potrero Yard Modernization Project.** We will continue to provide enhanced oversight of the SFMTA Potrero Yard Modernization Project, which is planned as a rebuilt transit facility to serve Muni's bus fleet, integrated with a joint development housing component. The project is currently in the pre-construction development phase, which will finalize the design and construction approach to replace the existing Potrero facility, which is more than 100 years old.

## Attachment 1

## Proposed Fiscal Year 2023/2024 Annual Work Program

- **BART Core Capacity Oversight.** We will provide enhanced oversight, coordinating with MTC and FTA, as needed on this Prop L major transit project.
- **Vision Zero.** We will continue to convene quarterly presentations to the CAC and Board to highlight the work that city agencies are doing to advance the goals of Vision Zero, including updates on project delivery and program evaluation.
- **Better Market Street.** We will conduct oversight on City agencies' project delivery plans to minimize disruption to businesses during construction and reduce cost, as well as transit and cycling. We will also make further efforts to strengthen the project's funding plans both for the near-term improvements as well as the long-term vision for the corridor.
- **Central Subway.** We will support SFMTA in the final close-out of the Central Subway project, which is now in revenue service. We will participate in lesson learned sessions convened by SFMTA and the Federal Transit Administration, and support knowledge-sharing of lessons learned with the TJPA-led team that is preparing to deliver the DTX/Portal project, particularly as these lessons pertain to underground construction and contractor management.
- **SF Transportation Capital Projects Delivery Study.** This work is substantially complete and we will finalize and present it at the call of the Chair. Study includes project delivery reform best practices (lessons learned) analysis, including ongoing coordination with City stakeholders and industry experts.

## TRANSPARENCY AND ACCOUNTABILITY

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

**Board Operations and Support.** Staff Board and CAC meetings including standing and ad hoc committees.

**Communications and Community Relations.** Execute the agency's communications and engagement strategy with the public, our Board, various interest groups, our Community, Business, and Labor Roundtables, and other government agencies. This is accomplished through various means, including fostering media and community relations; developing strategic communications plans for projects and policy initiatives; disseminating agency news and updates through 'The Messenger' electronic newsletter; social media and other web-



Attachment 1  
Proposed Fiscal Year 2023/2024 Annual Work Program

based communications; supporting public outreach; and helping coordinate events to promote the agency's work. Communications staff has listed the below growth goals for various platforms (estimates are based in part on past performance trends).

- Instagram: Grow following by 25%
- LinkedIn: Grow following by 15%
- Website: Increase unique website hits by 5%
- Facebook: Grow following by 3%
- Twitter: Grow following by 2%
- Messenger: Grow subscriber list by 2%

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

- Refine outreach and communications techniques by incorporating the latest engagement techniques for the public, with a focus on racial equity and seeking to engage Equity Priority Communities.
- Rollout agency Outreach Guidelines to agency staff to codify best practices when preparing for and executing agency outreach.
- Support agency experts in thought leadership roles and speaking engagements
- Support project delivery events (groundbreakings, ribbon cuttings), including the anticipated Southgate Road Realignment opening and West Side Bridges construction commencement.

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

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

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

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

**Systems Integration.** Complete migration of the new enterprise resource planning system (business management and accounting software). Enhance and maintain other financial systems to improve accounting functions, automate processes, general ledger reconciliations, and financial reporting, as well as enabling improved data sharing with the Portal.

## Attachment 1

## Proposed Fiscal Year 2023/2024 Annual Work Program

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

**Racial Equity Action Plan.** Continue work through the Racial Equity Working Group to advance the Racial Equity Action Plan created in 2020. The plan identifies over 80 actions for implementation over a multi-year period. This year, the Racial Equity Working Group continues to focus on completing elements of its Racial Equity Action Plan related to retention, promotion, and professional development. This work involves gathering data and identifying solutions to address any disparities by race/ethnicity and salaries. Identify opportunities to further advancing racial equity on current active projects by developing additional actions focused on outreach and project work.

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

Administer our own DBE and LBE program, review and update policy for any new state and federal requirements, conduct outreach and review applications, and award certifications to qualifying businesses. Continue to participate in the multi-agency consortium of Bay Area transportation agencies with a common goal to assist small, disadvantaged, and local firms doing business with Bay Area transit and transportation agencies.

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

**Human Resources.** Administer recruitment, personnel, and benefits management and office procedures. We conduct or provide training for staff. We advance agency workplace excellence initiatives through staff working groups, training, and other means.

**Office Management and Administrative Support.** Assess the suitability of our current office needs as the lease expires in 2025 and exercise the option renewal or relocate. Maintain facilities and provide procurement of goods and services and administration of services contracts. Staff front desk reception duties. Provide assistance to the Clerk of the Transportation Authority as required with preparation of agenda packets and minutes, updates to our website, and clerking /supporting meetings, including remote public participation.

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

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



**Proposed Annual Budget by Fund**

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	<b>Proposed Fiscal Year 2023/24 Annual Budget</b>
<b>Revenues:</b>							
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	-	1,665,625	-	54,863,929
<b>Total Revenues</b>	<b>113,587,992</b>	<b>52,255,554</b>	<b>943,757</b>	<b>4,664,012</b>	<b>1,665,625</b>	<b>10,593,202</b>	<b>183,710,142</b>
<b>Expenditures</b>							
Capital Project Costs	152,530,594	52,388,032	1,136,411	11,771,309	1,370,253	4,582,733	223,779,332
Administrative Operating Costs	9,494,187	3,611,107	55,535	232,276	342,627	306,659	14,042,391
Debt Service Costs	21,730,925	-	-	-	-	-	21,730,925
<b>Total Expenditures</b>	<b>183,755,706</b>	<b>55,999,139</b>	<b>1,191,946</b>	<b>12,003,585</b>	<b>1,712,880</b>	<b>4,889,392</b>	<b>259,552,648</b>
<b>Other Financing Sources (Uses):</b>	<b>71,209,160</b>	<b>3,743,585</b>	<b>-</b>	<b>-</b>	<b>47,255</b>	<b>-</b>	<b>75,000,000</b>
<b>Net change in Fund Balance</b>	<b>\$ 1,041,446</b>	<b>\$ -</b>	<b>\$ (248,189)</b>	<b>\$ (7,339,573)</b>	<b>\$ -</b>	<b>\$ 5,703,810</b>	<b>\$ (842,506)</b>
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	<u>\$ 31,672,954</u>	<u>\$ -</u>	<u>\$ 716,765</u>	<u>\$ 7,679,554</u>	<u>\$ -</u>	<u>\$ 19,375,290</u>	<u>\$ 59,444,563</u>



**San Francisco  
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**Attachment 3  
Proposed Fiscal Year 2023/24 Annual Budget  
Comparison of Revenues and Expenditures**

Category	Fiscal Year 2021/22 Actual	Fiscal Year 2022/23 Amended Budget	<b>Proposed Fiscal Year 2023/24 Annual Budget</b>	Variance from Fiscal Year 2022/23 Amended Budget	% Variance
Sales Tax Revenues	\$ 104,818,305	\$ 111,212,000	<b>\$ 112,357,000</b>	\$ 1,145,000	1.0%
Vehicle Registration Fee	4,652,149	4,834,049	<b>4,645,521</b>	(188,528)	-3.9%
Traffic Congestion Mitigation Tax	6,120,263	7,546,000	<b>10,221,967</b>	2,675,967	35.5%
Interest Income	(1,201,096)	1,041,735	<b>1,621,725</b>	579,990	55.7%
Program Revenues					
Federal	7,892,182	26,462,019	<b>37,179,929</b>	10,717,910	40.5%
State	1,059,871	6,808,660	<b>13,038,676</b>	6,230,016	91.5%
Regional and other	4,464,135	4,558,695	<b>4,645,324</b>	86,629	1.9%
Other Revenues	142	-	<b>-</b>	-	0.0%
<b>Total Revenues</b>	<b>127,805,951</b>	<b>162,463,158</b>	<b>183,710,142</b>	<b>21,246,984</b>	<b>13.1%</b>
Capital Project Costs	116,915,724	149,181,837	<b>223,779,332</b>	74,597,495	50.0%
Administrative Operating Costs					
Personnel expenditures	6,366,345	8,450,675	<b>10,304,105</b>	1,853,430	21.9%
Non-Personnel expenditures	1,793,590	3,857,029	<b>3,738,286</b>	(118,743)	-3.1%
Debt Service Costs	22,580,656	21,798,050	<b>21,730,925</b>	(67,125)	-0.3%
<b>Total Expenditures</b>	<b>147,656,315</b>	<b>183,287,591</b>	<b>259,552,648</b>	<b>76,265,057</b>	<b>41.6%</b>
<b>Other Financing Sources (Uses)</b>	<b>-</b>	<b>20,000,000</b>	<b>75,000,000</b>	<b>55,000,000</b>	<b>275.0%</b>
<b>Net change in Fund Balance</b>	<b>\$ (19,850,364)</b>	<b>\$ (824,433)</b>	<b>\$ (842,506)</b>	<b>\$ (18,073)</b>	<b>2.2%</b>
<b>Budgetary Fund Balance, as of July 1</b>	<b>\$ 80,961,866</b>	<b>\$ 61,111,502</b>	<b>\$ 60,287,069</b>		
<b>Budgetary Fund Balance, as of June 30</b>	<b>\$ 61,111,502</b>	<b>\$ 60,287,069</b>	<b>\$ 59,444,563</b>		



<b>Proposed Annual Budget by Fund</b>							
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	<b>Proposed Fiscal Year 2023/24 Annual Budget</b>
<b>Revenues:</b>							
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
<b>Program Revenues</b>							
<b>Federal</b>							
Advanced Transportation and Congestion Management Technologies Deployment	-	-	-	-	219,403	-	219,403
Ferry Boat Discretionary Funds - Treasure Island Ferry Terminal	-	-	-	-	119,203	-	119,203
Innovative Deployments to Enhance Arterials Shared Automated Vehicle	-	-	-	-	688,428	-	688,428
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
<b>State</b>							
Affordable Housing and Sustainable Communities - Treasure Island Ferry Terminal	-	-	-	-	29,801	-	29,801
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
<b>Regional and other</b>							
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
Treasure Island Community Development LLC - Ferry Exchange	-	-	-	-	608,790	-	608,790
TIDA - YBI Westside Bridges	-	553,548	-	-	-	-	553,548
Vehicle Registration Fee Revenues (TFCA)	-	-	942,750	-	-	-	942,750
<b>Total Revenues</b>	<b>\$ 113,587,992</b>	<b>\$ 52,255,554</b>	<b>\$ 943,757</b>	<b>\$ 4,664,012</b>	<b>\$ 1,665,625</b>	<b>\$ 10,593,202</b>	<b>\$ 183,710,142</b>



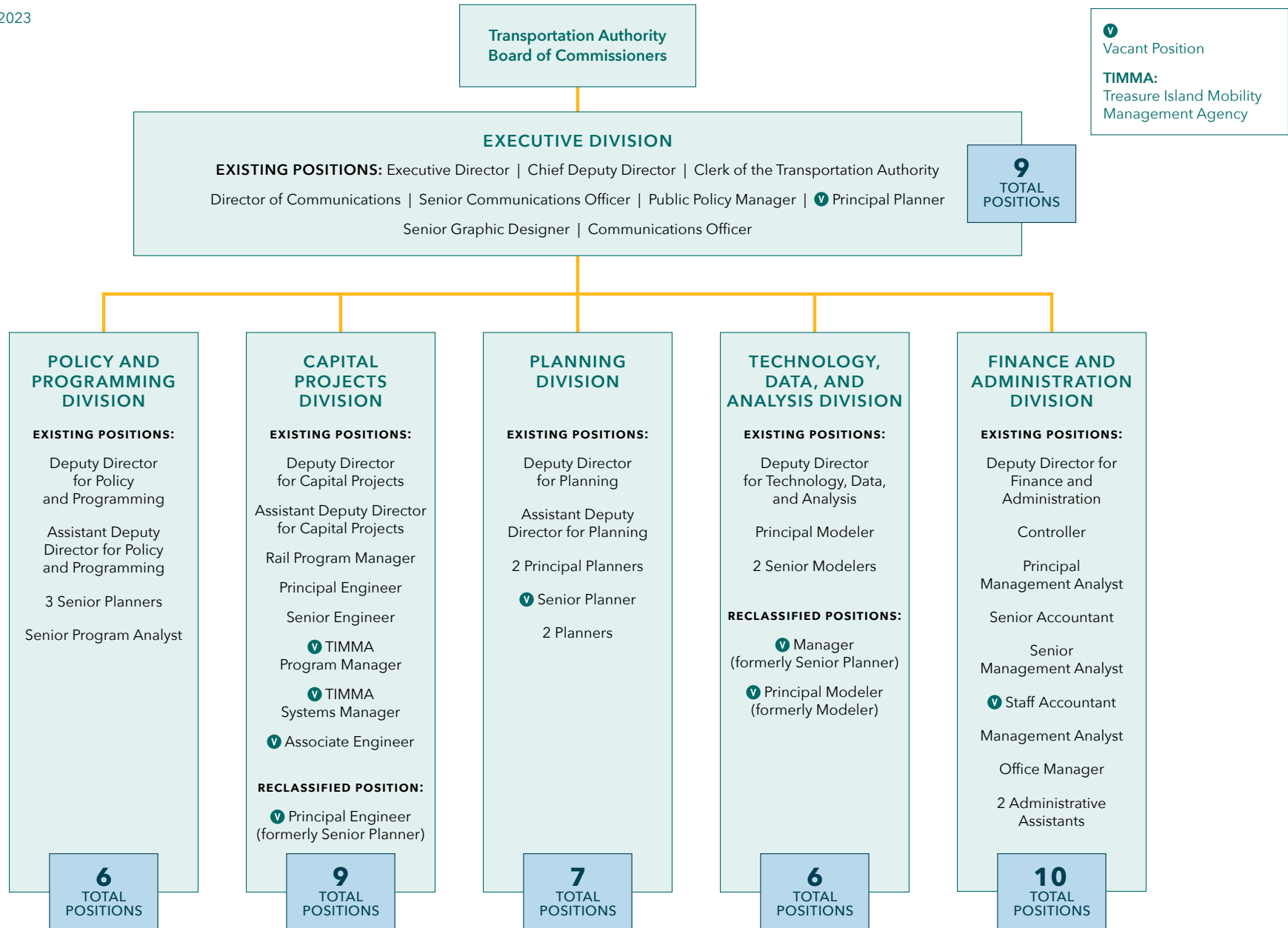
<b>Proposed Annual Budget by Fund</b>							
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	<b>Proposed Fiscal Year 2023/24 Annual Budget</b>
<b>Expenditures:</b>							
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	-	-	1,370,253	-	56,288,879
Administrative Operating Costs							
Personnel Expenditures							
Salaries	3,697,212	2,415,343	37,197	155,577	199,784	205,398	6,710,511
Fringe Benefits	1,822,726	1,190,764	18,338	76,699	98,493	101,261	3,308,281
Pay for Performance	285,313	-	-	-	-	-	285,313
Non-personnel Expenditures							
Administrative Operations	3,407,036	5,000	-	-	41,250	-	3,453,286
Equipment, Furniture & Fixtures	221,900	-	-	-	-	-	221,900
Commissioner-Related Expenses	60,000	-	-	-	3,100	-	63,100
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
<b>Total Expenditures</b>	<b>\$ 183,755,706</b>	<b>\$ 55,999,139</b>	<b>\$ 1,191,946</b>	<b>\$ 12,003,585</b>	<b>\$ 1,712,880</b>	<b>\$ 4,889,392</b>	<b>\$ 259,552,648</b>
<b>Other Financing Sources (Uses):</b>							
Transfers in - Sales Tax Program Match to Grant Funding	-	3,743,585	-	-	47,255	-	3,790,840
Transfers out - Sales Tax Program Match to Grant Funding	(3,790,840)	-	-	-	-	-	(3,790,840)
Draw on Revolving Credit Agreement	75,000,000	-	-	-	-	-	75,000,000
<b>Total Other Financing Sources (Uses)</b>	<b>71,209,160</b>	<b>3,743,585</b>	<b>-</b>	<b>-</b>	<b>47,255</b>	<b>-</b>	<b>75,000,000</b>
<b>Net change in Fund Balance</b>	<b>\$ 1,041,446</b>	<b>\$ -</b>	<b>\$ (248,189)</b>	<b>\$ (7,339,573)</b>	<b>\$ -</b>	<b>\$ 5,703,810</b>	<b>\$ (842,506)</b>
Budgetary Fund Balance, as of July 1	\$ 30,631,508	\$ -	\$ 964,954	\$ 15,019,127	\$ -	\$ 13,671,480	\$ 60,287,069
<b>Budgetary Fund Balance, as of June 30</b>	<b>\$ 31,672,954</b>	<b>\$ -</b>	<b>\$ 716,765</b>	<b>\$ 7,679,554</b>	<b>\$ -</b>	<b>\$ 19,375,290</b>	<b>\$ 59,444,563</b>
Fund Reserved for Program and Operating Contingency	<b>\$ 11,235,700</b>	<b>\$ -</b>	<b>\$ 94,275</b>	<b>\$ 464,552</b>	<b>\$ -</b>	<b>\$ 1,022,197</b>	<b>\$ 12,816,724</b>

# Proposed Agency Structure 47 STAFF POSITIONS



San Francisco  
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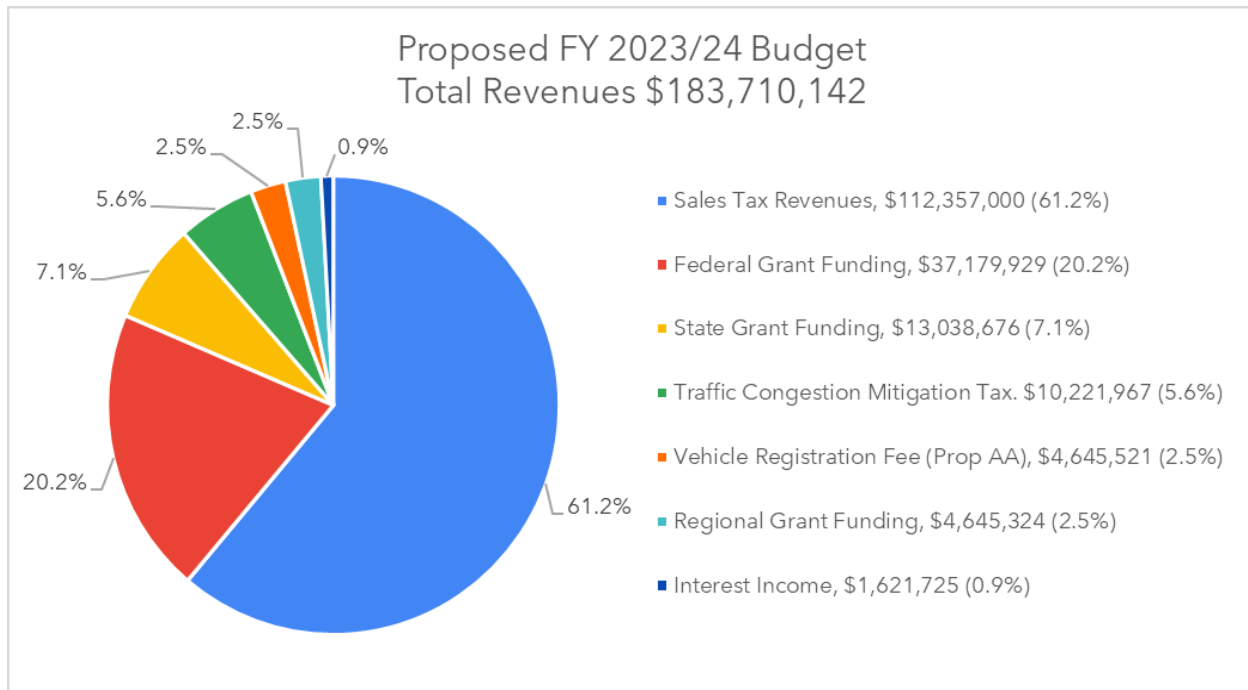
Revised May 5, 2023



**Attachment 6**  
Line Item Descriptions

**TOTAL PROJECTED REVENUES..... \$183,710,142**

The following chart shows the composition of revenues for the proposed Fiscal Year (FY) 2023/24 budget.



**Prop L Sales Tax Revenues: .....\$112,357,000**

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

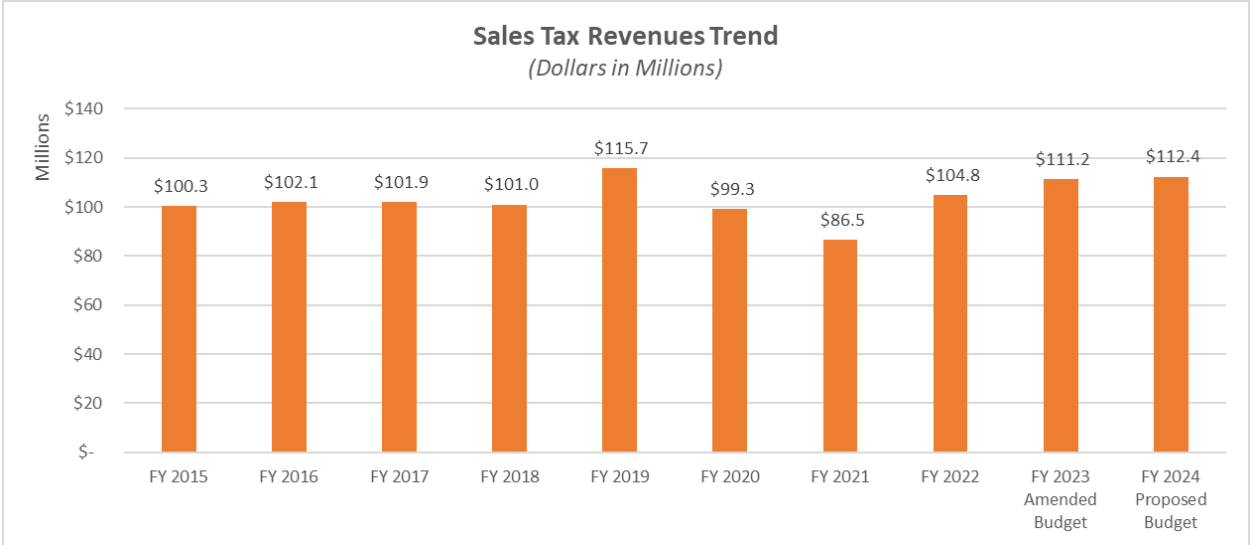
Based on sales tax receipts in the first half of the fiscal year, sales tax revenues are on track to meet the amended sales tax revenues budgeted in FY 2022/23 of \$111.2 million. We project that FY 2023/24 sales tax revenues to increase by 1.0%, or \$1.1 million as compared to the amended budget revenues for FY 2023/24 as there will be a slowing in pace of growth in the latter half of FY 2022/23 and leading into FY 2023/24 given the higher interest rates, reduced savings levels, reduced goods consumption, and weakened consumer confidence. The reduction in taxable sales will be partially offset by lingering inflation in the economy for at least the next year. Growth is expected to return to more typical levels within FY 2024/25. The sales tax revenue projection is net of the California Department of Tax and Fee



Attachment 6  
Line Item Descriptions

Administration’s charges for the collection of the tax and excludes interest earnings budgeted in Interest Income.

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



**Attachment 6**  
Line Item Descriptions

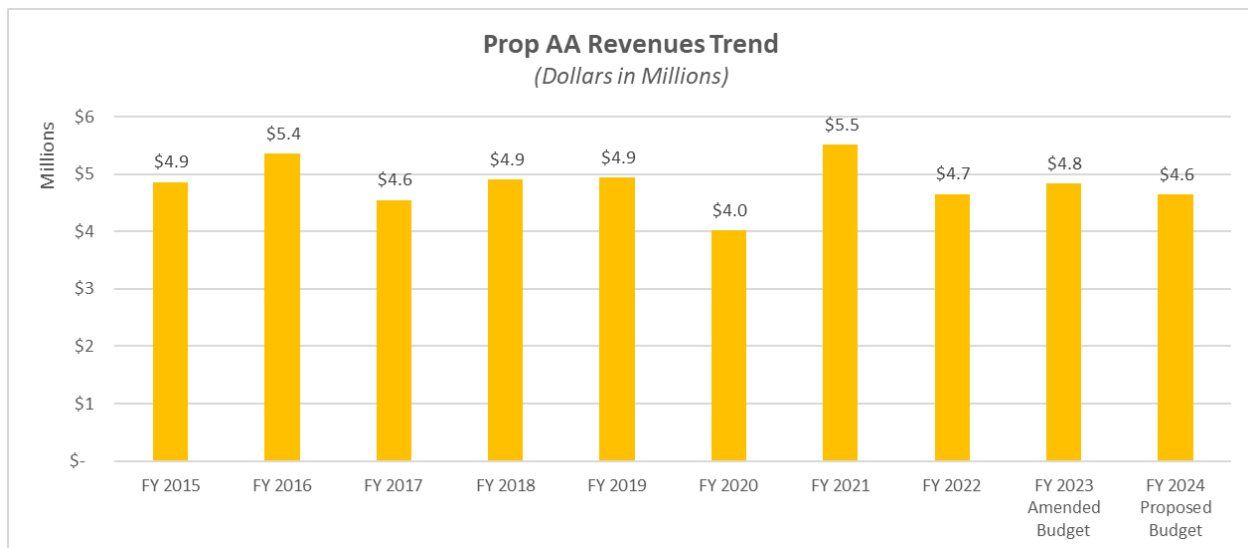
**Vehicle Registration Fee for Transportation Improvements Program (Prop AA)**

**Revenues:.....\$4,645,521**

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

Based on actual revenues for FY 2020/21 and FY 2021/22, and FY 2022/23 revenues to date, we project FY 2023/24 Prop AA revenues will be 3.9% lower than the amended budget revenues for FY 2022/23, which was derived from pre-pandemic revenue projections in the 2022 Prop AA Strategic Plan. Actual revenues for FY 2021/22 were 3.8% below the adopted revenue projection in the Strategic Plan, and FY 2022/23 revenues for the first seven months of the fiscal year are 4.3% below the adopted revenue projection. This decline in revenues is due to having fewer vehicles registered in San Francisco, which is consistent with population trends that we have seen during the pandemic. This amount is net of the Department of Motor Vehicles' charges for the collection of these fees.

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



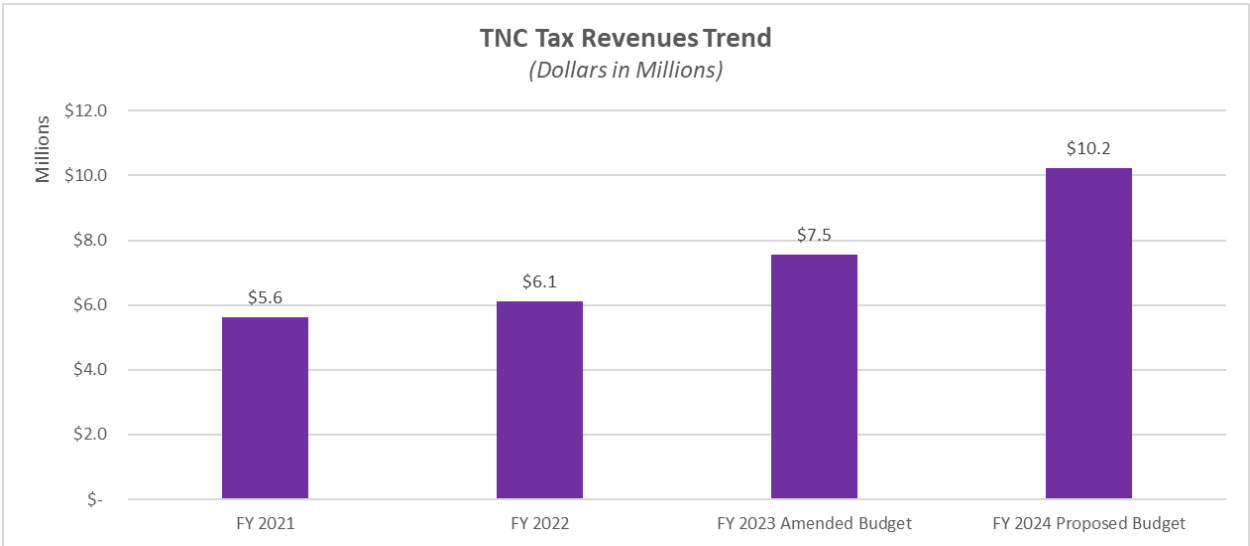
Attachment 6  
Line Item Descriptions

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

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

Based on continuous discussions and coordination with the City’s Controller’s Office and the SFMTA, we anticipate TNC Tax revenues for FY 2023/24 to increase by 35.5%, or \$2.7 million, which is in alignment with the Controller’s Office projections. While revenues are rebounding as we recover from the pandemic, they continue to be affected by changes in travel demand brought on by the pandemic.

This chart reflects the one-year historical and two-year budgeted receipts for TNC Tax revenues.



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

**Interest Income:..... \$1,621,725**

Most of our investable assets are deposited in the City’s Treasury Pool (Pool). The level of our deposits held in the pool during the year depends on the volume and level of Sales Tax capital project reimbursement requests. Our cash balance consists largely of allocated Sales Tax funds, which are invested until invoices are received and sponsors are reimbursed. The FY 2023/24 budget for interest income shows a \$579,990 or 55.7%, increase as compared to FY 2022/23 which is mainly due to the increase in interest rates. Interest rates have increased from 1.8% assumed in the FY 2022/23 budget to

**Attachment 6**  
Line Item Descriptions

2.3% assumed in FY 2023/24 in the Pool. The budget does not include any adjustments that would occur due to Governmental Accounting Standards Board Statement No. 31 which is an adjustment to report the change in fair value of investments in the Pool.

**Congestion Management Agency (CMA) Programs Federal, State and Regional Grant**

**Revenues:.....\$52,255,554**

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

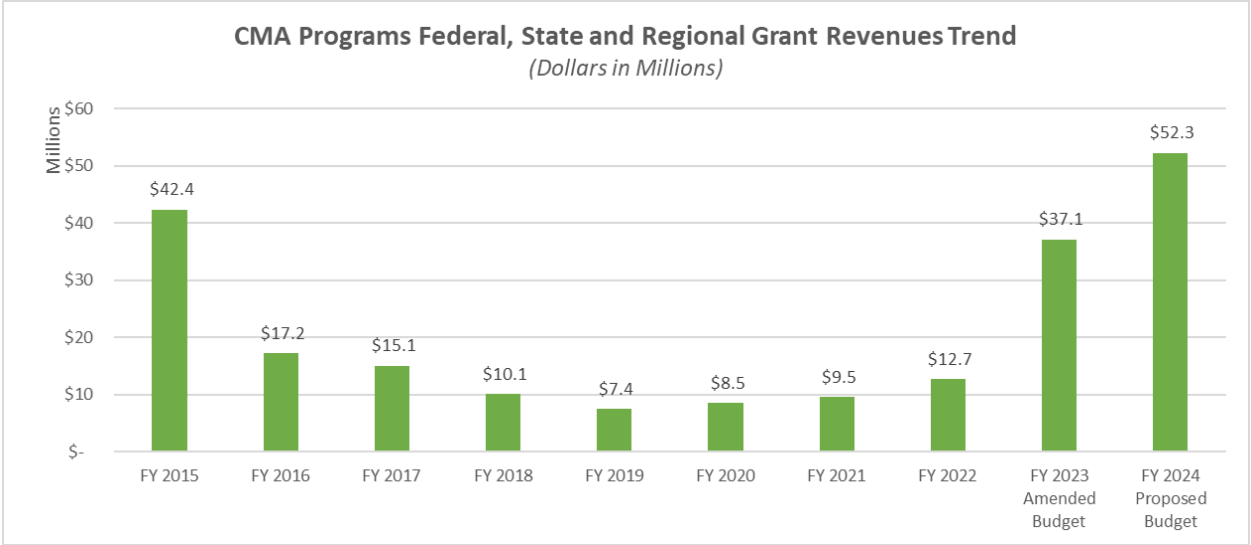
The CMA program revenues for FY 2023/24 will be used to cover ongoing staffing and professional/technical service contracts required to implement the CMA programs and projects, as well as for large projects undertaken in our role as CMA. CMA revenues are comprised of federal, state, and regional funds received from agencies such as the MTC and the California Department of Transportation (Caltrans). Some of these grants are project-specific, such as those for the Yerba Buena Island (YBI) West Side Bridges Project, Torpedo Building Rehabilitation work of the YBI Southgate Road Realignment Project, YBI Hillcrest Road Improvement Project, YBI Multi-Use Pathway Project, and I-280 Southbound Ocean Avenue Off-Ramp Realignment Project. Other funding sources, such as federal Surface Transportation Program (STP) funds and state Planning, Programming and Monitoring funds, can be used to fund a number of eligible planning, programming, model development, and project delivery support activities, including the San Francisco Transportation Plan update and the Congestion Management Program. Regional CMA program revenues include City agency contributions for projects such as travel demand model services provided to City agencies in support of various projects and Bay Area Toll Authority (BATA) contributions for projects such as the Torpedo Building Rehabilitation work of the YBI Southgate Road Realignment Project.

The FY 2023/24 budget includes \$49.2 million from federal and state funding. Some of the major drivers of the federal and state funding of the CMA Program Revenues for FY 2023/24 are YBI West Side Bridges Project (\$43.0 million), YBI Hillcrest Road Improvements Project (\$2.5 million), projects funded by the STP funds as mentioned above (\$1.4 million), YBI Multi-Use Pathway Project (\$774,761), and I-280 Southbound Ocean Avenue Off-Ramp Realignment Project (\$751,504). This is a \$15.9 million increase as compared to FY 2022/23, largely due to anticipated increase in federal and state grant reimbursements related to construction activities for the YBI West Side Bridges Project. Also, there is an anticipated increase in state grant reimbursements for the design work for the YBI Hillcrest Road Improvement Project. The budget also includes \$3.1 million from regional funding, a \$774,211 decrease as compared to FY 2022/23 largely due to the completion of the preliminary engineering phase of the YBI West Side

Attachment 6  
Line Item Descriptions

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.

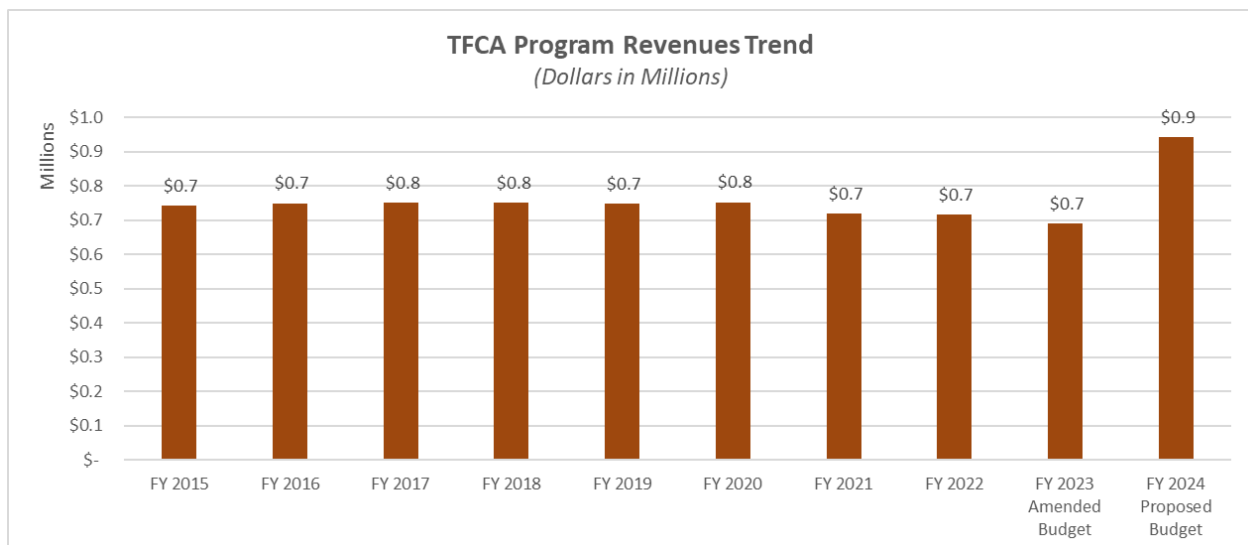


**Attachment 6**  
Line Item Descriptions

**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.



**Treasure Island Mobility Management Agency (TIMMA) Program Revenues:..... \$1,665,625**

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

**Attachment 6**  
Line Item Descriptions

of Commissioners for TIMMA. TIMMA is also a blended special revenue fund component unit under the Transportation Authority.

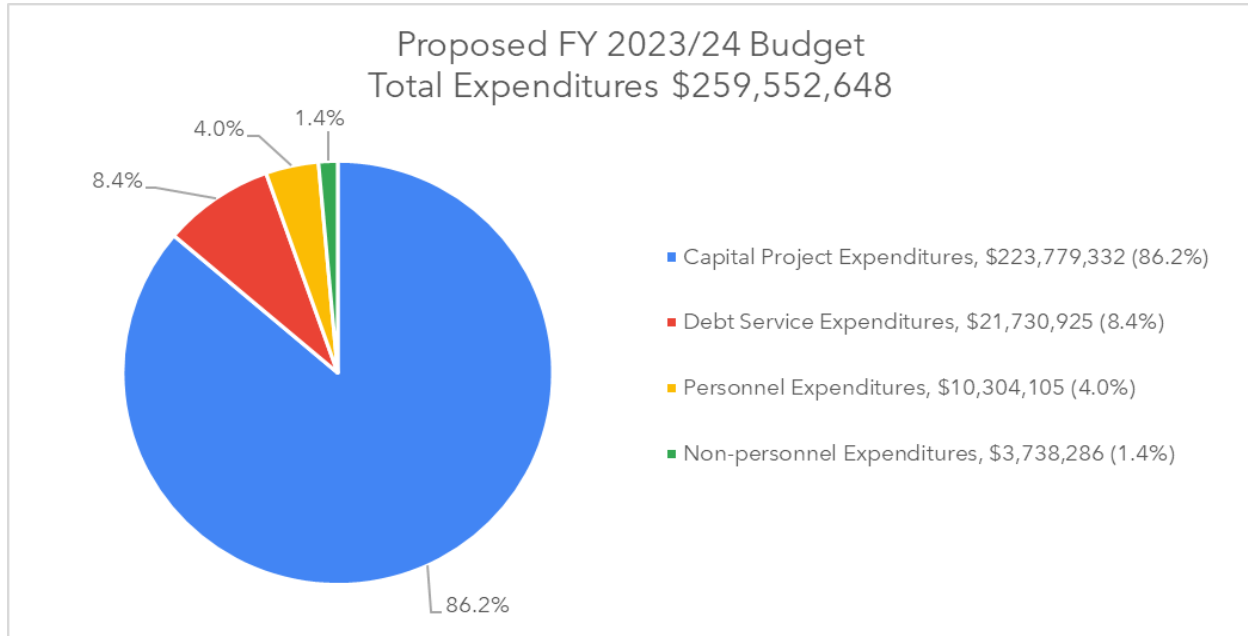
The TIMMA FY 2023/24 revenues will be presented as a separate item to the TIMMA Committee and Board at their upcoming May and June meetings, respectively.

**Attachment 6**  
Line Item Descriptions

**TOTAL PROJECTED EXPENDITURES..... \$259,552,648**

Total Expenditures projected for the budget year are comprised of Capital Project Expenditures of \$223.8 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 proposed FY 2023/24 budget.



**CAPITAL PROJECT EXPENDITURES..... \$223,779,332**

Capital project expenditures in FY 2023/24 are budgeted to increase from the FY 2022/23 amended budget by an estimated 50%, or \$74.6 million, which is primarily due to anticipated higher capital expenditures for the sales tax and CMA Programs. Expenditures by Program Fund are detailed below.

**Sales Tax Program Expenditures:..... \$152,530,594**

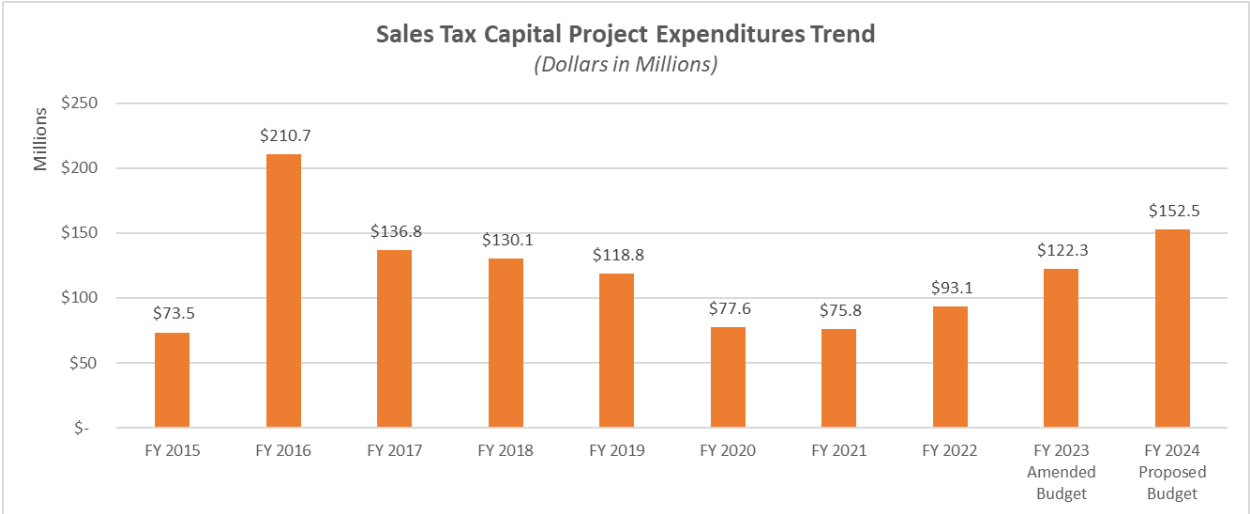
The estimate of sales tax capital expenditures reflects the ongoing coordination with project sponsors to keep up-to-date project reimbursement schedules for the existing Prop K allocations (which carryforward into Prop L) with large remaining balances as well as the expected timing for allocations of Prop L funds that will be programmed in Fall 2023. The primary driver of Prop K capital expenditures for FY 2023/24 is SFMTA's Light Rail Vehicle (LRV) procurement (\$64.4 million), followed by Muni Facility projects including 1399 Marin Street and Potrero Yard (\$9.0 million), L-Taraval Transit Enhancements (\$5.9 million), Muni Guideways projects (\$7.4 million), Van Ness Bus Rapid Transit (\$6.7 million), Paratransit (\$6.0 million), and Better Market Street (\$4.5 million).



Attachment 6  
Line Item Descriptions

SFMTA’s LRV Procurement project remains the largest cash obligation in FY 2023/24 budget because of substantially reduced need for reimbursement of sales tax funds in prior fiscal years. These reduced needs were due to delays in the project’s schedule, largely as a result of the COVID pandemic and supply chain issues, as well as SFMTA’s ability to invoice against funds from the Federal Transit Administration. The original cash flow schedule for this project anticipated that Prop K reimbursements through FY 2022/23 would total \$121 million, whereas expected reimbursements through FY 2022/23 are now estimated at \$91.8 million. As a result, a portion of the prior year cash needs have been pushed to FY 2023/24 with anticipated reimbursements of \$64.4 million, with the remaining \$16.2 million in FY 2024/25. SFMTA still expects to procure all 151 replacement LRVs by June 2026 as originally planned, and production will continue to ramp up in the coming years with 53 vehicles to be delivered in FY 2025/26, compared to 30 vehicles in FY 2022/23.

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



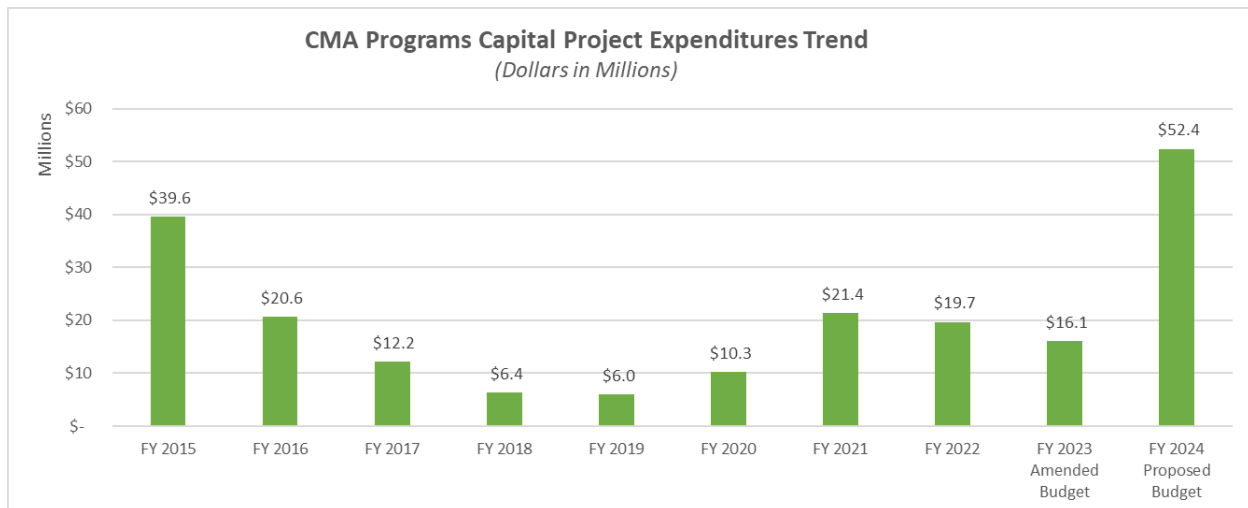
**Attachment 6**  
Line Item Descriptions

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

This line item includes construction activities and technical consulting services such as planning, programming, engineering, design, environmental, or programming services, which are needed in order to fulfill our CMA responsibilities under state law. Included are various planning efforts and projects such as US 101/I-280 Managed Lanes and Express Bus, YBI Hillcrest Road Improvement Project, and I-280 Ocean Avenue South Bound Off-ramp Realignment projects. Also included is the YBI West Side Bridges and Torpedo Building Rehabilitation work of the YBI Southgate Road Realignment Project.

Expenditures in FY 2023/24 are budgeted to increase by 225.2%, or \$36.3 million, as compared to FY 2022/23 amended budget. This increase is primarily due to increased construction activities for the YBI West Side Bridges Project of \$38.6 million in capital expenditures. FY 2023/24 budget will represent the first full year of construction activities for the YBI West Side Bridges Project as the ground-breaking ceremony is scheduled for June 2023. In addition, this line item budget includes increased activities of \$3.0 million for the YBI Hillcrest Road Improvement and I-280 Ocean Avenue South Bound Off-Ramp Realignment projects. The increase is also offset by a decrease of combined \$5.2 million in CMA programs capital project expenditures for the YBI Southgate Road Realignment project as activities will be substantially completed by summer 2023.

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



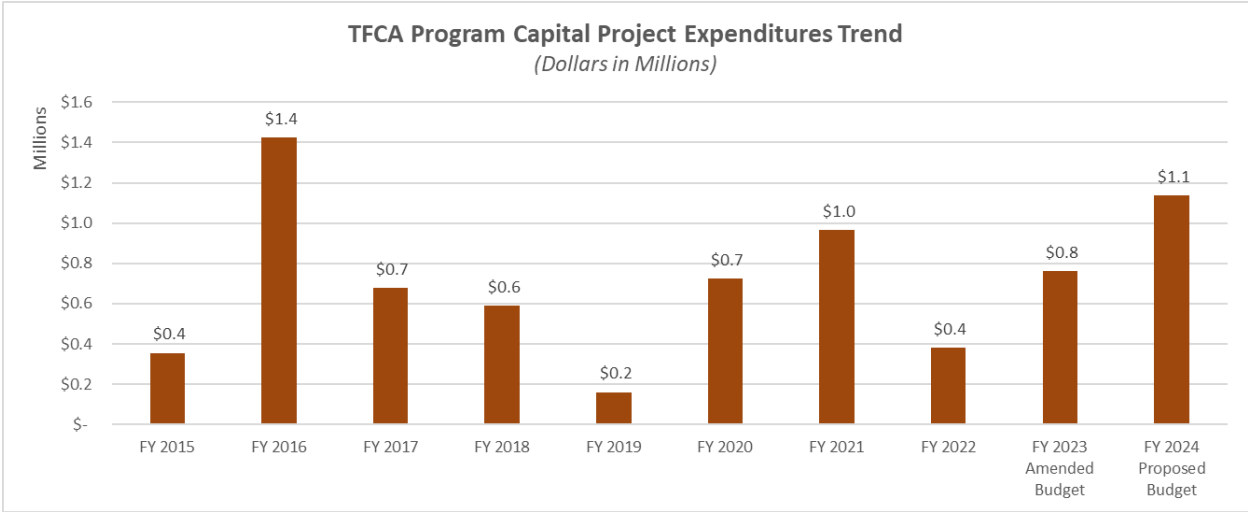
Attachment 6  
Line Item Descriptions

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

This line item covers projects to be delivered with TFCA funds, a regional program administered by the Bay Area Air Quality Management District, with the Transportation Authority serving as the County Program Manager for San Francisco. These monies must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. The TFCA capital expenditures program includes new FY 2023/24 projects, anticipated to be approved by the Board in July 2023, carryover prior year projects with multi-year schedules and other projects that will not be completed as anticipated in FY 2022/23.

This year’s budget of \$1.1 million is higher than the FY 2022/23 amended budget by 49% or \$375,559, due to projects that are expected to complete significant amounts of work, such as SFMTA’s Short-Term Bike Parking, and projects which are behind schedule and did not invoice as expected in prior years, such as EVgo’s Mixed Use Building Fast Charging.

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



**Attachment 6**  
Line Item Descriptions

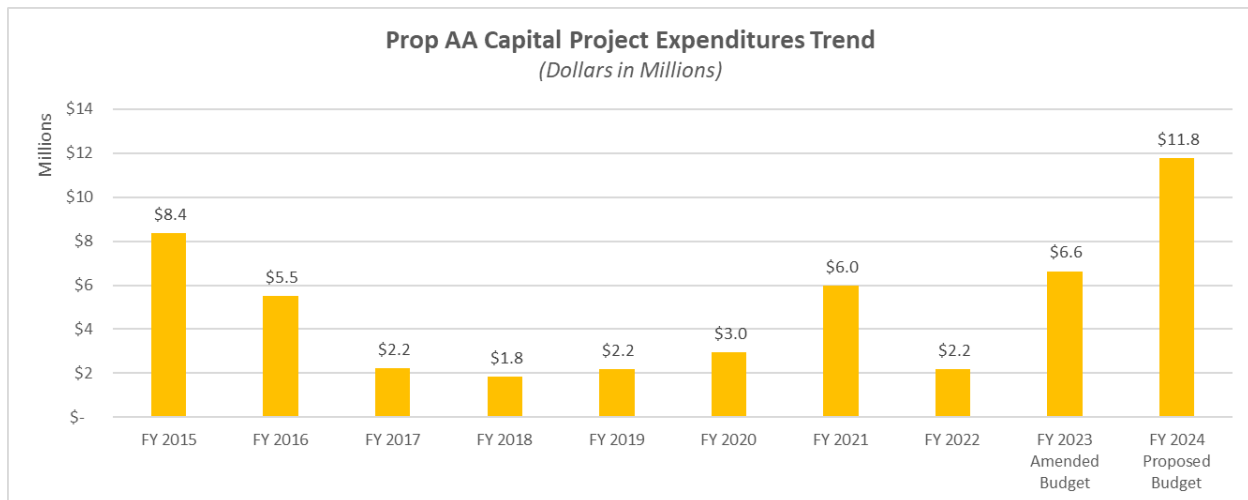
**Vehicle Registration Fee for Transportation Improvements Program (Prop AA)**

**Expenditures: .....\$11,771,309**

This line item includes projects that will be delivered under the voter-approved Prop AA Expenditure Plan. Consistent with the Prop AA Expenditure Plan, the revenues will be used for design and construction of local road repairs, pedestrian safety improvements, transit reliability improvements, and travel demand management projects. The Prop AA capital expenditures include FY 2023/24 projects programmed in the Prop AA Strategic Plan, carryover prior year projects with multi-year schedules, and other projects that will not be completed as anticipated by the end of FY 2022/23. The largest capital project expenditures include SFMTA's L-Taraval Transit Enhancements (Segment B), and San Francisco Public Works' Richmond Residential Streets Pavement Renovation, Mission and Geneva Pavement Reconstruction, and Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation, which together account for 59% of the FY 2023/24 budget amount.

For FY 2023/24, we expect expenditures to increase by 77.4%, or \$5.1 million, as compared to the FY 2022/23 amended budget of \$6.6 million. This increase is primarily due to several projects that were delayed and did not invoice as expected in prior years, such as the L-Taraval and Richmond paving projects.

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



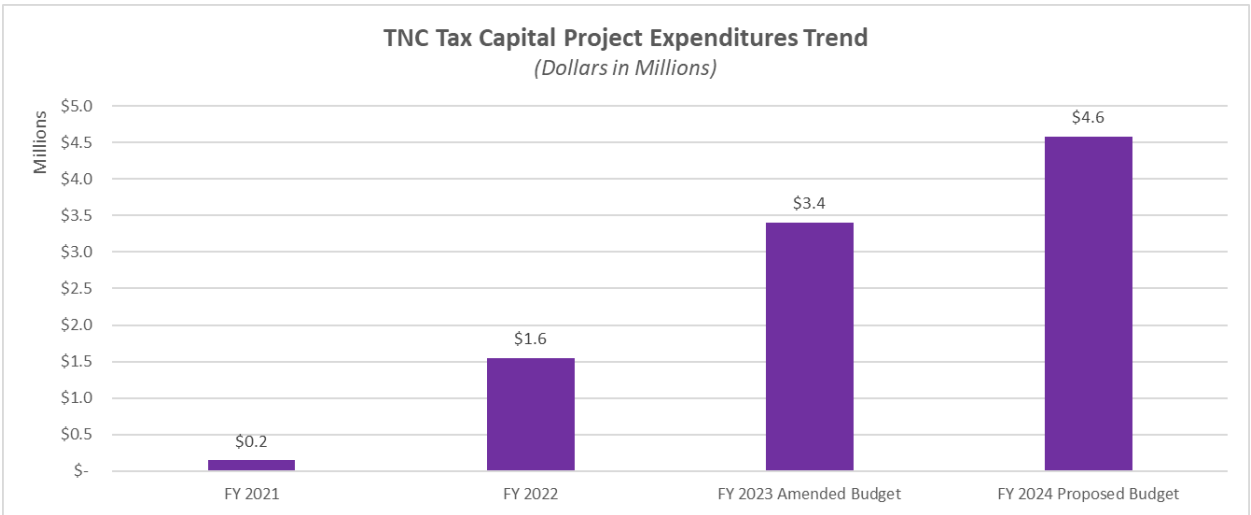
Attachment 6  
Line Item Descriptions

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

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

Capital Project Costs for the TNC Tax Program in FY 2023/24 are expected to increase by 38.6%, or \$1.3 million, which is based on allocations made for SFMTA’s Vision Zero Quick-Build Program in FY 2021/22 and FY 2022/23 and for SFMTA’s Residential Traffic Calming Program in FY 2022/23, as well as anticipated allocations to both programs, and their associated project schedules.

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



**TIMMA Program Expenditures:.....\$1,712,880**

The TIMMA FY 2023/24 expenditures will be presented as a separate item to the TIMMA Committee and Board at their respective May and June Meetings.

**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. The conversion of these two positions from existing positions was approved by the Personnel Committee on May 9, 2023 and is pending Board

**Attachment 6**  
**Line Item Descriptions**

approval at its May 23, 2023 meeting. The increase in fringe benefits reflects the proportional increase in salaries as mentioned above. Capacity for merit increases is also included in the pay-for-performance and salary categories; however, there is no assurance of any annual pay increase. Employees are not entitled to cost of living increases. All salary adjustments are determined by the Executive Director based on merit only.

**Non-Personnel:..... \$3,693,936**

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

During FY 2023/24, we will assess the suitability of our current office needs as the lease expires in 2025 and exercise the option renewal or relocate. Non-personnel expenditures in FY 2023/24 are budgeted to decrease from the FY 2022/23 amended budget by an estimated 4.2%, or \$163,093.

**DEBT SERVICE COSTS..... \$21,730,925**

The Transportation Authority has a \$125 million Revolving Credit Loan Agreement with U.S. Bank National Association and the full balance is currently available to draw upon for Prop K capital project costs. This line item assumes fees and interests related to the expected drawdown from the Revolving Credit Loan Agreement noted in the Other Financing Sources/Uses section, anticipated bond principal payment of \$14.5 million and interest payments of \$7.1 million related to our 2017 Sales Tax Revenue Bonds, and other costs associated with our debt program. Debt service expenditures in FY 2023/24 are budgeted to decrease from the FY 2022/23 amended budget by an estimated 0.3% or \$67,125.

**OTHER FINANCING SOURCES/USES.....\$75,000,000**

The Other Financing Sources/Uses section of the Line Item Detail for the FY 2023/24 budget includes anticipated drawdowns from the Revolving Credit Loan Agreement. We had budgeted for a \$20 million drawdown from the Revolving Credit Loan Agreement in our FY 2022/23 amended budget. The estimated level of sales tax capital expenditures for FY 2023/24 may trigger the need to drawdown up to an additional \$75 million from the Revolving Credit Loan Agreement. We will continue to monitor capital spending closely during the upcoming year through a combination of cash flow needs for allocation reimbursements, progress reports and conversations with project sponsors, particularly our largest grant recipient, the SFMTA.

Attachment 6  
Line Item Descriptions

This line item also includes inter-fund transfers of \$3.8 million among the sales tax, CMA, and TIMMA 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.



## Memorandum

### AGENDA ITEM 9

**DATE:** May 17, 2023

**TO:** Transportation Authority Board

**FROM:** Rachel Hiatt – Deputy Director for Planning

**SUBJECT:** 06/13/23 Board Meeting: Adopt the Octavia Improvements Study Final Report [NTIP Planning]

#### **RECOMMENDATION** ☐ Information ☒ Action

Adopt the Octavia Improvements Study Final Report [NTIP Planning].

#### **SUMMARY**

Requested by former District 5 Supervisor Vallie Brown, the Octavia Improvements Study recommends near-term local safety and connectivity improvements, as well as longer-term regional congestion management strategies, to support the safety and efficiency of Octavia Boulevard and surrounding streets. Informed by technical analysis and community outreach, the Study identifies a set of local safety and connectivity improvements to be funded by revenues in the Market and Octavia Special Revenue Fund. The Study also recommends potential funding sources to advance the regional congestion management strategies to the next stage of planning and technical analysis. We led this study in partnership with the San Francisco Municipal Transportation Agency and undertook two major rounds of community outreach, including special collaboration with the Market and Octavia Citizens Advisory Committee. We have reviewed the Study findings and recommendations with District 5 Board member Dean Preston's office and they have expressed their support.

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





## **BACKGROUND**

In 2012, through Resolution 13-10, the Transportation Authority adopted the Central Freeway and Octavia Boulevard Circulation Study. This 2012 Study evaluated the performance of the transportation system in the Market-Octavia area and recommended changes for improving travel options and traffic management. This Study identified a decade's worth of improvements to be funded by the Market and Octavia Special Revenue funds pursuant to the Planning Department's 2008 Market/Octavia Plan.

Since that time, the City has implemented all of the recommendations of the 2012 Study. In 2019, former District 5 Commissioner Vallie Brown requested an Octavia Boulevard Circulation and Accessibility Study Update, known as the Octavia Improvements Study (Study).

## **DISCUSSION**

In partnership with SFMTA, the Octavia Improvements Study evaluates the accessibility, safety, and circulation of Octavia Boulevard leading to the Central Freeway. During peak hours, there is significant traffic congestion on Octavia and streets leading to/from the Boulevard that causes queuing and conflicts in the area. The Study's analyses include an evaluation of the overall travel demand pattern on Octavia Boulevard with a view to identifying short (local area), medium (crosstown), and long-distance (regional) trip markets.

Based on these trip markets, the Study makes recommendations in two categories - Local Safety and Connectivity concepts and Regional Congestion Management strategies - based on outreach and technical analyses.

**Outreach:** Study outreach included two major rounds and involved special collaboration with the Market and Octavia Citizens Advisory Committee (CAC). The first round sought input to confirm Study goals and both local and regional traffic management and safety needs. The second round of outreach included an online survey publicized to local and regional travelers of all modes, asking respondents to prioritize the potential local safety and connectivity improvements, and to indicate level of interest in the potential regional congestion management strategies. Both outreach rounds involved presentations to area community groups, including the Market and Octavia CAC.

**Local Safety and Connectivity Improvements:** The Local Safety & Connectivity concept recommendations include:



- Bulbouts on Oak and Fell streets at Buchanan and Webster streets;
- Red light camera enforcement (or a similar strategy to reduce red light running and associated conflicts) on Market Street at Gough Street; and
- Traffic calming on Octavia Street, such as raised crosswalks, signal timing adjustments, and/or speed humps.

Some of the recommended concepts can be designed or delivered as part of related projects led by SFMTA, such as the SFMTA's Better Market Street 2023 Hub Quickbuild project or Upper Market Safety Improvements.

**Regional Congestion Management Strategies:** The Study recommends the following regional Congestion Management Strategies to advance to the next stage of planning and technical analysis:

- **Transit and High Occupancy Vehicle Lane on Oak Street:** Study and conduct stakeholder outreach to develop High Occupancy Vehicle (HOV) and transit lanes on Oak Street. This HOV / transit lane would connect the existing and planned managed lane and freeway network on US 101. This recommended next phase of planning work should include further technical analysis and outreach regarding retiming the Oak Street signals to meter traffic along Oak, upstream of the Oak and Octavia intersection. This upstream traffic metering is a prerequisite to allow for a lane of mixed traffic on Oak Street to be converted into the HOV and transit lane. As part of this concept development, integrate regional wayfinding signage for circulation and access to guide vehicles towards the most time-competitive freeway access routes, such as potential new HOV lanes on 9th and 10<sup>th</sup> streets.
- **Regional Express Transit Hub:** Plan for regional and local express transit service to connect San Francisco with Peninsula cities, and study establishing a regional transit hub in the Civic Center area to enable closer connections from western neighborhoods to regional transit service.

Each of these strategies requires further planning, concept development, and stakeholder outreach.

**Funding and Implementation:** The funding source for the Local Safety and Connectivity Improvement recommendations is the Market and Octavia Special Revenue fund. The Regional Congestion Management Strategies all require further planning and community engagement funding sources as a next step. In addition to the Special Revenue fund, these could include Caltrans Sustainable Planning Grants,



regional Priority Development Area planning grants, regional Mobility Hub planning grants, and more as described in the attached final report.

### **FINANCIAL IMPACT**

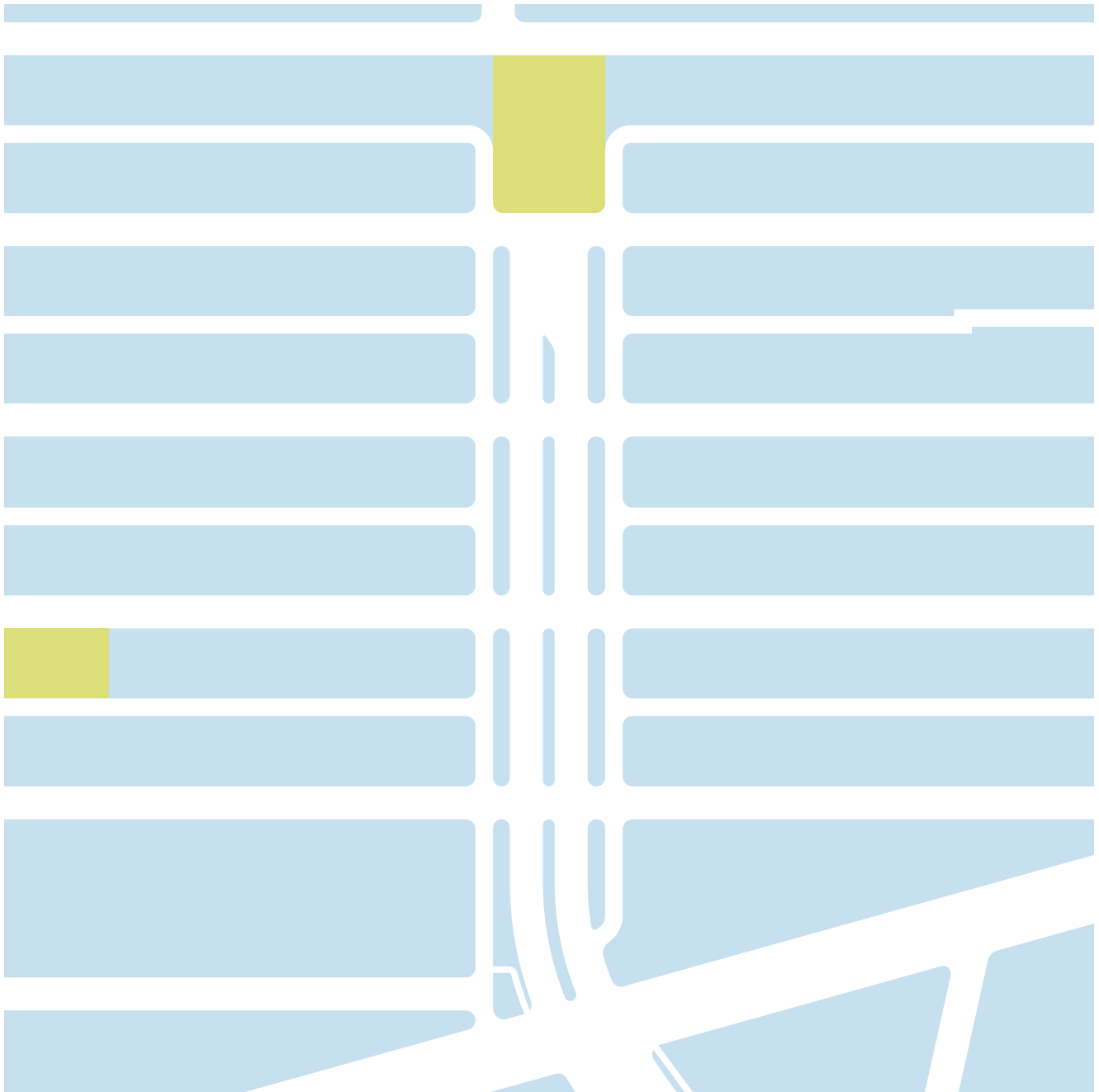
The recommended action would not have an impact on the adopted Fiscal Year 2022/23 budget or proposed Fiscal Year 2023/24 budget.

### **CAC POSITION**

The CAC will consider this item at its May 21, 2023 meeting.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 – Octavia Improvements Study Final Report



# Octavia Improvements Study



San Francisco County Transportation Authority

**Neighborhood**  
program

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Draft Report: May 2023

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# Acknowledgments

Prepared by the San Francisco County Transportation Authority

Funded by the San Francisco County Transportation Authority through the Neighborhood Transportation Improvement Program (NTIP). The Neighborhood Program was developed to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community supported neighborhood-scale projects.

## PROJECT TEAM

### San Francisco County Transportation Authority

- Rachel Hiatt, Deputy Director for Planning
- Hugh Louch, Former Deputy Director for Planning
- Priyoti Ahmed, Transportation Planner
- Drew Cooper, Senior Transportation Planner
- Jacky Gil, Intern

### San Francisco Municipal Transportation Agency

- Casey Hildreth, SFMTA Livable Streets Project Manager



San Francisco County Transportation Authority  
**Neighborhood**  
program

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## Table of Contents

<b>1. BACKGROUND</b>	<b>5</b>
<b>2. STRATEGY DEVELOPMENT</b>	<b>29</b>
<b>3. OUTREACH</b>	<b>36</b>
<b>4. FINDINGS AND RECOMMENDATIONS</b>	<b>44</b>

## Tables

<b>Table 1.</b> Select Link Analysis – Weekday Trips Starting, Ending, & % Pass-Through Octavia	17
<b>Table 2.</b> Transit Ridership Summary	22
<b>Table 3.</b> Transportation Priorities	41
<b>Table 4.</b> Priorities for Local Safety & Connectivity Projects	42
<b>Table 5.</b> Interest in Regional Congestion Management Concepts	42
<b>Table 6.</b> Overview of Local Safety & Connectivity Concept Recommendations and Planning Level Cost Estimates	44

## Figures

<b>Figure 1.</b> Map of Core and Secondary Study Area	7
<b>Figure 2.</b> Current City Projects in Core Study Area	10
<b>Figure 3.</b> Western Market Mode Share	11
<b>Figure 4.</b> Number of Trips Originating in Western Market	12
<b>Figure 5.</b> AM Peak Period Trip Markets	13
<b>Figure 6.</b> PM Peak Period Trip Markets	14
<b>Figure 7.</b> AM Peak Period Mode Share by Street Approaching Octavia	15
<b>Figure 8.</b> PM Mode Share by Street Approaching Octavia	16

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<b>Figure 9.</b> Daily Drive Alone Trips Passing Through Octavia Blvd.	17
<b>Figure 10.</b> Daily Drive Alone Trips Starting or Ending in Study Area Using Octavia Blvd.	18
<b>Figure 11.</b> Octavia Blvd AM Peak Hour Vehicle Levels	19
<b>Figure 12.</b> Octavia Blvd PM Peak Hour Vehicle Levels	19
<b>Figure 13.</b> Congestion Distribution – Weekday AM Peak	20
<b>Figure 14.</b> Congestion – Weekday PM Peak	21
<b>Figure 15.</b> Muni 6 Haight/Parnassus Crowding – AM Peak Period (top) and PM Peak Period (bottom)	23
<b>Figure 16.</b> Muni 7 Haight/Noriega Crowding – AM Peak Period (top) and PM Peak Period (bottom)	24
<b>Figure 17.</b> AM Pedestrian Volumes	25
<b>Figure 18.</b> PM Pedestrian Volumes	25
<b>Figure 19.</b> AM Bicycle Volumes	26
<b>Figure 20.</b> PM Bicycle Volumes	26
<b>Figure 21.</b> Crashes with Injuries	27
<b>Figure 22.</b> Project Concept Ranking by Objectives and Time Frame	29
<b>Figure 23.</b> Local Safety & Connectivity Concept Sites	30
<b>Figure 24.</b> Round 1 Outreach Feedback Map	37
<b>Figure 25.</b> Round 2 Outreach Survey Areas	40

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## 1. Background

The Octavia Improvement Study was completed at the request of the District 5 Commissioner Vallie Brown and Dean Preston and made possible through the San Francisco County Transportation Authority's (SFCTA) Neighborhood Transportation Improvement Program (NTIP), funded by Prop K sales tax revenue. The NTIP was established to fund community-based efforts in San Francisco neighborhoods, particularly underserved neighborhoods and areas with vulnerable populations such as seniors, children, or people with disabilities.

The Octavia Improvements Study team analyzed travel patterns, traffic-related collisions, vehicular congestion and transit, bike, and pedestrian usage in the study area. The team also solicited feedback from the community about their travel experiences and potential improvement areas. Project initiation and outreach began in Spring 2020 and was completed in Summer 2022. Staff reviewed past studies and projects that have addressed the Octavia area's transportation needs and goals, particularly the 2012 Central Freeway and Octavia Blvd. Circulation Study. Most of the streets in the study area are the focus of a current or past city initiatives, including the Octavia Blvd. Enhancement Program, Better Market St., the Market/Octavia Living Alleys Project, and more.

### INTRODUCTION AND PURPOSE

Octavia Boulevard (Octavia) connects the US-101 Central Freeway terminus at Market St. to Fell St. at Hayes Valley. Octavia is the only street that can be used to access US-101 South and has persistent congestion. Octavia serves as a major connection point for the surrounding neighborhoods of Upper Market, Western Addition, Hayes Valley, and the Lower Haight area to Downtown San Francisco and the East Bay. Octavia Street is an adjacent frontage road that provides local access to houses and retail along Octavia and is a designated bike route, separated from Octavia Boulevard by landscaped medians. The prevalence of collisions on Octavia have classified the boulevard as a high injury street in San Francisco's Vision Zero program. The Octavia and Haight St. intersection is identified as a Pedestrian High Injury Intersection.<sup>1</sup>

The Octavia Improvements Study ("The Study") objectives are to improve road safety for vulnerable users, strengthen the integration of transportation alternatives and land uses, enhance circulation and accessibility on Octavia for all modes, increase transportation options to reduce driving trips, and help achieve the city's climate action goals.<sup>2</sup> In 2012, the SFCTA completed the Central Freeway and Octavia Boulevard Circulation Study

<sup>1</sup> The SF Vision Zero High Injury Network is the network of streets on which of the majority of severe and fatal traffic injuries occurring in San Francisco. Vision Zero High Injury Network Map: <https://www.visionzerosf.org/maps-data/>

<sup>2</sup> SF Climate Action Plan 2021: [https://sfenvironment.org/sites/default/files/events/cap\\_fulldocument\\_wappendix\\_web\\_220124.pdf](https://sfenvironment.org/sites/default/files/events/cap_fulldocument_wappendix_web_220124.pdf)



to identify ways to improve the corridors accessibility and functionality.<sup>1</sup> The study recommended a list of projects that include additional crosswalks, curb bulb-outs, lane reconfiguration, signal timing changes, and other short- to medium-term improvements. These recommendations made up the first generation of projects to be financed by the Special Fund revenues; this current study is the second generation of improvements, following the Central Freeway and Octavia Circulation Study recommendations, which have mostly been implemented by the San Francisco Municipal Transportation Authority (SFMTA).

Since the 2012 study, new mixed-use housing and retail developments have been completed. Between 2015 to 2019, 1,900 housing units were built in the Market Octavia Plan Area,<sup>2</sup> which is more than twice the amount of housing units added in the previous five years combined. New developments included ground-floor commercial space for local retail and commercial square footage doubled. Commercial employment increased by over 20% during this time. To address this new growth, new near- to long-term strategies are needed to further improve the safety and accessibility of the area.

Transportation Authority Board Members Vallie Brown and Dean Preston requested that the SFCTA conduct the Octavia Improvements Study to explore ways to reduce congestion and improve circulation, accessibility, and pedestrian and bike safety in the Market and Octavia area. This study identifies the next generation of near- and long-term improvements, determined through technical analysis and community engagement, to address transportation needs and prioritize and recommend projects to be financed by Market and Octavia Special Revenue funds.<sup>3</sup> The SFCTA collaborated with SFMTA and Parisi Transportation Consulting to complete the study.

## STUDY AREA

The Study included a Core and secondary study area because of the importance of Octavia as a key arterial in the city (see Figure 1). The core study area is situated in the Western Market area near the Lower Haight and Hayes Valley neighborhoods. The area encompasses Octavia and adjacent blocks from Fell St. to the north, Market St. to the south, Laguna St. to the west, and Gough St. to the east. The secondary study area was included to analyze impacts and travel patterns from key corridors that connect to Octavia Blvd. and are used to access downtown and the Central Freeway. The secondary study area includes Haight St., Page St., Oak St., and Fell St. between Stanyan St. and Laguna St. Areas north of Fell Street were not included in the secondary study area because of a lack of connectivity with Octavia Boulevard

1 Central Freeway & Octavia Circulation Study: <https://www.sfcta.org/sites/default/files/2019-03/Final%20Report%20ENCLOSURE.pdf>

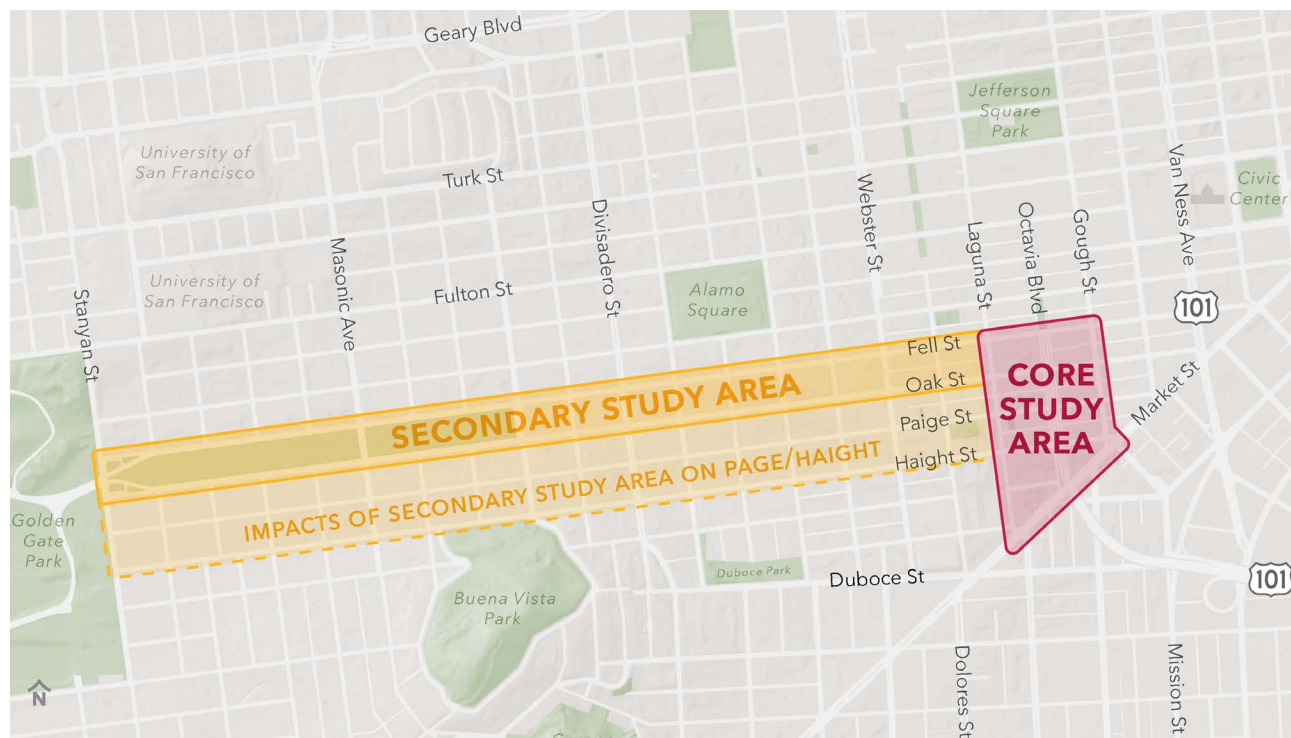
2 2015 - 2019 Market Octavia Monitoring Report – Key Trends & Takeaways: [https://sfplanning.org/sites/default/files/documents/cac/MOCAC\\_Presentation02-20200817.pdf](https://sfplanning.org/sites/default/files/documents/cac/MOCAC_Presentation02-20200817.pdf)

3 SF Controller's Office Summary of Special Revenue Funds: <https://sfcontroller.org/ftp/uploadedfiles/controller/cafr/oo/cafroo-29.pdf>

and the recent completion of the Western Addition Community-Based Transportation Plan (led by SFMTA).

The study area was split to capture the local and regional accessibility of Octavia Blvd. The core study area was analyzed to determine local or neighborhood specific issues such as pedestrian and bicycle safety, traffic congestion, and transit crowding. The secondary study area was analyzed to determine the number of trips generated from other districts that use Octavia to get to the Central Freeway or other destinations in the city. The study team also analyzed regional travel demand. The travel patterns and trends for the Core and secondary study areas were used to develop recommendations to achieve the project objectives.

**Figure 1. Map of Core and Secondary Study Area**



## CURRENT PROJECTS IN STUDY AREA

The SFMTA has many recently completed and ongoing projects that are anticipated to be completed in the coming years. This study builds on past planning efforts and incorporates ongoing projects into the baseline conditions to ensure recommendations are consistent with, and not duplicative of, ongoing or planned improvements. The goals of these projects are to improve safety and accessibility for vulnerable road users, enhance integration of transportation mode alternatives such as walking, biking, and

riding public transit to achieve the city's climate goals, and manage vehicle circulation in and around Octavia.

Previous studies and related projects are outlined below and shown in Figure 2:

- **The Octavia Blvd. Enhancement Program<sup>1</sup>** is a series of capital projects to improve safety, support active transportation, and better balance competing demands along and around the boulevard. Recently completed projects include Octavia Open Street at Patricia's Green and sidewalk/streetscape improvements along Oak St. and Fell St. A potential streetscape and traffic calming project along the Octavia northbound local lane was put on hold due to lack of funding / parcel development.
- **Page Slow Street<sup>2</sup>** includes traffic circulation changes and streetscape upgrades from Stanyan to Octavia streets. Formerly known as a 'neighborway,' the city is currently completing construction of sidewalk extensions, rain gardens, and a raised intersection along Page St. between Buchanan St. and Gough St. This project will be completed in spring 2023.
- **Upper Market Safety Project<sup>3</sup>** is a multi-phased effort to improve the safety and comfort of Market St. between Octavia Blvd. and Castro St. for all road users. The project recommendations include engineering recommendations for the corridor's complex six-legged intersections, dedicated bike lane upgrades, and public realm improvements to enhance safety and comfort for people walking, driving, and bicycling. The project's final construction phase should be substantially completed in March 2023.
- **Western Addition Community Safe Streets Project** is a robust community-focused planning effort, completed in 2018, led to identify near-term traffic safety fixes and longer-term safety needs, including traffic signal upgrades. In 2022, the city was awarded a major federal grant (Safe Streets and Roads for All) to complete signal upgrades at 16 locations within the Western Addition community.

1 Octavia Boulevard Enhancement Program: <https://www.sfmta.com/projects/octavia-boulevard-enhancement-program>

2 Page Slow Street: <https://www.sfmta.com/projects/page-slow-street>

3 Upper Market Street Safety Project: <https://www.sfmta.com/projects/upper-market-street-safety-project>

**Better Market Street Project<sup>1</sup>** is a project to revitalize Market St. from Octavia Blvd. to Steuart Street. As part of this project, sections of Market St. from 10th St. to Main St. eastbound and Steuart St. to Van Ness Ave. westbound were designated car-free in January 2020. Phase One improvements, located between 5th St. and 8th St., is starting construction in early 2023. As part of a related quick-build project, additional car-free designated areas are expected along Market from 10th St. to 12th St.

**Market Octavia Living Alleys Project<sup>2</sup>** identified three alleys in the study area – Rose St., Lily St., and Hickory St – for conversion to living alleys. The project transforms underutilized alleys to create a secondary pedestrian network in the study area that is separate from heavily trafficked streets. A Living Alley is a narrow, low-volume traffic street that is designed to focus on livability, instead of parking and traffic. A living alley on Ivy, between Laguna and Octavia is slated to begin construction in early 2024.

**Upper Haight Transit Improvement & Pedestrian Project<sup>3</sup>** spans half a mile on Haight St. from Stanyan to Central Ave. in the secondary study area. The project includes Muni Forward transit and pedestrian safety improvements, streetscape enhancements, pedestrian scale lighting, tree planting, curb ramps and bulb-outs, bus bulbs, traffic signal installation/replacement, and street repaving. This effort was completed in 2021.

**Buchanan St. Mall Renovation Project<sup>4</sup>** began in 2015 as a partnership between The Trust for Public Land, Green Streets, The Exploratorium, Citizen Film, San Francisco Public Works, and the San Francisco Department of Recreation and Parks to redesign Buchanan St. from Eddy St. to Fulton St. Among the project's goals are to improve safety, lighting, and street beautification, create an engaging public space for multigeneration recreation and social interaction, create skills training and job opportunities, and tell the story of the neighborhood. Key features of the redesign include a Memory Walk, picnic tables, gardens, a playground, a stage, a senior fitness area, and a micro-enterprise kiosk. Phase 1 is expected to begin construction in April 2023 and open to the public by June 2024.

**Fell St. Panhandle Social Distancing & Safety Project<sup>5</sup>** was an emergency response planning initiative during the COVID-19 Pandemic that implemented a parking-protected bikeway on the south side of Fell St. between Baker St. and Shrader St. to provide relief to crowding and support social distancing on the Panhandle Path. The project was completed in 2020.

<sup>1</sup> Better Market Street: <https://sfpublicworks.org/bettermarketstreet>

<sup>2</sup> SF Planning – Market Octavia Living Alleys: <https://sfplanning.org/market-octavia-living-alleys>

<sup>3</sup> Upper Haight Transit & Pedestrian Improvement Project: <https://www.sfmta.com/projects/upper-haight-transit-improvement-pedestrian-realm-project>

<sup>4</sup> Buchanan Street Mall Renovation Project: <https://sfrecpark.org/1134/Buchanan-Street-Mall-Renovation-Project>

<sup>5</sup> Panhandle Social Distancing & Street Safety Project: <https://www.sfmta.com/projects/panhandle-social-distancing-and-safety-project>

**Figure 2. Current City Projects in Core Study Area**

## EXISTING TRANSPORTATION CONDITIONS

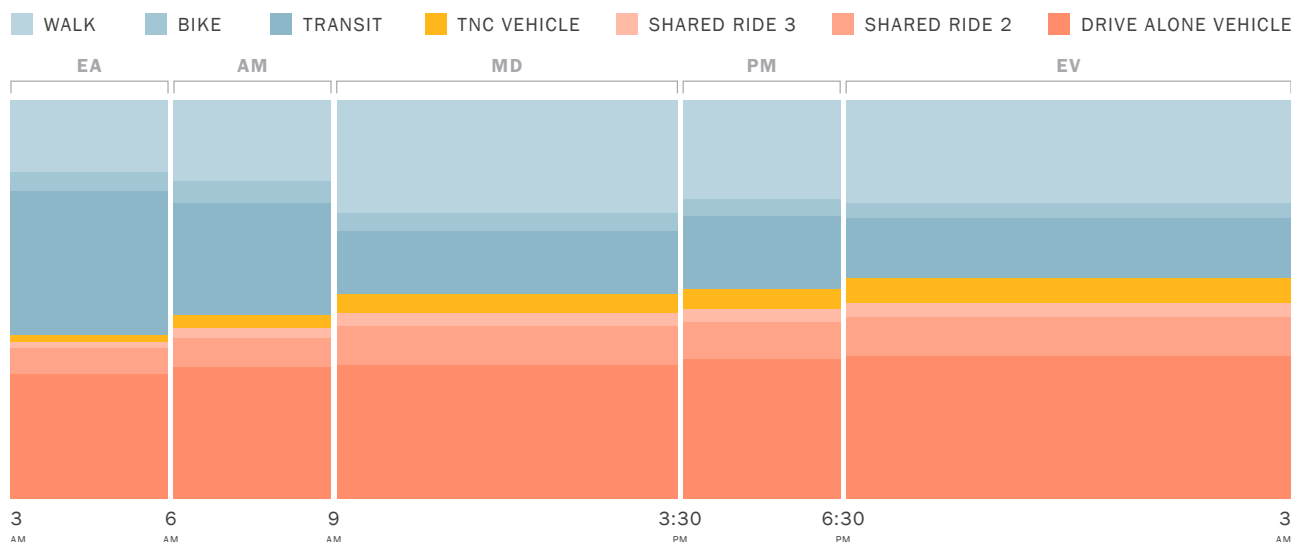
The project team used technical analysis to understand transportation patterns, travel markets, and existing needs in the Market and Octavia study area. This information was used in combination with outreach findings to develop strategies to advance the study goals. Findings from this effort are discussed in the following sections. This analysis was conducted prior to the COVID-19 Pandemic and does not reflect the changes in citywide trip patterns, which became more focused on neighborhood trips compared to Downtown. Additionally, the Van Ness BRT project opened in April 2022, after the completion of the existing conditions analysis. Therefore, findings about transportation patterns are not reflective of this transit service.

## Travel Mode Share

### Western Market Neighborhood Trip Patterns

The project team used the SFCTA's travel demand model known as the San Francisco Chained Activity Modeling Process (SF-CHAMP) to understand the mode share of all trips to, from, and within the Western Market neighborhood, congestion, and major trip markets.<sup>1</sup> For all trips to, from, and within the area throughout the day, about 50% of all trips are made by driving (including drive alone, carpool, and ride hail). In the PM peak and late-night periods, there are slightly more trips. Most of these are drive alone trips. The early morning and AM peak periods have the highest share of non-driving trips, with most trips made by transit and walking. Figure 3 illustrates Western Market's overall mode share throughout a typical weekday.

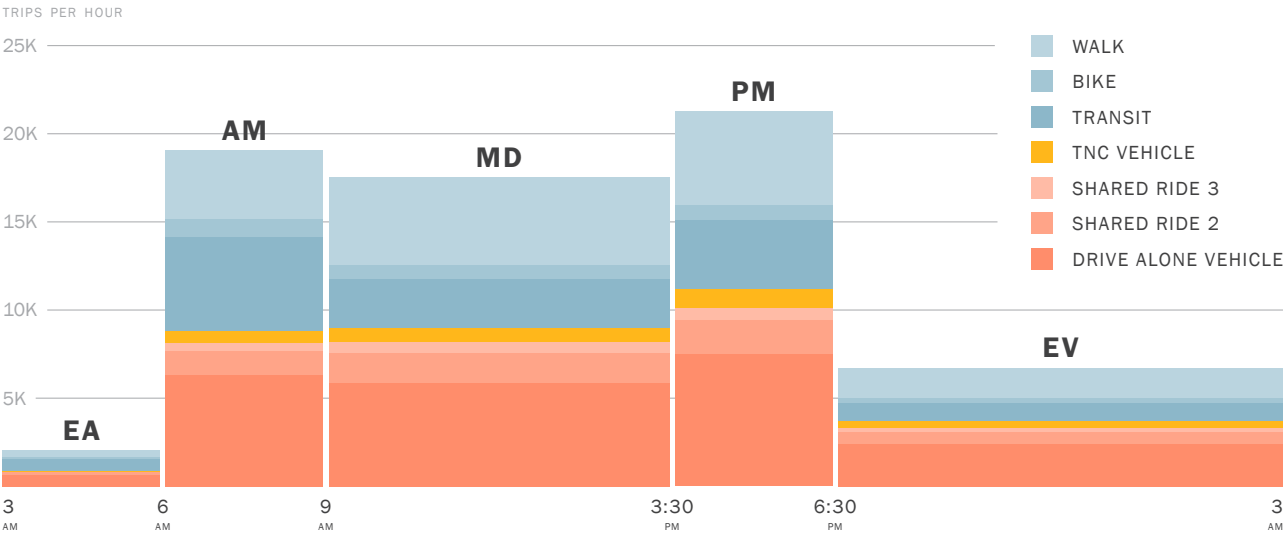
**Figure 3. Western Market Mode Share**



On a typical weekday there are about 300,000 trips that start within the Western Market neighborhood. The PM period has the highest number of trips (about 22,000), followed closely by the AM period (about 19,000), see Figure 4. Trips using transit and active transport modes (walking and biking) are highest during the AM and PM commute peaks. Drive alone trips make up the vast majority of driving trips originating in Western Market.

<sup>1</sup> CHAMP estimations were made using 2019 pre-COVID-19 Pandemic travel data.

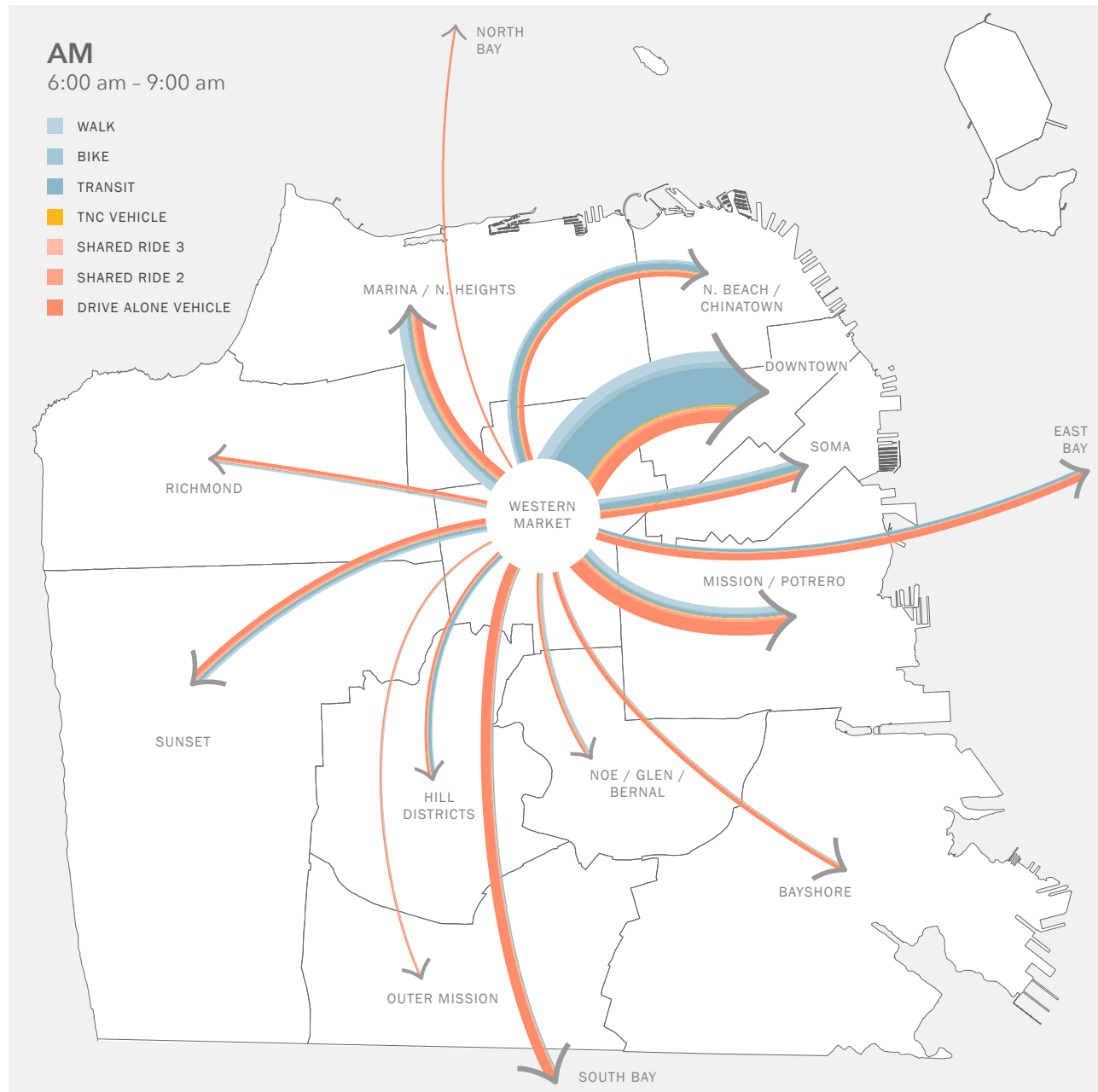
Figure 4. Number of Trips Originating in Western Market



Western Market Neighborhood Travel Markets

A travel market analysis was done at the neighborhood level to fully capture travel patterns and trends. Travel markets show that trips from the Western Market area to other parts of San Francisco vary by time of day and by travel mode. Figure 5 and Figure 6 demonstrate where trips originating in the Western Market area end and how people travel in the AM and PM peak periods. Not represented in the graphic are trips made within the neighborhood itself. Western Market has the highest number of walk trips compared to other destinations, but it also shows a high level of drive alone vehicle trips. About half of all walking trips originating in Western Market end within the neighborhood, and 23% of drive alone trips that start in the Western Market also end within the neighborhood.

The largest portion of trips in the AM period are to Downtown San Francisco, made by transit (53%), with a roughly equal portion of travelers driving alone as walking. The Mission/Potrero area and Marina are the next highest travel markets. There are more trips made to the Mission/Potrero area by driving than transit and walk and bike trips. Trips to the Marina have a more evenly distributed mix of modes. Though there are fewer trips made to other neighborhoods within San Francisco and the broader Bay Area, these trips are primarily made by car.

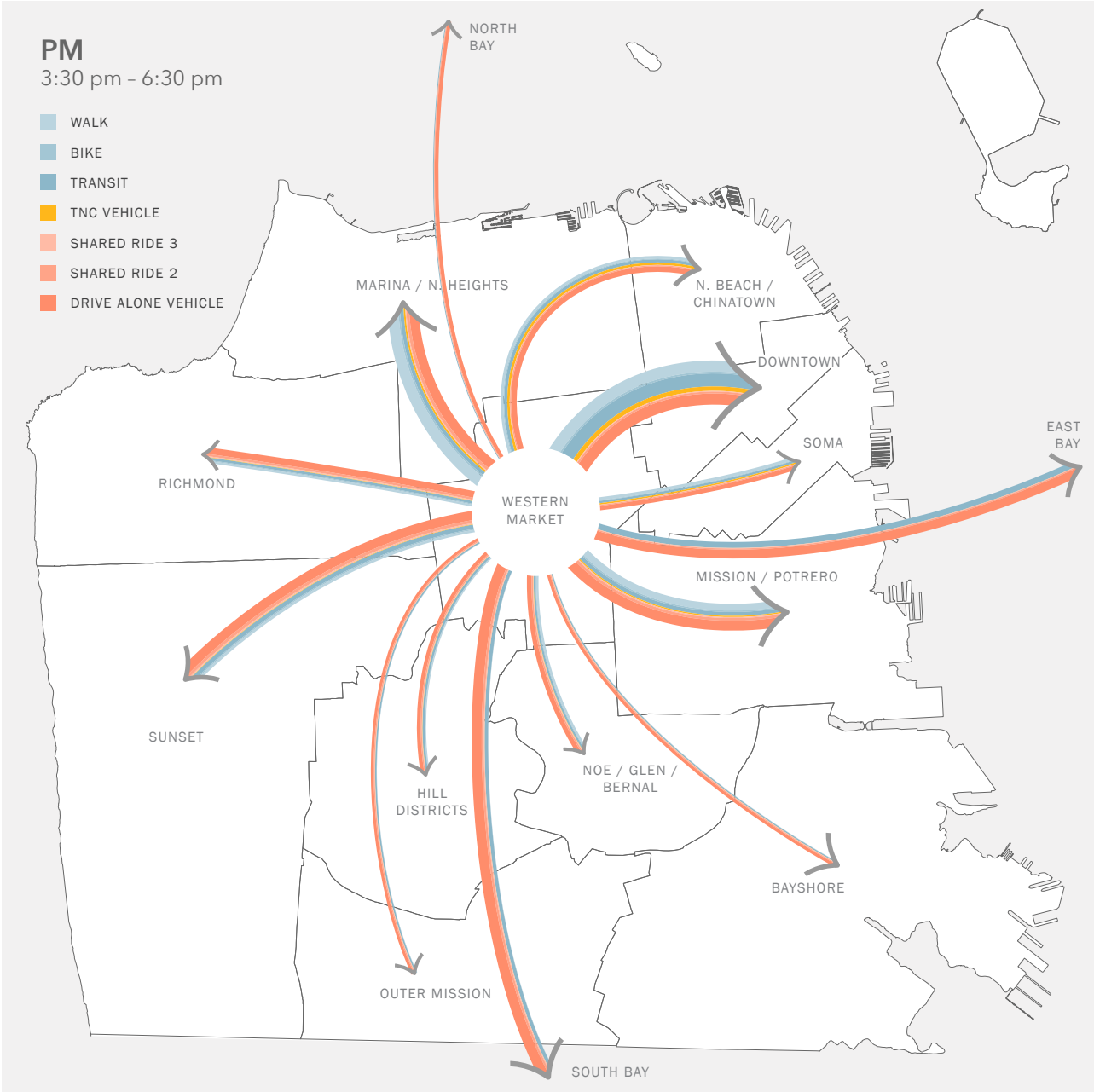
**Figure 5. AM Peak Period Trip Markets**

Similar to the AM peak period, in the PM period the most common trip destinations are to Downtown San Francisco, the Mission/Potrero, and the Marina. Trips downtown are made primarily by transit and active transportation, while trips to Mission/Potrero and the Marina have larger portions of trips made by driving and fewer transit trips. Bayshore and the Outer Mission areas have the highest number of drive alone trips.



As with the morning peak period, most of the trips headed to other neighborhoods and regions within the Bay Area are made by car, with 60% of trips to South Bay being made by driving alone.

Figure 6. PM Peak Period Trip Markets

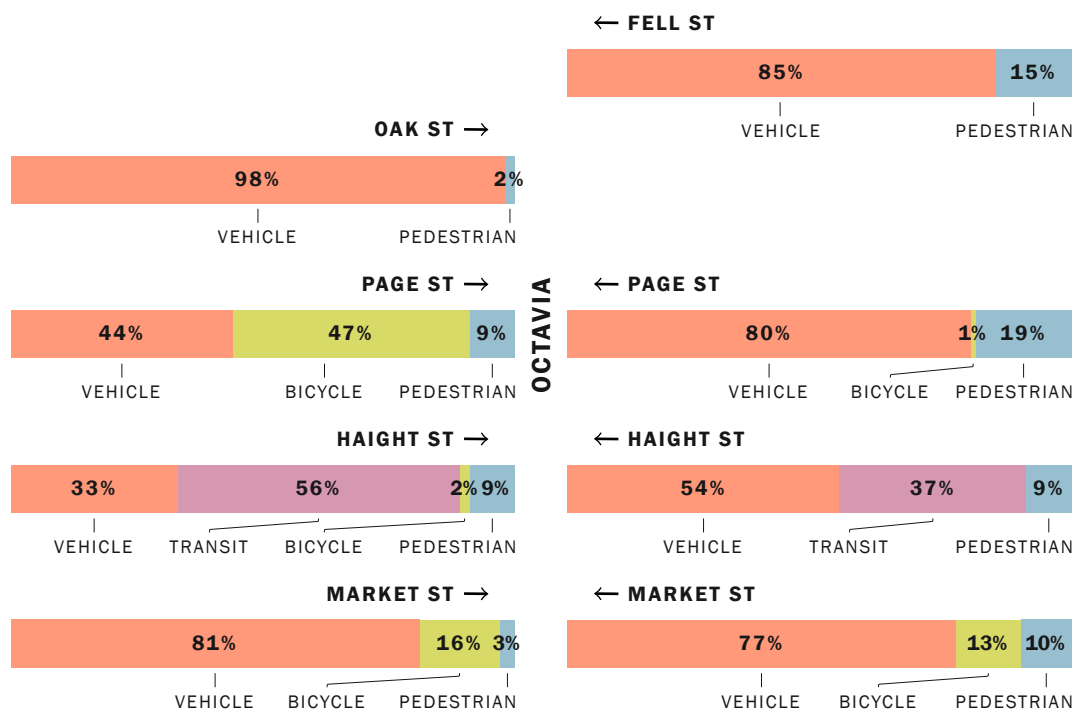


### Street-level Travel Mode Share

Travel in the Market and Octavia neighborhood is multimodal, with large numbers of drivers, pedestrians, and cyclists traveling in and through the study area. The study team collected information to understand how people travel on each street in the core study area in the morning and evening peak periods. Each street that crosses Octavia has a unique mix of modes and, for many streets, the mix is different on the east and west side of Octavia. The street level mode shares during the AM and PM peak periods are illustrated in Figure 7 and Figure 8.

In the AM peak periods most corridors have a vehicle mode share over 50% and many exceed 75%, with the exception of the eastern portion of Haight St. and Page St. There is a low share of pedestrian travel, with most streets under 10%. The eastern end of Page St. and Fell St. have the highest share of pedestrian use at 19% and 15%, respectively. Bike use is concentrated to a few streets in the study area, primarily Page St. (47%) and Market St. (16% to the west and 13% to the east), which are major bike connections. This is higher than the citywide bicycle mode share, at around 1%. Haight St. is the only street with transit use and the mode share is higher on the eastern side of Octavia.

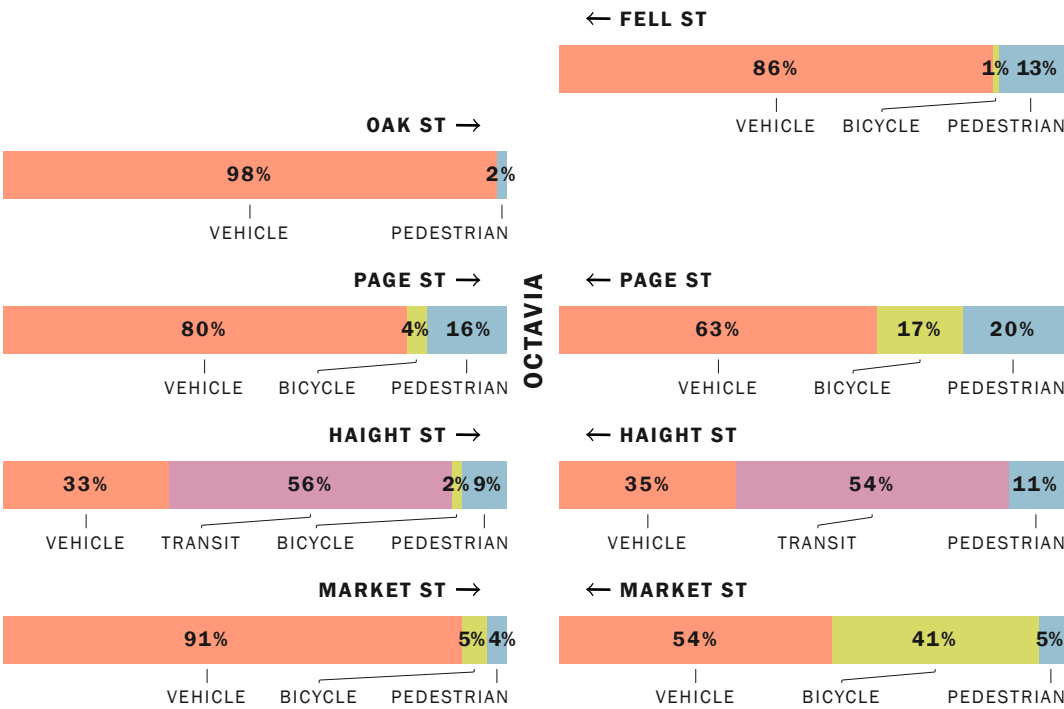
**Figure 7. AM Peak Period Mode Share by Street Approaching Octavia**



**Note:** Market Street mode share data does not include Muni Metro and F-Line ridership data

In the PM peak period, most corridors also have a vehicle mode share of over 50%. Haight St. sees a higher share of transit trips in both directions (about 55%), meanwhile about one third of travelers on Haight St. are in personal vehicles. Page St. becomes more car-dominated, and pedestrian and bicycle shifts from primarily east bound travel to westbound travel. Bicycle use on Page St. declines in the PM peak period down to 17% mode share, but Market St. sees a higher share of cyclists eastbound (41%). Fell St. and Oak St. are characterized predominantly by vehicle traffic during both the AM and PM peak period. Overall, personal vehicles make up the largest share of travel modes.

Figure 8. PM Mode Share by Street Approaching Octavia



Note: Market Street mode share data does not include Muni Metro and F-Line ridership data

Vehicle Travel Patterns

Octavia Boulevard Travel Analysis

Given the importance of Octavia for access to the freeway network and citywide connectivity, the project team conducted an analysis of where trips that specifically

use Octavia end. The number of weekday trips starting and ending or passing through Octavia in the surrounding area was analyzed by time of day (see Table 1).

**Table 1. Select Link Analysis – Weekday Trips Starting, Ending, & % Pass-Through Octavia**

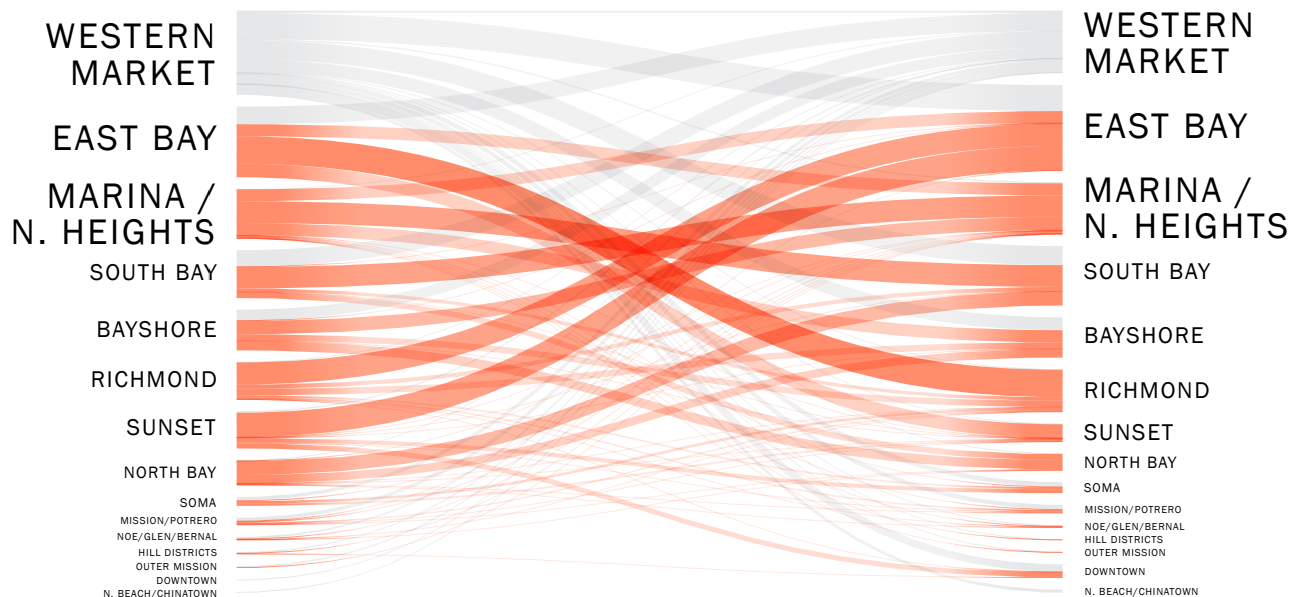
NUMBER OF TRIPS	ALL TRIPS	STARTING & ENDING IN THE HAYES VALLEY SURROUNDING AREA	% OF TRIPS THAT ARE PASSING THROUGH
<b>Daily</b>	81,285	30,210	63%
<b>AM Peak</b>	15,365	5,140	67%
<b>Midday</b>	29,080	12,035	59%
<b>PM Peak</b>	14,935	4,890	67%
<b>Early Morning &amp; Evening</b>	21,915	8,145	63%

While the morning and afternoon peak periods are made up predominantly by commute trips, midday trips have a more balanced mix of commute to non-commute trips. Octavia has particularly high volumes of both local and regional traffic due to its connection to the Central Freeway. The top origin within San Francisco and regional destination pairs using Octavia include:

- East Bay and Richmond District
- Western Market and East Bay
- Sunset and East Bay
- Marina / N. Heights and South Bay
- Western Market and South Bay

Approximately 80% of drive alone trips that use Octavia are pass-through trips (see Figure 9 below).

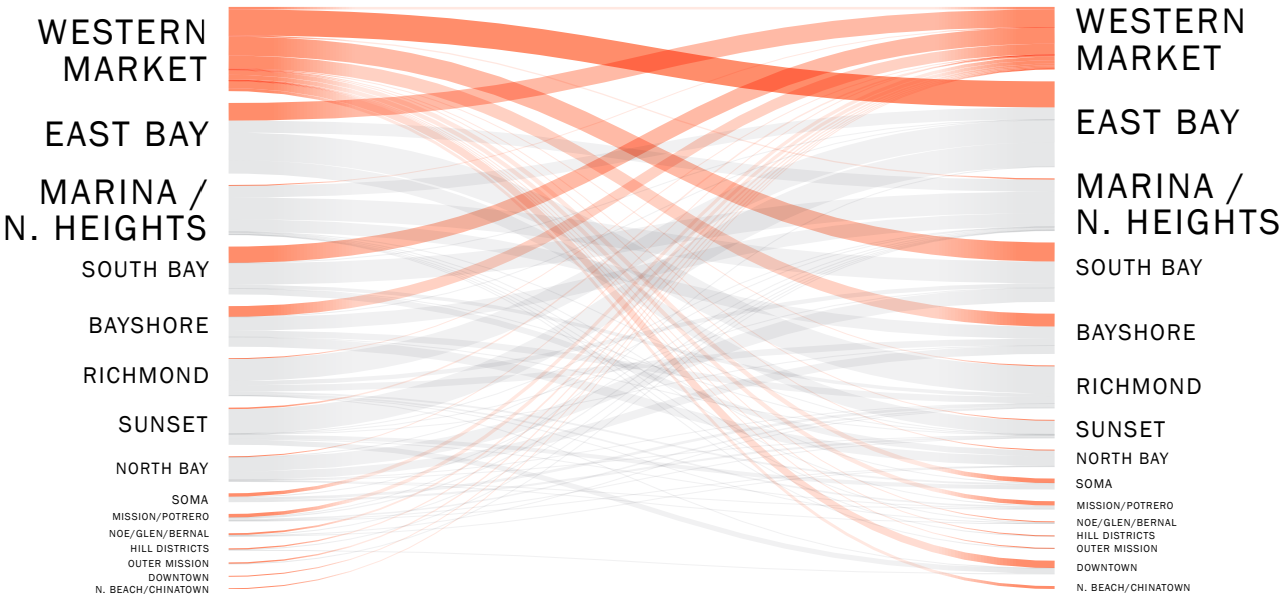
**Figure 9. Daily Drive Alone Trips Passing Through Octavia Blvd.**



The remaining 20% of daily drive alone trips on Octavia Blvd. begin or end in the Western Market region (see Figure 10 below). Top daily drive alone destinations and origins for this portion of trips include:

- East Bay
- South Bay
- Bayshore
- Downtown

Figure 10. Daily Drive Alone Trips Starting or Ending in Study Area Using Octavia Blvd.



Octavia Boulevard Traffic Counts

This section presents traffic counts at intersections in the core study area and documents community feedback on traffic congestion and circulation in the overall study area.

Drivers use Octavia to access the local and regional freeway system. Octavia connects the Central Freeway exit ramp from U.S. 101 North to the entrance ramp for the U.S. 101 South, I-80 West, and I-280 North/South. The local and arterial streets surrounding Octavia are organized in a grid used for both local and regional traffic. Octavia has a posted speed limit of 25 mph and the local Octavia St. on either side of Octavia has a speed limit of 15 mph.

The study team reviewed traffic count data provided by SFMTA to analyze traffic levels in the morning peak hour (7:30 a.m. to 8:30 a.m.) and evening peak hour (4:30 p.m. to 5:30 p.m.). The counts reflect data collected on May 8, 2019. This data showed roughly equal volumes on Octavia in the evenings (3,400) and the mornings (3,300).

Figure 11 shows traffic volumes in the AM peak hour along Octavia and connecting streets. Traffic volumes are higher in the southbound direction, towards the Central Freeway, than in the northbound direction.

**Figure 11.** Octavia Blvd AM Peak Hour Vehicle Levels

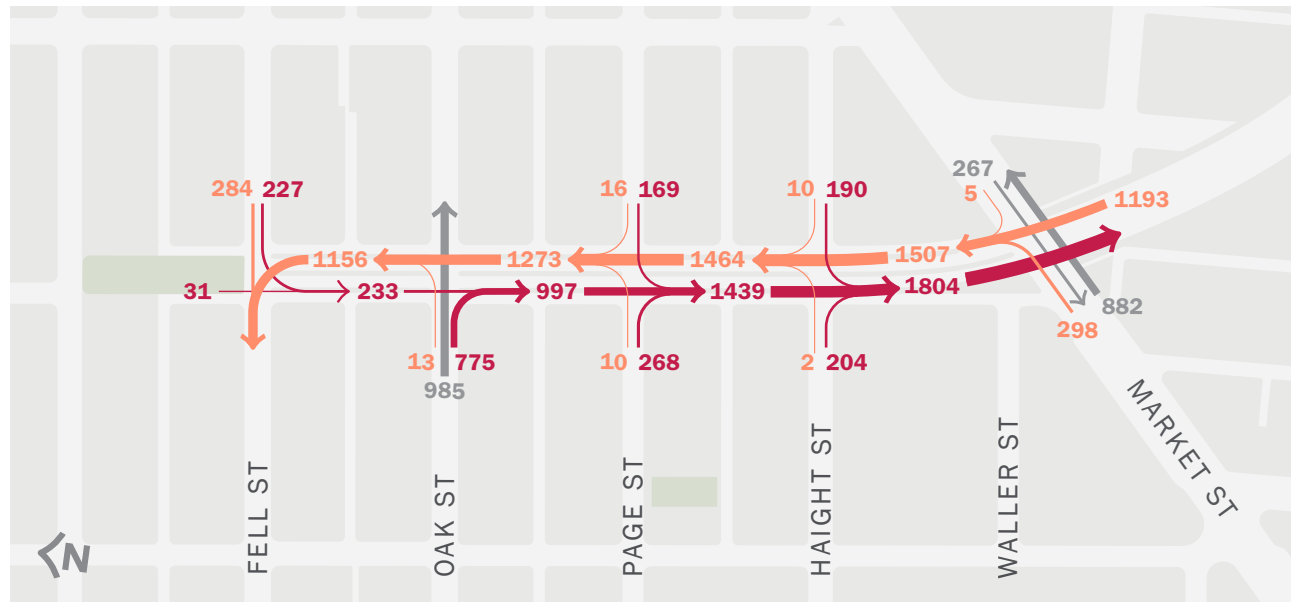
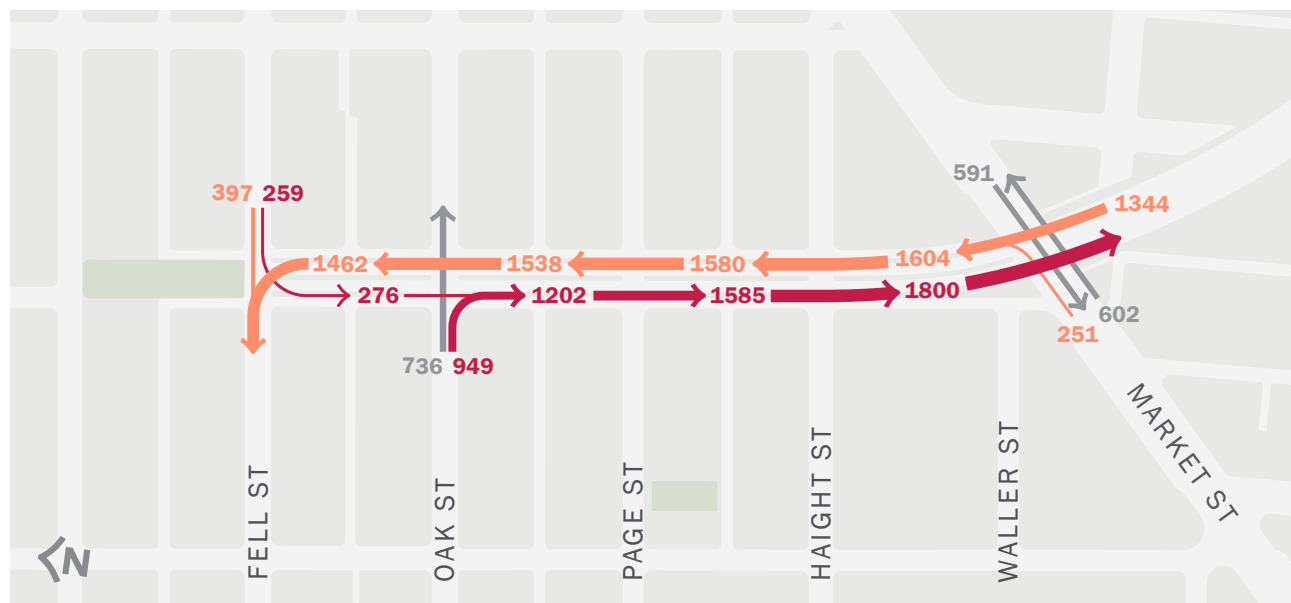


Figure 12 shows traffic volumes in the PM peak hour along Octavia and connecting streets. As in the morning, traffic on Octavia has higher volumes in the southbound direction.

**Figure 12.** Octavia Blvd PM Peak Hour Vehicle Levels



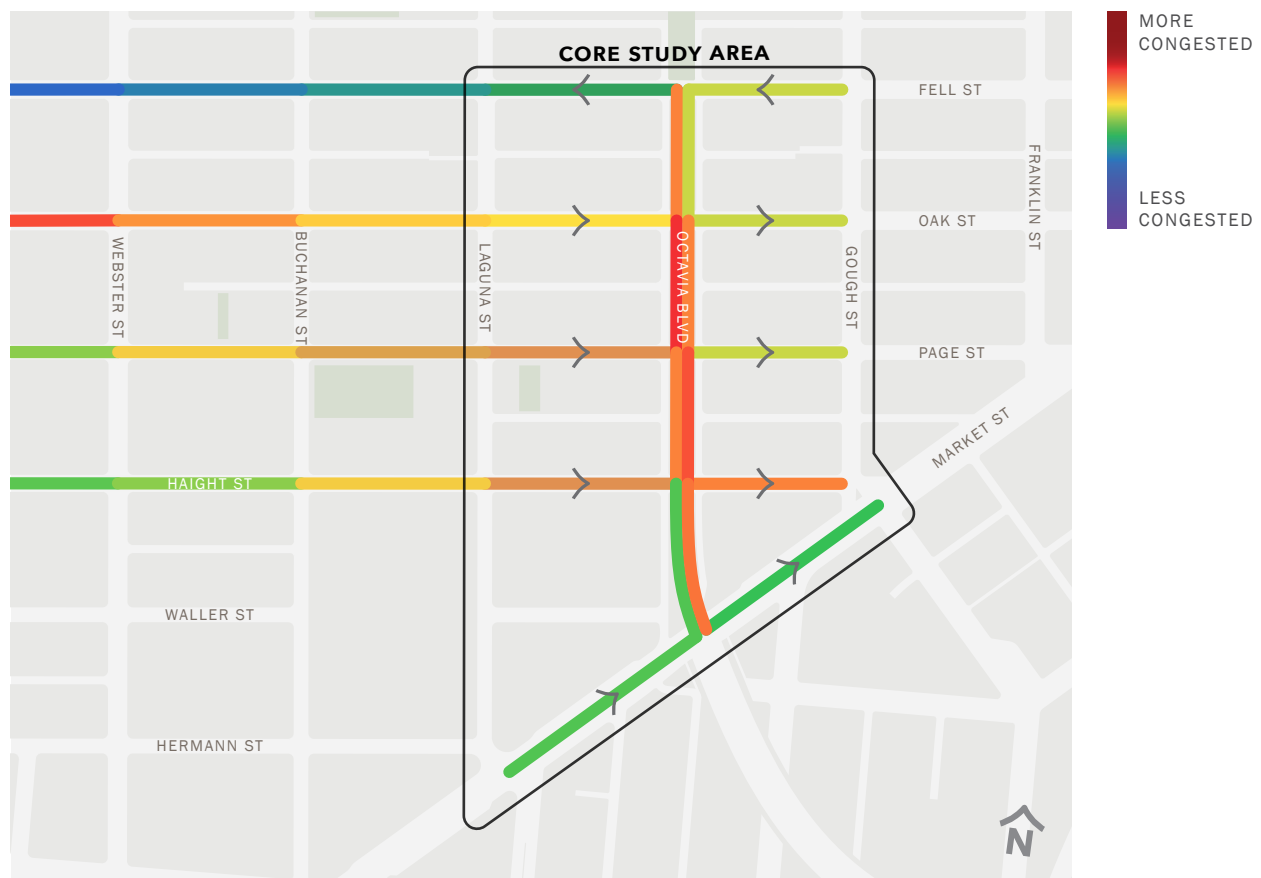
### Congestion Speed Distribution

Using INRIX data from October 2019, the study team mapped congestion in the study area (see Figure 13 and Figure 14). INRIX data uses congestion percent as its metric, which is the percent of the free-flow speed that vehicles are moving on a given segment. It does not represent traffic counts.

In the AM peak period (8 a.m. – 9 a.m.), congestion is heaviest on eastbound Oak St. to Webster St. and on southbound Octavia between Oak St. and Page St. (see Figure 13). Congestion increases on Page St. and Haight St. at the approach to Octavia – this may partly be due to some drivers diverting off Oak St. to avoid congestion on Octavia. On southbound Octavia, congestion alleviates at the approach to the Central Freeway. Northbound Octavia between Haight St. and Page St. also experiences relatively high congestion levels, as vehicles exit the Central Freeway onto surface streets.

The green segment along the Market/Octavia intersection shows lower congestion in terms of speeds but observed traffic count data shows the segment has the highest volume of traffic in the corridor.

**Figure 13. Congestion Distribution – Weekday AM Peak**



Source: INRIX, October 2019

Congestion patterns in the PM peak period (5 p.m. – 6 p.m.) are similar to the morning period (See Figure 14). On eastbound Oak St. congestion is heavy between Buchanan St. to Octavia, continuing southbound along Octavia to Page St. Congestion along westbound Fell St. is generally moderate in comparison. Large numbers of vehicles turning onto southbound Octavia from Fell St. and vehicles from Oak St. exacerbate congestion on Octavia at Page St. and Haight St.

**Figure 14.** Congestion – Weekday PM Peak



Source: INRIX, October 2019



Transit Conditions

Two Muni routes pass through the study area: 6 Haight/Parnassus and 7 Haight/Noriega. The 6 Haight/Parnassus route connects downtown, and the Inner Sunset and the 7 Haight/Noriega route connects downtown and Ocean Beach. Both bus lines have three stops within the study area located at:

- Haight St. / Buchanan St.
- Haight St. / Gough St.
- Market St. / South Van Ness St.

The 6 Haight/Parnassus has a frequency of 10 to 20 minutes and runs between the hours of 5 a.m. and 10 p.m. daily.

The 7 Haight/Noriega has a frequency of 10 minutes or less and runs between the hours of 5 a.m. and 10 p.m. daily.

Transit Ridership

Transit ridership data was summarized using the SF-CHAMP model data, using pre-COVID-19 Pandemic data. This data was validated with pre-COVID observed data provided by SFMTA. Table 2 shows transit ridership for the 6 Haight/Parnassus and 7 Haight/Noriega in the morning and evening peak periods. Both bus routes take riders into downtown to connect with BART and Muni Metro stops along Market St., so crowdedness during the peak commute times is not abnormal.

Table 2. Transit Ridership Summary

TRANSIT ROUTES	PEAK PERIOD	RIDERSHIP
Muni route 6	AM Peak	1,750
	PM Peak	2,210
	Daily	9,650
Muni route 7	AM Peak	2,080
	PM Peak	2,690
	Daily	12,890

Figure 15 and Figure 16 show crowding on both bus lines. The symbols of the legend are defined as:

- Uncrowded:** the bus is not full.
- Crowded:** the bus is almost at capacity and can add a few new passengers.
- Packed:** the bus is completely full and is unable to board new passengers.

Figure 15 shows how many passengers are traveling during the AM and PM peak period inbound (to downtown) and outbound (to the Inner Sunset). In the AM peak periods, the 6 Haight/Parnassus is packed with passengers before approaching the core study area; residents are unable to get on the bus in the inbound direction. In the outbound direction, the bus is not crowded, reflecting the strong directionality of travel on this route. In the PM peak period, outbound ridership is packed to Octavia and then reduced to crowded conditions.

**Figure 15.** Muni 6 Haight/Parnassus Crowding – AM Peak Period (top) and PM Peak Period (bottom)

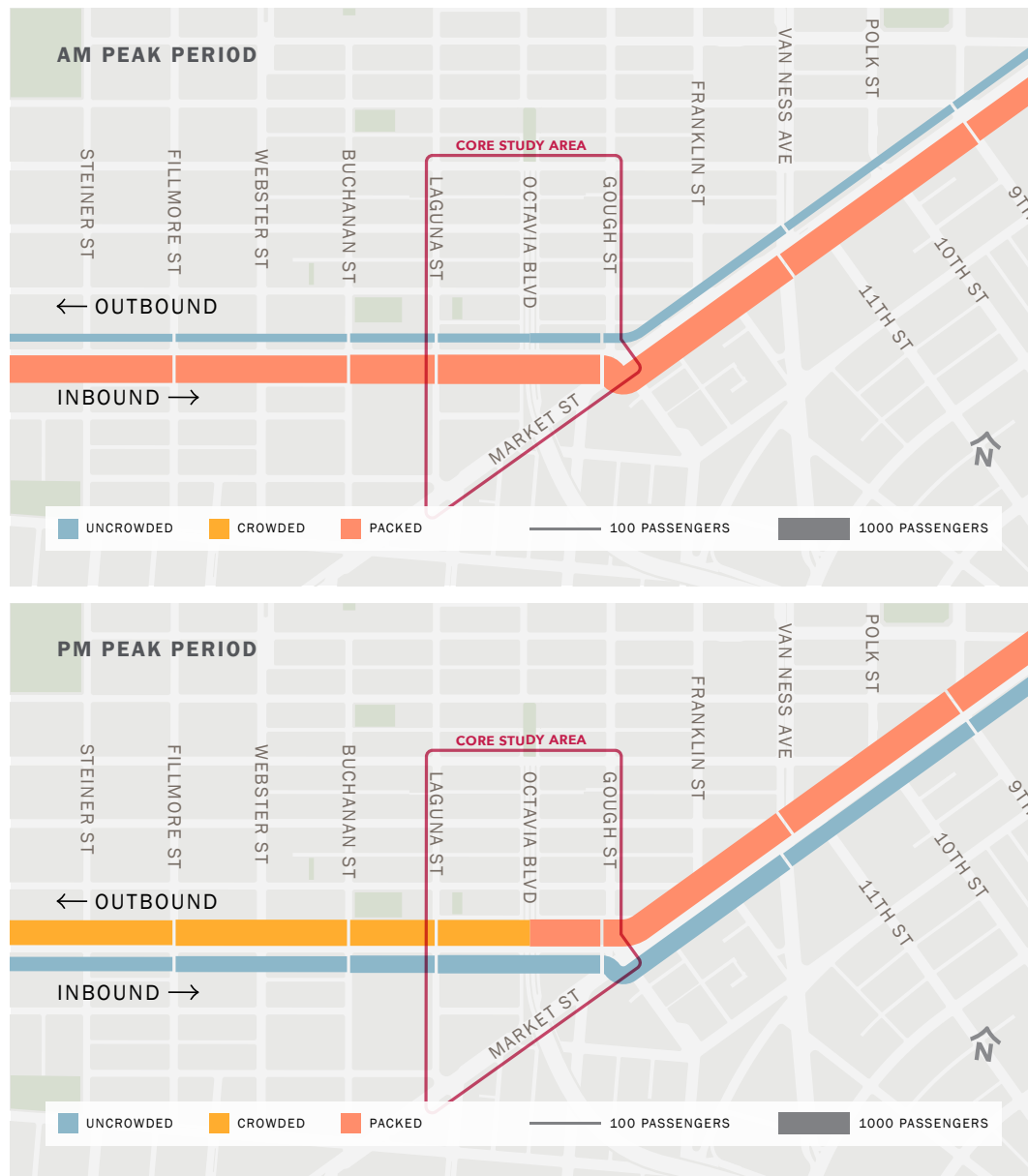
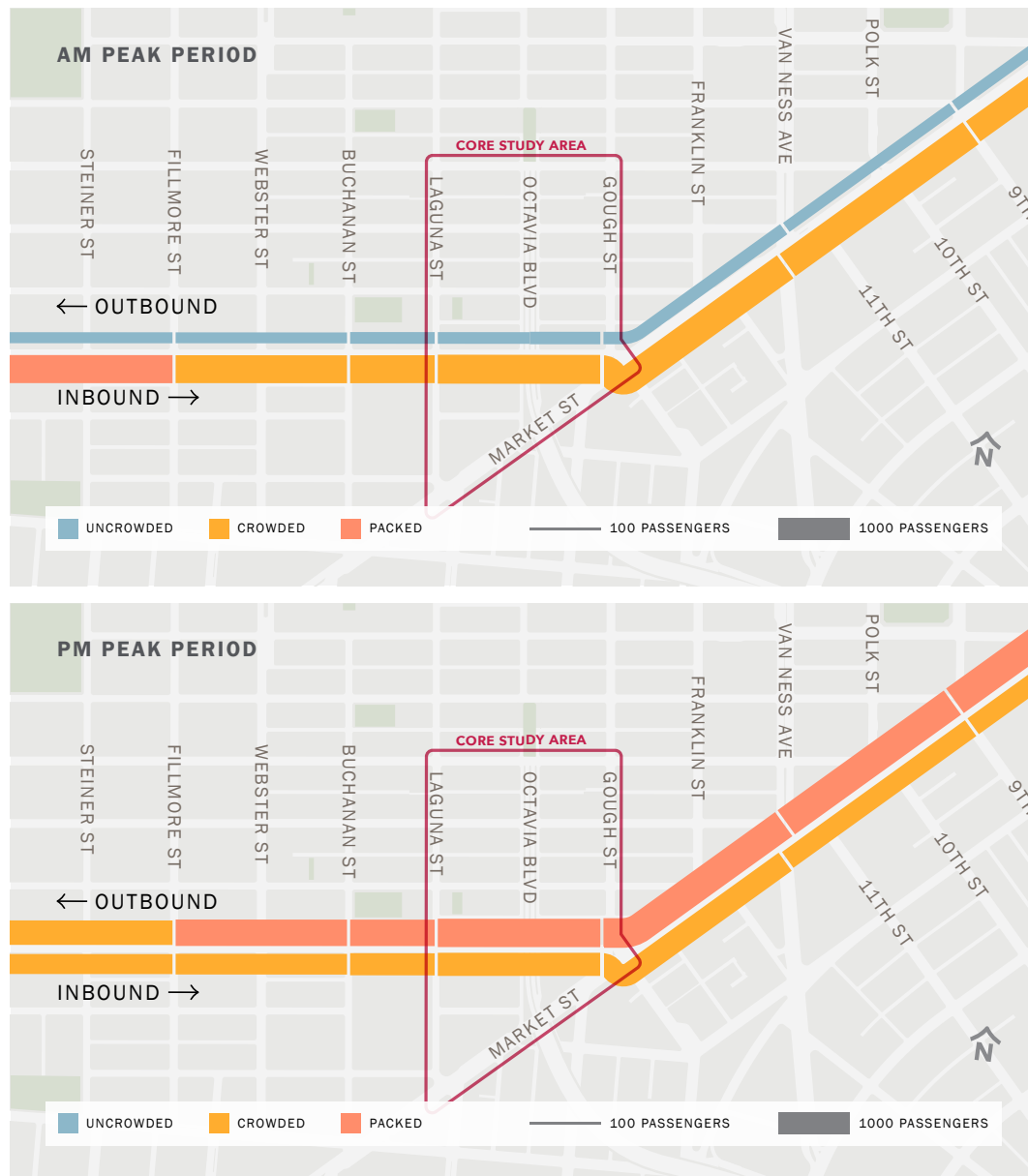


Figure 16 shows the 7 Haight/Noriega ridership in the AM and PM peak period. The 7 Haight/Noriega follows a similar route to the 6 Haight/Parnassus but continues to Ocean Beach. In the AM peak period, the Inbound 7 Haight/Noriega packed until the Haight / Fillmore St. stop; east of this point the bus conditions are crowded. During the PM peak period travel in both directions is crowded. In the outbound direction, the bus is packed through the core study area until it reaches the Haight St. / Fillmore St. stop. In the inbound direction, the bus is crowded for most of its route headed to downtown.

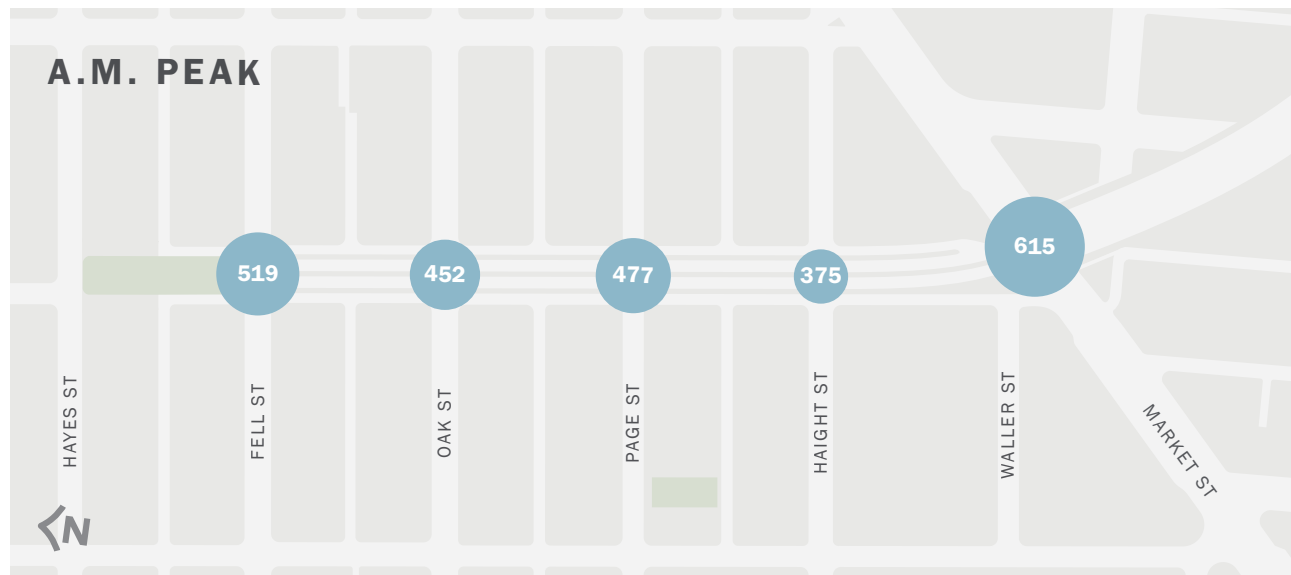
**Figure 16.** Muni 7 Haight/Noriega Crowding – AM Peak Period (top) and PM Peak Period (bottom)



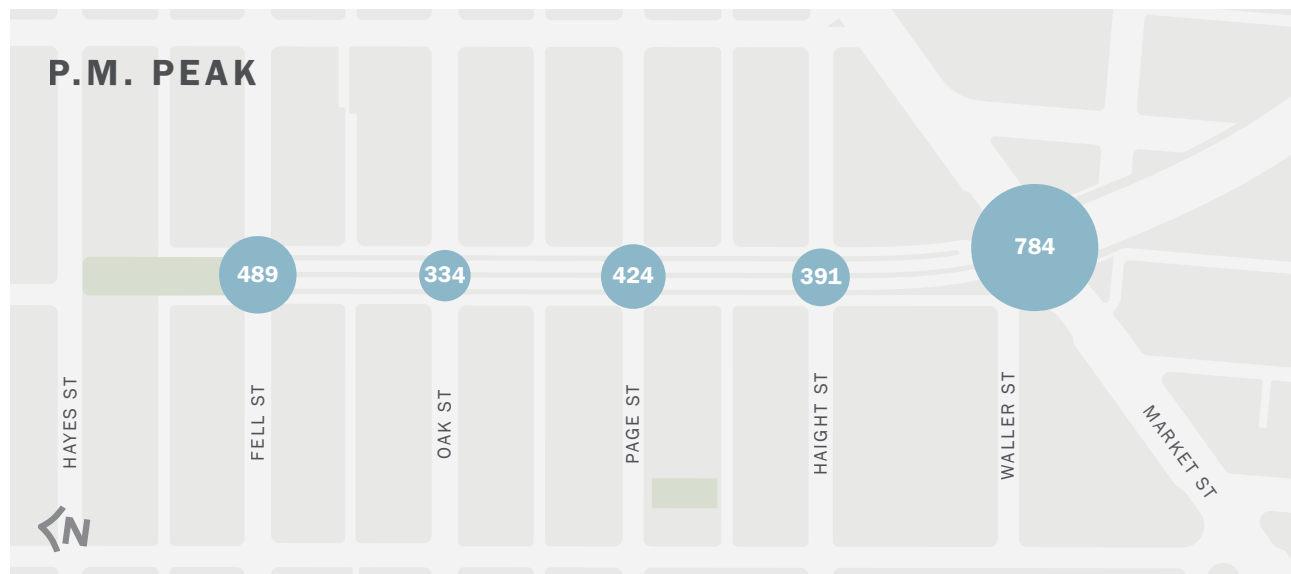
### Active Transportation Conditions and Pedestrian Circulation

Figure 17 and Figure 18 highlight pedestrian travel on or crossing Octavia in the AM and PM peak periods. This information reflects data collected on May 8, 2019 during the peak hours of 7:30 a.m. to 8:30 a.m. and evening peak hour of 4:30 p.m. to 5:30 p.m. Overall, the Octavia / Fell St. and Octavia / Central Freeway / Market St. / Waller St. intersections see higher pedestrian activity than the other three intersections with 615 pedestrians crossing in the morning and 784 pedestrians crossing in the evening, respectively.

**Figure 17. AM Pedestrian Volumes**



**Figure 18. PM Pedestrian Volumes**



Bicycle Circulation

Figure 19 and Figure 20 summarize the AM and PM peak hour travel patterns of bicyclists in the core study area, respectively. The bicycle counts reflect data collected by SFMTA on May 8, 2019, between the morning peak hour of 7:30 a.m. to 8:30 a.m. and evening peak hour of 4:30 p.m. to 5:30 p.m. In the AM period, there are higher levels of bicyclists traveling eastbound on Page St. and Market St. compared to other intersections. In the PM peak hour, westbound bicycle travel primarily uses Market St.

Figure 19. AM Bicycle Volumes

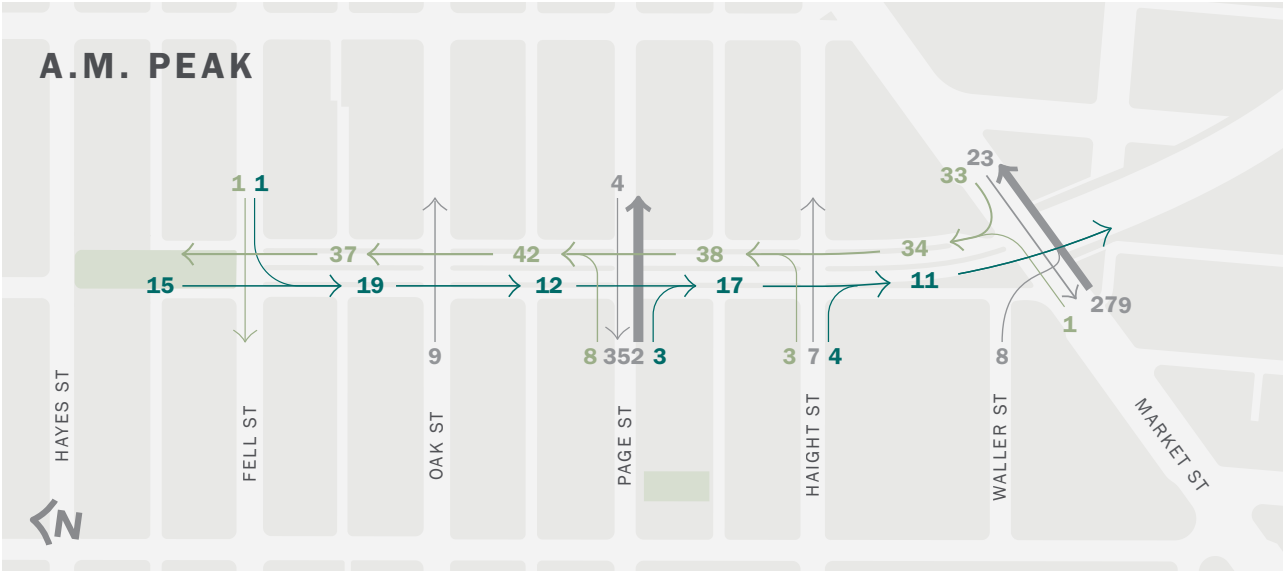
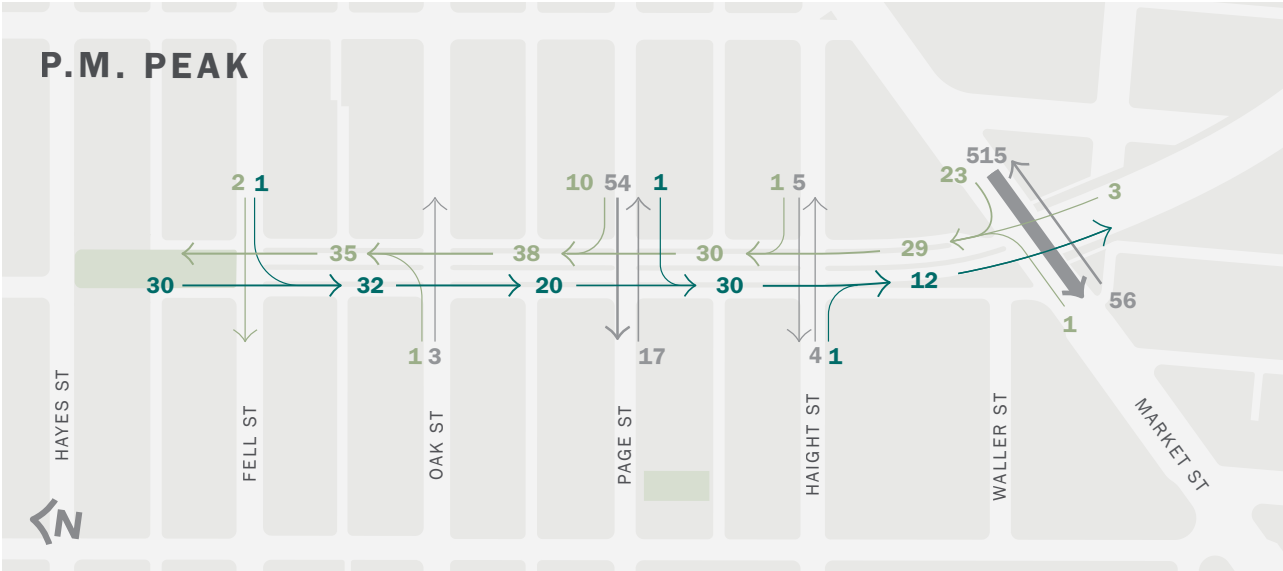


Figure 20. PM Bicycle Volumes

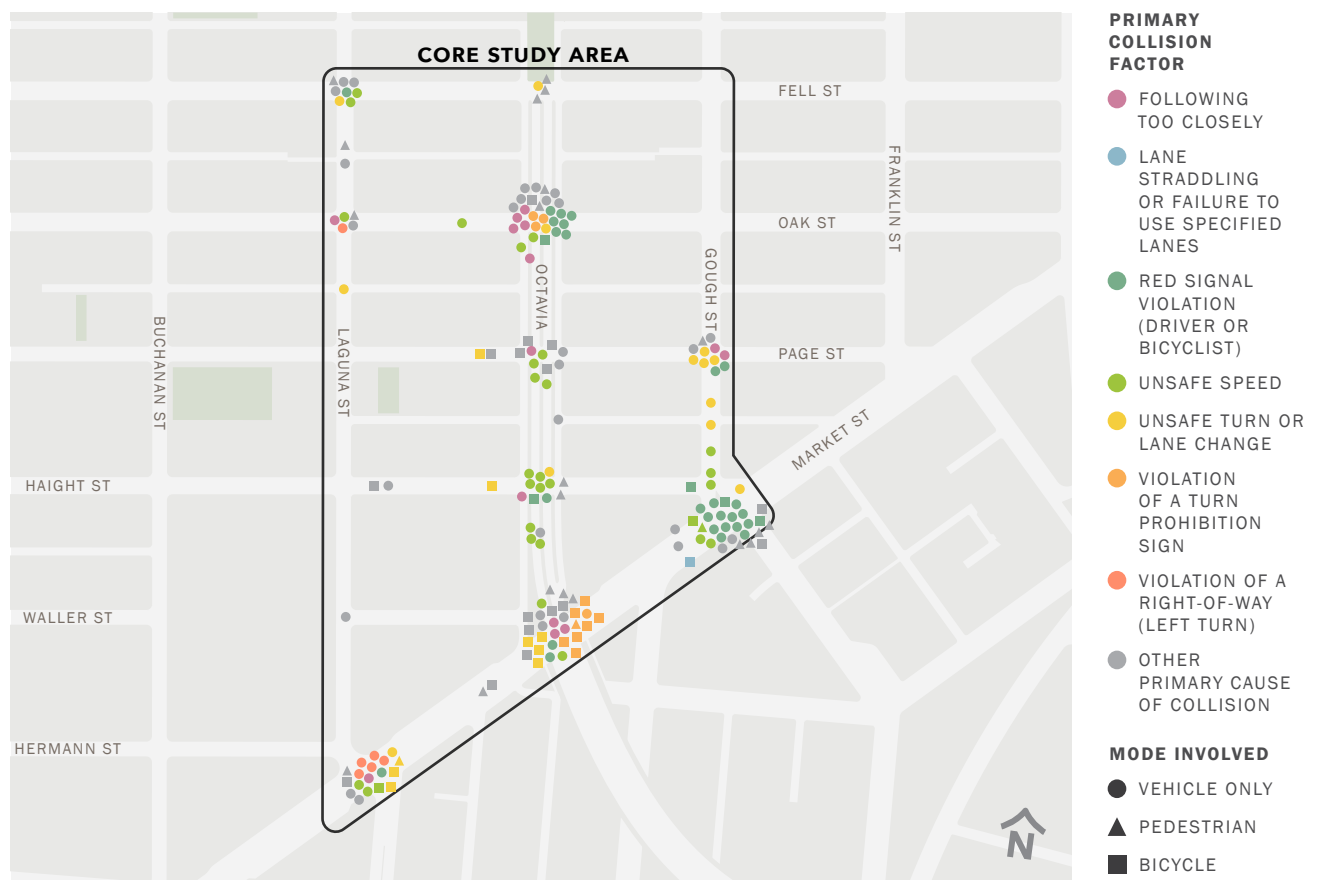


### Safety analysis

Octavia is on San Francisco's High Injury Network.<sup>1</sup> The study team assessed the total number and distribution of collisions and the number of bicycle and pedestrian collisions with vehicles within the study area using Statewide Integrated Traffic Records System (SWITRS) data, from 2014 to 2018. Figure 21 illustrates the most common primary causes of collisions along the core study area. Based on this data, most of these collisions along Page St., Market St. and Octavia St. resulted from red light signal violations.

The biggest crash clusters in the area are at the intersections of Octavia and Market St., Gough at Market, and Octavia at Oak St.; other notable clusters of crashes are at the intersections of Market / Laguna St. and Page St. / Gough St.

**Figure 21.** Crashes with Injuries



Source: SWITRS 2014 – 2018

<sup>1</sup> <https://www.visionzerosf.org/maps-data/>

The highest overall density of crashes resulting in injury are at Octavia / Market St., with many of them attributable to unsafe turns or prohibited lane changes, turn prohibition sign violations, and red-light violations. A large portion of these crashes at the intersection of Market St. and Octavia involve injuries of cyclists specifically.

Locations with a high number of crashes involving cyclists include Haight St. / Gough St. at Market, Octavia at Page St., and Market St. at Guerrero St. / Laguna St. Almost half of these crashes were caused by driver failure to yield at crosswalks. Octavia has the highest number of crashes involving pedestrians.

Meanwhile, the highest density of vehicle-only crashes is at Octavia / Oak St. The collision factors of crashes at that intersection are primarily red-light violations, unsafe speeds, and following too closely. The intersection of Gough St. / Haight St. and Market St. also has a disproportionately large cluster of red signal violations, mainly involving personal vehicles.

## 2. Strategy Development

Using the existing conditions analysis and feedback from the first round of public outreach, (see Chapter 3), the study team developed potential strategies to advance the study goals. Strategies were then qualitatively assessed by their ability to address project goals for improving safety, accessibility, and circulation. Strategy benefits were ranked from Low to High based on the performance of similar projects implemented in the past. These project concept rankings are illustrated in Figure 22, organized by each strategy's ability to meet citywide objectives and by the estimated amount of time the strategy would take to implement. Once defined, concepts were categorized as either Local Safety and Connectivity Concepts or Regional Congestion Management Strategies based on their purpose, geographic scope, and level of agency coordination required. The study team presented the final list of seven local and six regional strategies in the second-round outreach survey to ascertain residents' interests and priorities for each proposed strategy.

**Figure 22. Project Concept Ranking by Objectives and Time Frame**

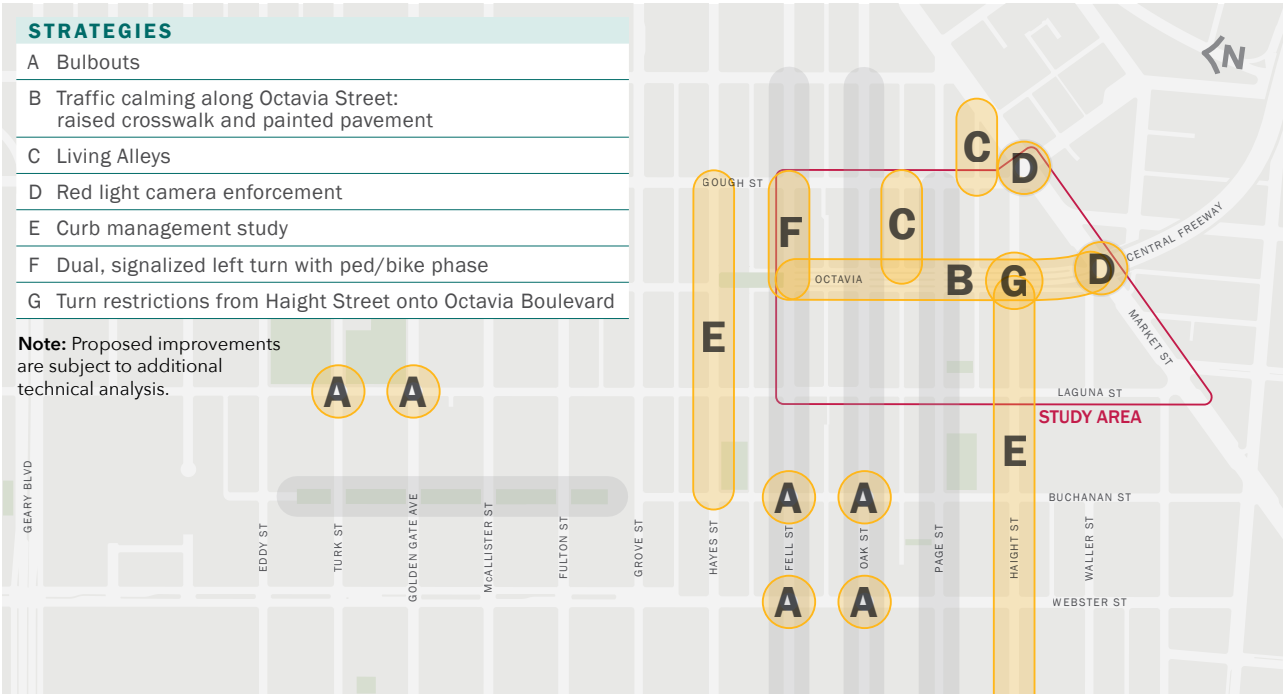
		Time Frame		
		Short-Term	Mid-Term	Long-Term
Meets Project Objectives	High	<ul style="list-style-type: none"> <li>• Turn Restrictions from EB Haight to SB Octavia for vehicles</li> <li>• Repurpose fourth travel lane on Oak</li> <li>• Explore other potential signal improvements for safer crossings across Octavia</li> <li>• Page Street Bikeway Pilot Project implementation</li> <li>• Page Street slow street</li> </ul>	<ul style="list-style-type: none"> <li>• Increase transit capacity</li> <li>• Living Alley program</li> <li>• Transit lane on Haight Street</li> <li>• Permanent Fell Street Panhandle Bikeway</li> </ul>	<ul style="list-style-type: none"> <li>• Woonerf concept</li> </ul>
	Medium	<ul style="list-style-type: none"> <li>• Bicycle signal installation</li> <li>• Red light camera installation</li> <li>• Curb management study</li> <li>• Ensure that crossing time reflects new SFMTA standards</li> </ul>	<ul style="list-style-type: none"> <li>• Bulb-outs</li> <li>• Broad wayfinding/signage program</li> <li>• New local shuttle service to Civic Center BART and/or Caltrain</li> <li>• Coordinate with SFMTA to BART transfer</li> </ul>	<ul style="list-style-type: none"> <li>• Explore traffic metering concept</li> <li>• Permanent Fell Street Panhandle bikeway</li> </ul>
	Low	<ul style="list-style-type: none"> <li>• Reverse direction of alleys to restrict driver access to Octavia Blvd.</li> <li>• Signage describing Octavia turn restrictions</li> </ul>		<ul style="list-style-type: none"> <li>• Coordinate with GG for transfer to Caltrain</li> <li>• Coordinate with AC Transit for Express transbay connection</li> <li>• Coordinate or organize carpool or carshare program</li> <li>• Congestion pricing impacts</li> </ul>



LOCAL SAFETY & CONNECTIVITY CONCEPTS

The local safety and connectivity concepts aim to reduce conflicts between vehicles and people walking and biking, improve visibility of people at intersections, and close gaps in the pedestrian network to support neighborhood travel. Each of the concepts are outlined below and mapped in Figure 23.

Figure 23. Local Safety & Connectivity Concept Sites



**A. Bulbouts or Curb Extensions** are raised curbs that narrow the travel lane at intersections or midblock locations to effectively shorten the crossing distance and slow speeds for vehicles making right turns. This concept identified 6 potential locations in the secondary study area, including the intersections of Fell / Buchanan St., Fell / Webster St., Laguna / Turk St., Laguna / Golden Gate Ave., Oak / Buchanan St. and Oak / Webster St.



Curb Bulbout with newly painted crosswalks

- B. Traffic Calming along Octavia St (local lanes)** in the north and south directions could include sidewalk/median widening, raised crosswalks, speed humps, and signal adjustments for cross east-west cross traffic. Shorter pedestrian crossings through median and sidewalk widening would help address persistent community concerns about too little time to cross the multi-way boulevard. Raised crosswalks increase pedestrian visibility by elevating the crosswalk to sidewalk level.



Raised Crosswalk

- C. Living Alleys** are a narrow, low-volume traffic street that is designed to focus on livability, instead of parking and traffic, by implementing design features for pedestrians and bicyclists as well as space for social uses. This strategy considered adding living alley treatments to Lily St. and Rose St.



Living Alley

- D. Red light camera enforcement** uses automated cameras to enforce illegal red-light running and illegal right turns. This strategy considers using this technology at the Market / Gough St. intersection. This intersection was selected based on feedback collected via a map-based activity during the first round of outreach; the Market/Octavia intersection was also identified by the community as an area for improved signal compliance. Improving signal compliance could be further supported through additional street design improvements that prevent vehicles blocking the intersection.



Red light Camera

- E. Curb Management Strategy** to reallocate curb space to different uses to reduce unsafe or unallowed movements at the curb that disrupt traffic and transit flow and impede pedestrian right of way. A Curb Management Strategy is recommended for the segments of Hayes St. and Haight St., based on feedback during the first round of outreach.



White curb space for passenger loading

**F. Fell and Octavia Intersection signal improvements to prioritize pedestrian safety:**

The intersection of Fell St. at Octavia Blvd. was identified as a concern through outreach and the existing conditions analysis. This location carries high volumes of vehicles seeking to turn left from Fell onto freeway-bound Octavia Blvd. and left from Octavia Blvd. onto Fell St., creating high exposure risks for pedestrians and cyclists. Improvements to reduce congestion and improve pedestrian safety could include reducing the number of northbound Octavia turn lanes at Fell St., further restricting vehicle access on the northbound Octavia local lane to reduce cut through traffic, and adding an additional turn lane on Fell St. to connect to Octavia Blvd.

This improvement concept would have to be coordinated with other recommended traffic calming changes for Octavia Street local lane(s).

- G. Turn restrictions from Haight St. onto Octavia Blvd** to restrict eastbound right turns from Haight St. onto Octavia would reduce the number of potential collision points between vehicle traffic and pedestrians and help people cross and walk along Octavia safely. The SFMTA Board adopted the addition of Page St. (parallel to the north of Haight St.) into the ongoing Slow Streets Program in January 2023, which included a formal adoption of left turn restrictions on Page at Divisadero St., so this concept would be in line with ongoing efforts to enhance pedestrian safety and access in the study area.



Turn Restrictions

## REGIONAL CONGESTION MANAGEMENT STRATEGIES

The Existing Conditions analysis showed that a great deal of the vehicle traffic on Oak St., Fell St., and Octavia is regional through-traffic coming to or going from the South and East Bay and the Richmond or Inner Sunset districts of San Francisco's west side. While the Local Safety and Connectivity Strategies presented in the prior section will help reduce exposure and conflicts between pedestrians, cyclists, and vehicles in the core study area, they will not necessarily reduce the overall volume of vehicles.

For this reason, the study team also developed strategies intended to reduce the overall volumes of through-traffic and congestion. These Regional Congestion Management Strategies are more complex and have a longer-term implementation timeframe relative to the Local Safety and Connectivity projects in the previous section. Further concept development and technical analysis is needed for each of the regional congestion management strategies. These strategies seek to shift single-occupant

vehicle traffic to high-occupancy modes by making transit more reliable and travel times more competitive with driving and giving street priority to high-occupancy vehicles such as transit buses and carpool vehicles.

Through Round 2 outreach, the study team sought out people's interest level in these regional strategies for further development.

**Regional Transit Hub at Civic Center** would create a centralized location for connections to regional transit for people coming from western San Francisco, including facilities to support local transit, walking, and bike trips, would address gaps in regional transit service in San Francisco's west side neighborhoods. Currently, there are no regional transit services on the westside and travelers to the East Bay and South Bay have to go to downtown to connect to BART or Caltrain. The purpose of this strategy is to create access to regional express transit that is more time-competitive for west side travelers. This hub could also host future SamTrans routes (see following strategy), AC Transit Transbay routes, Golden Gate Transit, and connect to the proposed surface high occupancy vehicle (HOV) lane network for transit priority access to the freeway network.



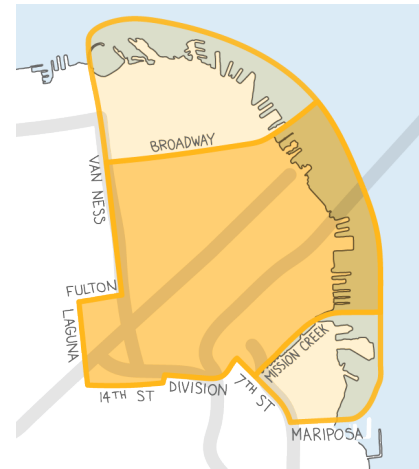
Bus stop at a Transit Hub

**Designated Transit and Carpool Lanes** would install red painted lanes for buses, taxis, and carpooling vehicles to enhance transit speed and improve connections to US 101 and I-80. Possible connections to the freeway network are 9th St. and 10th St., though other east west connections in SOMA could be explored to maximize connections and travel time savings. These lanes could connect upstream to the Oak St. HOV / transit lane (described below), and downstream to a future potential managed lane network on the I-280 and US 101 as described in the Streets and Freeways Strategy. The purposes of this strategy are varied. One role would be to provide transit priority treatment for regional transit services such as SamTrans and AC Transit that could use the proposed Civic Center Transit Hub to access the freeway. Additionally, this strategy would deliver a second, more time-competitive freeway access route for HOVs and carpools that could help shift HOVs away from Octavia, thereby reducing queues. The 6 and 7 Muni bus routes had express service prior to the COVID-19 Pandemic. If these are restored an extension of HOV lanes into the west side may also be considered to extend benefits on these lines.



Transit & Carpool Priority Lanes

**Congestion Pricing Study** would charge drivers a fee to drive into congested areas of northeast San Francisco during rush hours, a strategy called congestion pricing, would reduce vehicle demand for Octavia Boulevard and the Central Freeway. The best practice is to combine the congestion fee with discounts and incentives to make the system fair and encourage the use of public transit, walking, and biking. Congestion Pricing program revenue would be used to improve transit service and street maintenance. The Downtown Congestion Pricing Study will use public feedback and technical analysis to shape a fair and effective congestion pricing recommendation for San Francisco. The Transportation Authority has paused the Downtown Congestion Pricing Study in light of the changing and fluid conditions surrounding traffic conditions and transit use. Since the study's timeline was extended, congestion pricing policy recommendations will be completed following the resumption of public outreach activities at a future date. Following completion of the study, if the Transportation Authority Board wishes to proceed, it would take at least 5 years to implement a congestion pricing system.



Congestion Pricing Zone  
Concept Map

**Regional Express Bus Study** would develop, in coordination with neighboring transportation authorities, a regional express bus network linking job centers and residential along the San Francisco Peninsula. These services would create north-south connections to the westside and connection to downtown could be accessed at the proposed Civic Center Regional Hub and take advantage of the proposed HOV priority. Further study is needed to identify specific express bus routes, but the conceptual map was developed as part of the Reimagine SamTrans process and serves to illustrate promising express bus routes that could serve western San Francisco and connect to hubs in South Bay. These routes showed promise but are not in line for implementation at this time due to the transit operations funding impacts of the COVID-19 Pandemic.

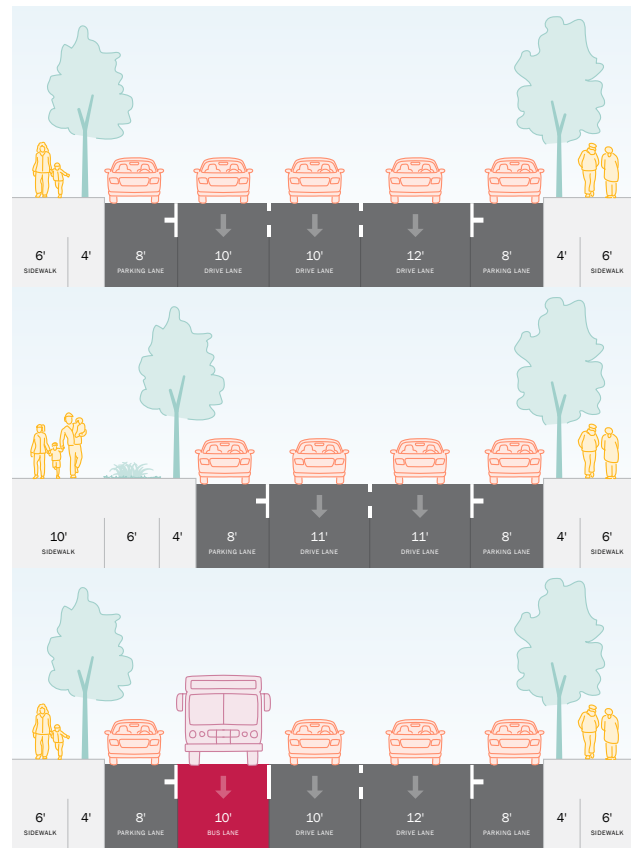


Concept Regional SamTrans Express Bus Routes



### Oak St. Signal Retiming and Lane Conversion

concept aims to reduce the concentration of vehicles at the intersection of Oak St. and Octavia. A capacity reduction analysis was conducted for Oak St. by re-allocating 10%, 20%, and 30% of green light time from Oak to side streets, via either Masonic or Divisadero. Estimates of congestion per block along Oak St. were sourced from INRIX using an average of data from the entire 2019 calendar. Adjustments to the signal timing along Oak St. would redistribute the queuing to be more evenly spread out along the corridor and some vehicles would move to streets or blocks that currently have more available capacity. This adjustment would ultimately allow for the conversion or removal of a travel lane. Ultimately, reduced capacity on the western section of Oak St. would meter the amount of traffic on Oak at Octavia and reduce queuing at this intersection and along Octavia. The removed travel lane would free up street space to be repurposed to a dedicated high occupancy vehicle lane, transit only lane, protected bike lane, or additional sidewalk space.



Conceptual Roadway Reconfiguration Alternatives for Oak St.

**Wayfinding Signage** would install dynamic wayfinding signage to assist drivers and pedestrians navigate through the area. Dynamic messaging would support drivers on the corridor by providing real-time wayfinding, estimated times to destinations, and information related to traffic safety. For instance, this strategy would help guide HOVs from the west side to alternative, more time-competitive freeway access routes such as future HOV / transit-only lanes.

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### 3. Outreach

Outreach for the Octavia Improvements Study was conducted in two rounds. Round one focused on understanding transportation needs and round two focused on understanding preferences and priorities for concepts.

- **Round 1** was conducted in Winter 2020-21. This round focused on collecting site-specific feedback and understanding transportation challenges and preferences for the area. Engagement methods included a virtual town hall, a digital map-based survey, social media outreach and community presentations.
- **Round 2** was conducted from Spring – Summer 2022. The final outreach round goals were to further refine proposed improvements and determine preferred interventions, building on feedback from Round 1. Engagement methods involved a second virtual townhall and digital survey, social media outreach and community presentations.

Due to the COVID-19 Pandemic, the study team was limited to virtual engagement methods to solicit community input. The outreach process included two virtual town halls, a map-based questionnaire, and a digital survey of residents. Both surveys were promoted in social media and conducted in English, Spanish, and Chinese. The District 5 Supervisor's Office helped promote the surveys in their newsletters and through social media. The project team also gave presentations to community-based organizations to get additional input on needs, priorities, and proposed study recommendations; these organizations helped to promote the survey efforts. Community based organizations that participated in the outreach efforts include:

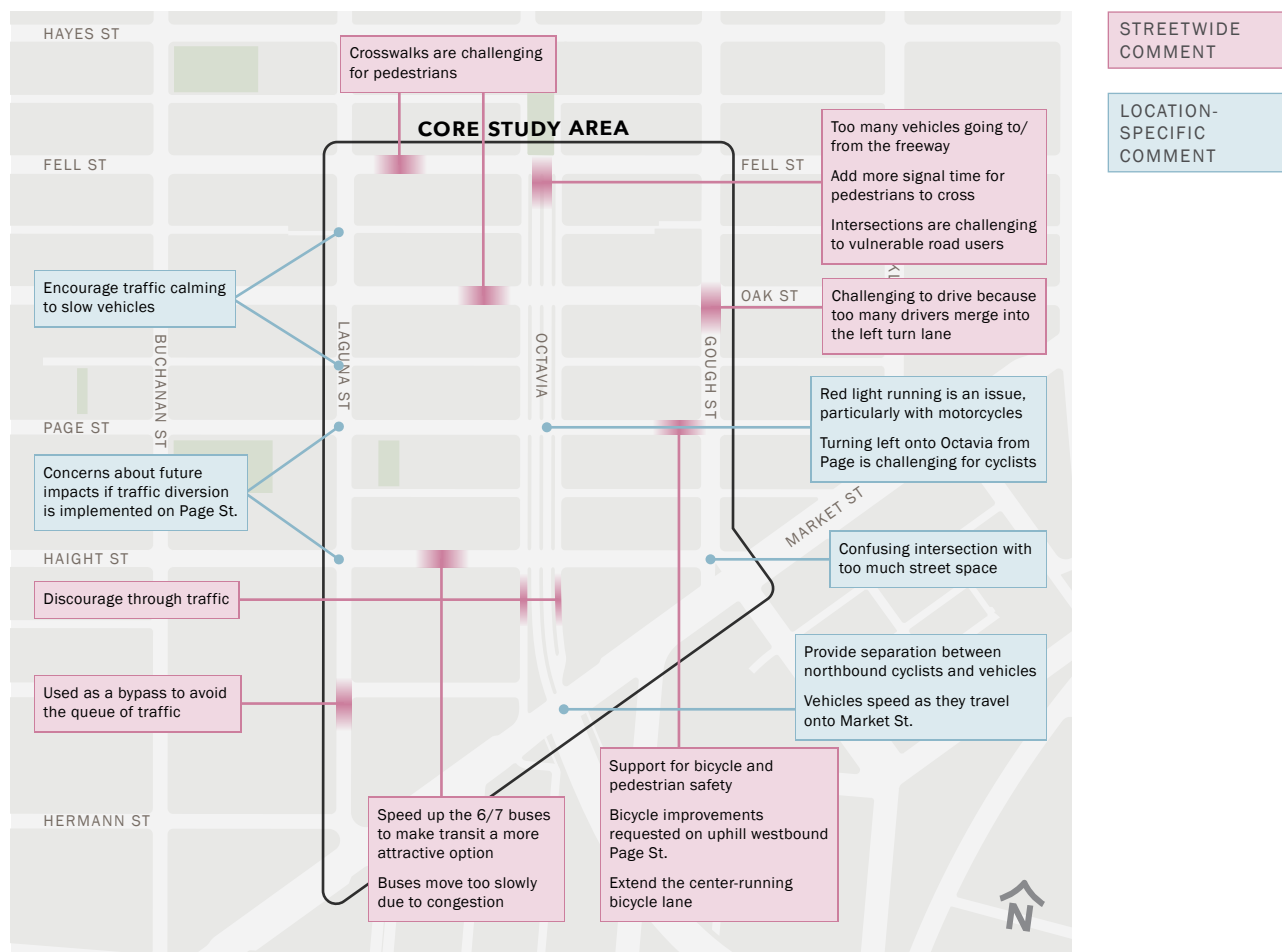
- North of Panhandle Neighborhood Association
- SF Bicycle Coalition
- WalkSF
- SF Transit Riders
- Hayes Valley Neighborhood Association
- Market and Octavia CAC
- Lower Haight Neighborhood and Merchant Association

## ROUND 1 OUTREACH

The first round of outreach included a virtual town hall and online survey. The town hall meeting was held in November 2020 and was an opportunity for the project team to hear transportation needs and challenges from participants.

The round 1 survey conducted in Fall 2020 collected 749 responses through a map-based questionnaire that asked respondents to identify needs and challenges of particular locations within the core study area on a map. The purpose of the survey was to understand priorities for the area and identify areas of concern to guide interventions and recommendations. Feedback from the outreach process was consolidated to location-specific feedback and street-wide themes, shown in Figure 24. Some themes include high speeds and safety issues on Oak St.; congestion blocking pedestrian crosswalks; cut-through vehicles traffic on streets parallel to Oak St.; and turn restrictions and red-light cameras suggested as mitigation measures.

**Figure 24. Round 1 Outreach Feedback Map**





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Of the 749 survey responses, 132 responses were from the study area ZIP code 94102. Respondents were asked to identify issues for their respective primary travel mode and their preferred improvements to address them. Survey findings were divided into an Issue Analysis and an Improvement Analysis, summarized below.

**Issue Analysis:**

Respondents were asked to express their agreement on various transportation issues. These issues were categorized by four travel modes – transit, driving, walking, and biking. An accessibility category was included to document transportation accessibility issues.

**Transit Issues:**

While only 3% of all respondents cited transit as their main mode of travel through the study area, many survey respondents did identify the need for improving this mode. The top issues for transit riders highlighted a need for more transit services in the study area (31 responses) and problems with vehicles blocking bus lanes (24 responses).

**Driving Issues:**

Drivers made up 34% of respondents, and only 2.5% of respondents used rideshare apps or taxis to travel through the study area. A majority of all respondents (including non-drivers), about 61%, cited traffic delays and congestion as an issue for the area. Almost 16% of respondents also cited unsafe traffic speeds as a driving issue.

**Active Transportation Issues:**

About 19% of respondents use a bike or scooter as their main mode of travel through the study area, and about 36.5% walk – meaning 55.5% of respondents use active transport as the primary mode of travel. For walking and biking issues, the distribution of responses was generally the same across income categories. The largest pedestrian safety issue cited was unsafe traffic speeds, with over 42% of respondents (316 out of 749 total respondents), followed closely by vehicles running red lights at nearly 37% of respondents. For top cycling issues, 30% of respondents cited lack of protective bike infrastructure, followed by unsafe traffic speeds at 25%.

**Accessibility Issues:**

The most highly cited accessibility issues were unsafe speeds, vehicles running red lights, and long crossing wait times.

**Improvements Analysis:**

Survey respondents were asked to provide feedback on potential improvements to address issues, categorized by four travel mode improvements, accessibility improvements, and pickup & delivery improvements.

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**Transit Improvements:**

Roughly equal numbers of respondents cited improving travel times (34 responses), reliability (31 responses), and adding more service (28 responses) as their suggested improvements, with a further 22 respondents suggesting adding more amenities.

**Drive Improvements:**

The most popular suggested improvement for driving was to reduce traffic congestion, at nearly 35%, followed by improving signal timing at about 26% and improving lane configurations at almost 22%.

**Walk Improvements:**

Better pedestrian signal timing was the most popular improvement concept for pedestrians, with almost 29% of respondents in favor, followed closely by adding and improving crosswalks and improving pedestrian visibility at about 22% each.

**Bike Improvements:**

Over 26% of respondents suggested adding or improving bike lanes, with another 18% in favor of adding or improving bike signals.

**Accessibility Improvements:**

About the same number of respondents suggested improving pedestrian timing, clearing walkways, and enhancing crosswalks and curb ramps.

**Pickup/delivery improvements:**

There were 23 respondents suggested improvements for pickup and delivery services – 16 approved of adding curb space for pickup and deliveries, and 7 approved of adding curb space signage.

**Respondent Demographics:****Race/Ethnicity:**

Of the 407 respondents who provided their racial identity, 36% of them were White (255), compared to the citywide 51%.

**Gender:**

There were 460 out of the total 749 respondents that preferred not to specify their gender identity, but among the 289 who did, 200 were men, 82 were women, and 7 identified as non-binary.

**Individual Income:**

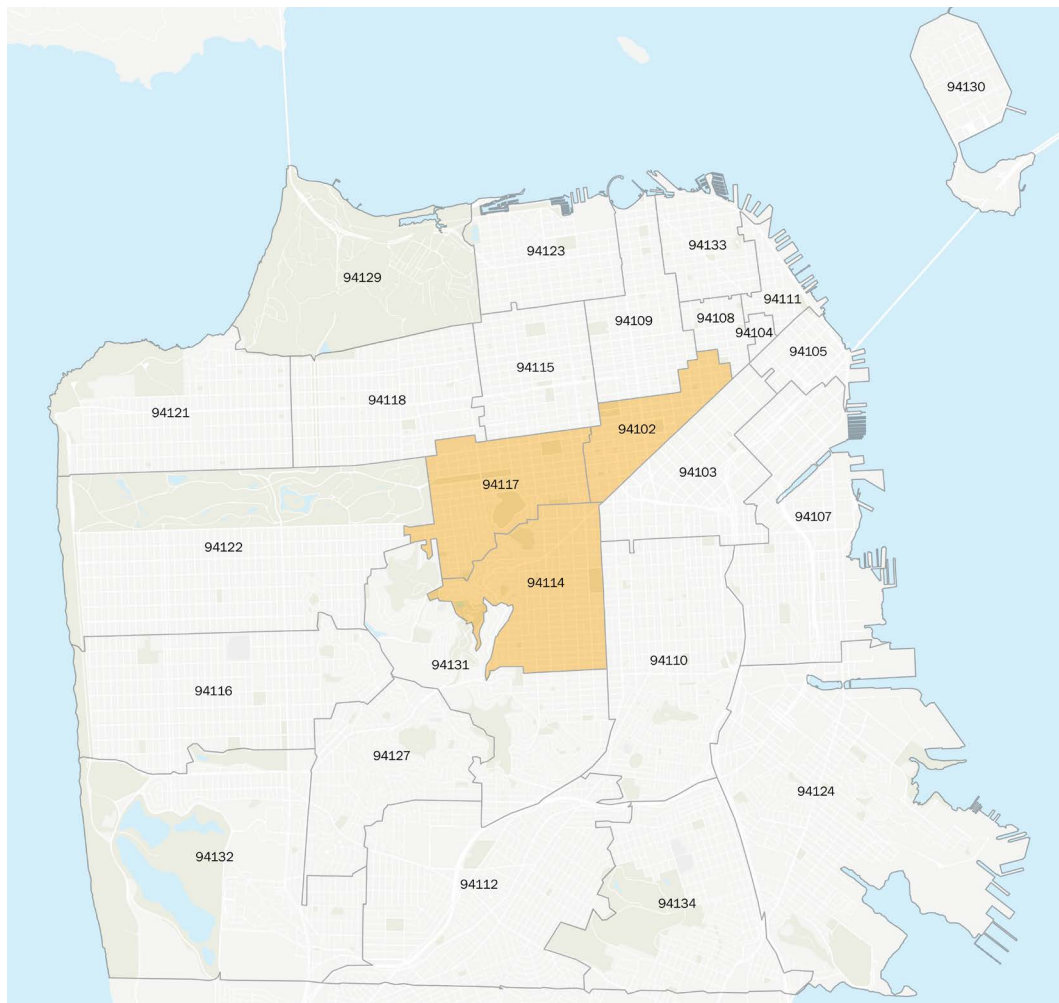
of the 382 respondents who provided their income, nearly 39% (148) make less than \$100,000 a year – including 7% (28) who make under \$20,000 annually. Among the 61% (234) who earn more than \$100,000, about 14% (55) earn more than \$250,000 a year.

## ROUND 2 OUTREACH

The second round of outreach presented local and regional strategies to improve transportation, based on feedback heard in the first round of public outreach. The second round of outreach included a virtual townhall and online survey. The town hall was held in May 2022.

The online survey asked respondents to rank a list of seven local improvement strategies and rate their interest in six long-term regional transportation improvement concepts. The survey received a total of 1,091 responses; 967 respondents provided a home ZIP code. Responses were categorized into two groups – near and far – to understand how preferences varied by the proximity of respondents' home zip code to the study area. Figure 25 shows the zip codes that were included in the "near" category (94117, 94102, 94103). The "near" category includes 595 survey responses (61.5%); the "Far" category includes 372 survey responses (38.5%).

**Figure 25. Round 2 Outreach Survey Areas**



### Transportation Priorities

Respondents were asked to rank the following three transportation priorities on a low to high scale: Pedestrian and Bike Safety, Livability and Quality of Life, and Parking and Vehicle Access. Overall, survey respondents from both Near and Far considered Pedestrian and Bike Safety (74%) as well as Livability and Quality of Life (77%) to be high priorities for the area. Parking and Vehicles access were generally assigned a low priority, at 55% for all respondents (see Table 3). Respondents Near the study area ranked livability and quality of life as the most important, with pedestrian and bike safety ranked a close second. The reverse is true for respondents Far from the study area, with pedestrian and bike safety ranked the highest priority and livability and quality of life a close second.

**Table 3. Transportation Priorities**

PRIORITY		LOW	MEDIUM	HIGH
Pedestrian and Bike Safety	Overall	11%	16%	74%
	Near	8%	16%	76%
	Far	14%	16%	70%
Livability and Quality of Life	Overall	5%	18%	77%
	Near	3%	14%	84%
	Far	8%	25%	68%
Parking and Vehicle Access	Overall	55%	21%	24%
	Near	56%	24%	21%
	Far	55%	18%	28%

### Priorities for Local Safety and Connectivity Projects

Respondents were asked to rank the seven proposed local street design interventions from lowest to highest priority in order to address safety and connectivity issues along Octavia. Results from the survey showed strongest support for traffic calming through raised crosswalks and painted pavement along Octavia St., at over 68% support from respondents both Near and Far from the study area, while turn restrictions from Haight St. onto Octavia and curb management studies along Hayes St. and Haight St. were generally considered lowest priority (see Table 4). Red light camera enforcement at two Market St. intersections had an even split in prioritization for both groups. There appears to be a strong consistency between how projects were ranked for each group, with not much difference in prioritization between respondents Near and Far from the study area.

**Table 4. Priorities for Local Safety & Connectivity Projects**

LOCAL SAFETY AND CONNECTIVITY PRIORITIES	HIGH		LOW	
	NEAR	FAR	NEAR	FAR
Traffic Calming along Octavia St; raised crosswalk & painted pavement	69%	68%	31%	32%
Bulb Outs at 6 Locations	54%	58%	47%	42%
Red light camera enforcement at 2 Market St. intersections (Gough St. & Octavia Blvd.)	50%	51%	50%	49%
Living Alleys: Lily St. & Rose St.	41%	35%	59%	65%
Dual left turn w/ ped & bike phase on Fell at Octavia Blvd.	38%	40%	62%	60%
Curb management study along Hayes & Haight St.	27%	22%	73%	78%
Turn restrictions from Haight St. onto Octavia Blvd.	23%	29%	77%	71%

### Interest in Regional Congestion Management Concepts:

The survey also gauged respondents' interest in six regional congestion management strategies. While a majority of respondents indicated interest in all six proposals, installing wayfinding signage had the greatest interest at 68% of those Near and 64% of those Far from the study area (see Table 7). The Congestion Pricing Study elicited the smallest share of interest at 51% of Near respondents and 53% of Far respondents. Nearby respondents expressed greater interest in Oak St. signal retiming and lane conversions than respondents further away, at 68% and 53%, respectively. Designated lanes for transit and carpooling received slightly higher support from Far respondents (58%) than Near respondents (53%). Besides these small differences, interest in these concepts didn't differ very strongly between each survey group.

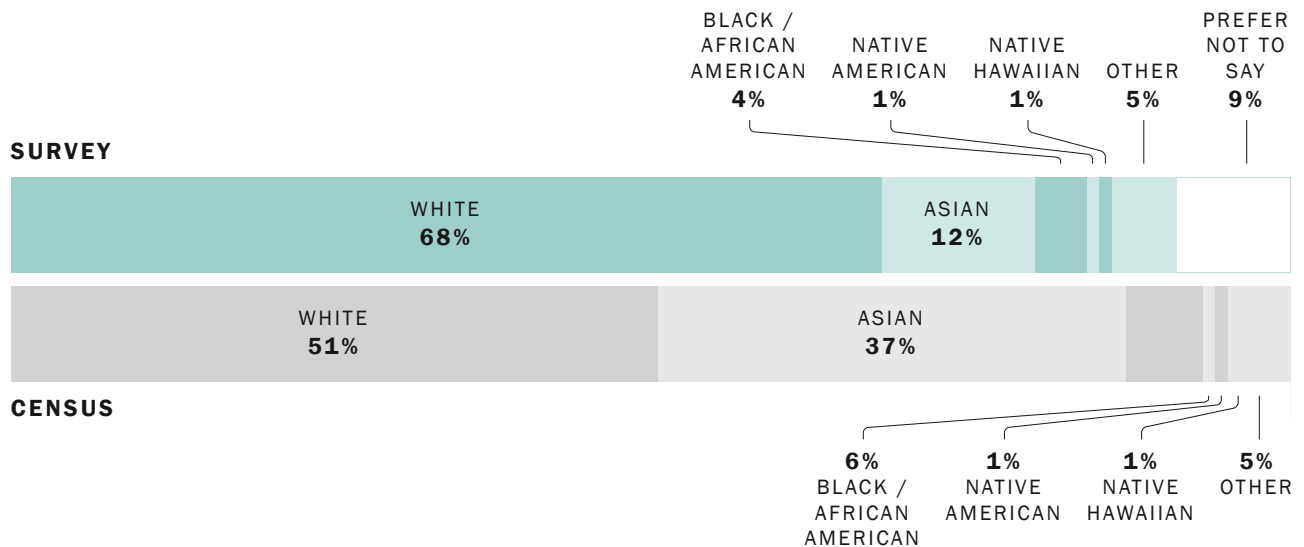
**Table 5. Interest in Regional Congestion Management Concepts**

REGIONAL CONGESTION MANAGEMENT CONCEPTS	INTERESTED		NEUTRAL		NOT INTERESTED	
	NEAR	FAR	NEAR	FAR	NEAR	FAR
Wayfinding Signage	68%	64%	16%	17%	16%	19%
Oak St. signal retiming & lane conversion	68%	53%	31%	29%	15%	27%
Regional Transit Hub at Civic Center	58%	56%	29%	30%	13%	14%
Regional Express Bus Study	54%	53%	31%	29%	15%	17%
Designated lanes for transit & carpool	53%	58%	28%	20%	19%	22%
Congestion Pricing Study	51%	53%	21%	19%	28%	30%

## Respondent Demographics:

### Race/Ethnicity:

more respondents identified as White compared to the citywide population (68% vs. 51%). About 9% of respondents identified as Hispanic/Latinx.



### Gender:

277 respondents identified as women (36%) and 488 identified as men (64%).

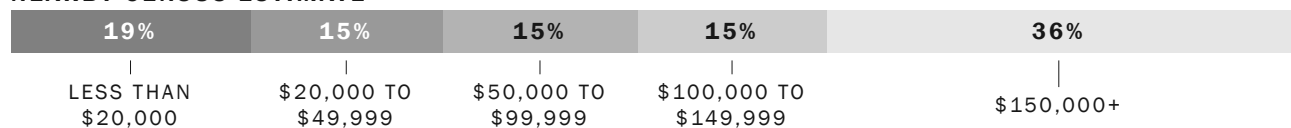
### Household Income:

48% of all respondents earned below \$150,000 a year, 52% earned above.

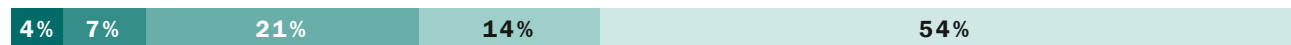
#### NEARBY SURVEY RESPONDENTS



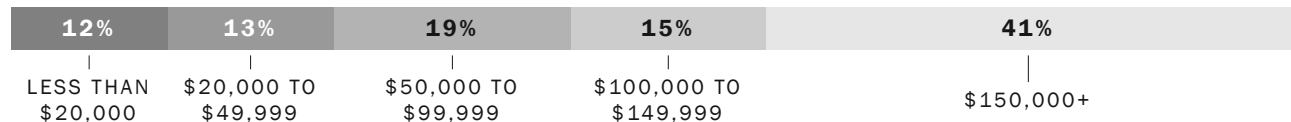
#### NEARBY CENSUS ESTIMATE



#### FAR SURVEY RESPONDENTS



#### FAR CENSUS ESTIMATE



## 4. Findings and Recommendations

The study team prioritized the Local Safety and Connectivity concepts and Regional Congestion Management strategies based on outreach survey findings and technical work.

We recommend the Local Safety & Connectivity concepts ranked as a high priority by at least 50% of survey respondents. The Local Safety and Connectivity concepts that did not reach this threshold may still be implemented – the Study outreach revealed an interest in these recommendations – but would be advanced as a lower priority and pending funding availability.

A majority – 50% or more – of survey respondents indicated interest in further developing all of the Regional Congestion Management strategies.

The following sections provide a summary of each recommendation, its costs, implementation and funding strategy, and lead agency.

### LOCAL SAFETY & CONNECTIVITY CONCEPT RECOMMENDATIONS

The Local safety & Connectivity concept recommendations are shown in Table 6 below and include bulbouts on Oak and Fell Streets at Buchanan and Webster; red light camera enforcement (or a similar strategy to reduce red light running and associated conflicts) on Market Street at Gough Street; and traffic calming on Octavia Street. Some of the recommended concepts can be designed or delivered as part of related projects led by SFMTA; these are noted under the “Implementation Strategy” column. Planning level cost estimates are provided for each recommendation and additional expected costs (e.g. contingency) are shown at a package level in Table 6. The funding source for these recommendations are the Market and Octavia Special Revenue funds.

**Table 6.** Overview of Local Safety & Connectivity Concept Recommendations and Planning Level Cost Estimates

RECOMMENDATION	DESCRIPTION	IMPLEMENTATION STRATEGY	TOTAL COST
Bulbouts (page 30)	Six bulbouts spread across four intersections of Oak and Fell at Buchanan and Webster	Design in coordination with SFMTA's signal retiming for Oak Street	\$1,850,000
Red Light Cameras (or similar strategies) (page 31)	Install at Gough St. / Market St.	Better Market Street 2023 Hub Quick Build	\$600,000
Octavia St. Traffic Calming (page 31)	Sidewalk/median changes, raised crosswalks, signal improvements, speed humps	New Project	\$3,575,000
Contingency	30% of construction items		\$1,807,000
<b>Total Cost</b>			<b>\$7,832,500</b>

## REGIONAL CONGESTION MANAGEMENT STRATEGY RECOMMENDATIONS

We recommend all but one<sup>1</sup> of the strategies for regional Congestion Managements to advance to the next stage of planning and technical analysis. Some of these strategies are best studied together, as described below:

- **Transit and High Occupancy Vehicle Lane on Oak Street:** Study and advance High Occupancy Vehicle (HOV) and transit lanes on Oak St. to connect the existing and planned managed lane and freeway network, including signal retiming and a lane conversion (page 35). This study would include further analysis and outreach to retime Oak St. signals to meter traffic to allow for street reconfigurations. As part of this concept design, integrate regional wayfinding signage for circulation and access to guide vehicles towards the most time-competitive freeway access routes, such as potential new HOV lanes on 9th and 10th.
- **Regional Express Transit Hub:** Plan for regional and local express transit service to connect San Francisco with Peninsula cities, and study a regional transit hub at the Civic Center to enable closer connections from western neighborhoods to regional transit service.

## COST, FUNDING, & IMPLEMENTATION

The Local Safety and Connectivity recommendations can be implemented with the \$7 million available in Market and Octavia Special funds.





The Regional Congestion Management strategies require funding for the next phase of conceptual design, technical analysis, and community engagement. In addition to the Special Fund, potential funding sources for these activities include:

- **Caltrans Sustainable Transportation Planning Grants:**
  - » **Sustainable Communities Grants:** encourage local planning that supports state goals, implements Regional Transportation Plans and Sustainable Communities Strategies, and ultimately achieve California's greenhouse gas emissions reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

<sup>1</sup> Downtown Congestion Pricing: The SFCTA's Downtown Congestion Pricing Study is currently paused. The SFCTA will continue monitoring commute patterns, transit provision/usage, and economic recovery data to evaluate status of the paused Downtown Congestion Pricing Study.



- » **Strategic Partnerships Grants:** identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies.
- **MTC Mobility Hub Grants** could provide funding to plan, design, and implement mobility hubs.
- **MTC Priority Development Area Regional Planning Grants** provide funding for land use and transportation plans that support Priority Development Areas such as the Market-Octavia Plan area.
- **Prop L:** local sales tax revenues to be used as a local match for larger planning grant programs and to fund local planning and implementation.
- **Federal SS4A:** A federal grant program that began in 2022 to fund planning and implementation of street safety projects.

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San Francisco County Transportation Authority

**Neighborhood**  
program

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## Memorandum

### AGENDA ITEM 10

**DATE:** May 19, 2023

**TO:** Transportation Authority Board

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

**SUBJECT:** 6/13/2023 Board Meeting: Adopt the 2023 Prop L Strategic Plan Baseline

#### RECOMMENDATION ☐ Information ☒ Action

Adopt the 2023 Prop L Strategic Plan Baseline.

#### SUMMARY

The Prop L Expenditure Plan requires that the Transportation Authority adopt a 30-year Strategic Plan that establishes policies for Prop L administration, forecasts sales tax revenues, and forecast expenditures, including setting programming and cash flow by fiscal year for each of the 28 Expenditure Plan programs, and estimating debt needs to advance project delivery faster than pay-as-you go would allow. While the Strategic Plan is the long-range financial planning tool for the program, it is developed in concert with 5-Year Prioritization Programs (5YPPs) that are used to identify the specific projects to be funded in the next five years. Adoption of these documents is a prerequisite for allocation of funds from Prop L. The first step in developing the Strategic Plan and the 5YPPs is establishing the Strategic Plan Baseline. In addition to providing guidance about program implementation to staff and sponsors through the policies, the Baseline sets the amount of pay-go funding available to each program, by fiscal year, through the end of the Expenditure Plan (2053). This provides the starting budget for project sponsors. We worked with a consultant to update the sales tax revenue forecast since it was last set in June 2021 as part of Prop L development. The new projection reflects the last two years of actual data and a slow pandemic recovery in the city. As a result, the forecast is about \$400 million (15%) lower than the 2021 Expenditure Plan optimistic forecast (Priority 1+2)(Baseline Attachment C). We think it is prudent to adjust the forecast to err on the conservative side for budgeting and hope when we revisit the forecast with the next update that we can adjust it upward. On the expenditure side, the Baseline proposes to continue 7.9% off the top for operating

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



costs and program administration (same as Prop K). For Prop K carryforward obligations, we include remaining debt service on the 2017 revenue bond (\$234.7 million) and over \$400 million in grant balances with expenditures in the next five years. For 23 of the 28 Prop L programs, we have assigned their share of annual revenues based on their proportional share of funds available. For 5 of the biggest Prop L programs, we are proposing accelerating funds in the Baseline, driven primarily by the near-term funding needs for The Portal (DTX)(to meet an August 2023 funding milestone for a \$3+ billion Capital Investment Grant it is seeking) and BART Core Capacity (seeking to exercise an option and lock in a lower price on railcar procurement). We also advanced funds for Muni Maintenance, Paratransit, and Caltrain Maintenance which we know will be seeking to advance funds and because we want to get a more realistic estimate of debt costs than advancing one program alone would produce. The impact of the heavily front-loaded Prop K carryforward obligations and the significant advancement of funds in the 5 of the largest Prop L programs results in the need for \$843.6 million in revenue bonds over the 30-year program with \$639 million in financing costs (including \$40.5 million from the 2017 bonds). The Baseline is an interim step and when we add the proposed 5YPP projects, these numbers will change. Past experience shows that the Strategic Plan has higher debt need estimates than what actually happens. We reconcile with actuals and updated needs with each update, and if debt needs are reduced, the delta goes back to projects. We expect to present the final 2023 Prop L Strategic Plan to the Board in November/December, following Board adoption of the 28 5YPPs.

## **BACKGROUND**

The Strategic Plan provides transparency and accountability about how we administer the sales tax and serves as a key financial planning tool for the measure. The Strategic Plan has three main elements - policies, revenues, and expenditures - that establish the amount of Prop L funds available on an annual basis over the 30-year program, with the next five-year period reflecting the funding needs for projects recommended from the 5YPPs. The Strategic Plan is how we ensure that projected sales tax revenues are sufficient to cover all program-related expenditures and gives us a sense of how much debt the program can support if agencies seek to advance funds. It also supports project delivery and leveraging of other funds by ensuring that Prop L funds are available when needed. Developing the Strategic Plan is an iterative process closely linked with development of the 5YPPs. Adoption of the 2023 Prop L



Strategic Plan Baseline is the first step in the Strategic Plan and 5YPP development process.

## **DISCUSSION**

**Policies.** The Prop L Strategic Plan Policies, included as Baseline Attachment B, provide guidance to Transportation Authority staff and project sponsors for program administration. The policies are based on three core principles: optimize leveraging of sales tax funds, support timely and cost-effective project delivery, and maximize the cost-effectiveness of financing. The proposed policies are essentially the same as the policies we had for Prop K, which we have been refining over many years, with minor modifications for clarity and to reflect specific details of the Prop L Expenditure Plan. Examples of key policies include project readiness requirements for allocation of funds, establishing that Prop L is a reimbursement-based program, requiring proportional spending of Prop L and non-Prop L funds, and setting a policy that only programs that advance funds faster than pay-as-you-go will need to proportionately cover their share of financing costs within the funding caps. This policy, carried forward from Prop K, protects the smaller ongoing programs from being impacted by the debt costs resulting from major capital projects/programs choosing to significantly advance funds. The aforementioned policies are critical cash management tools that we use to minimize financing costs for the overall program while seeking to have funds ready when sponsors need them to support project delivery.

One notable new Prop L policy references the Expenditure Plan requirement that the Transportation Authority develop project delivery oversight guidelines. We anticipate presenting these to the Board for approval by the end of the calendar year, if not sooner.

The policies are included with track changes to show differences from the 2021 Prop K Strategic Plan policies.

**Revenues.** In June 2021 we developed the two forecasts for sales tax revenues in the Expenditure Plan – the Priority 1 conservative forecast of \$2.378 billion (2020\$s) and the Priority 2 optimistic forecast of \$2.598 billion (2020\$s). These revenue forecasts are net of \$550 million for Prop K carryforward obligations assumed in the Prop L Expenditure Plan, including existing grant balances, remaining payments for the 2017 bonds (\$235 million), and other Prop K financial obligations (e.g. maintain the revolving line of credit).

To update the revenue forecast for the Baseline, we worked with Muni Services, our economic consultants, to assist with revenue forecasting. Revenue forecasts from April 2023 reflect a lower projection of \$2.194 billion (2020\$s) (net of the \$550 million Prop K carryforward) which is 15% lower than Priority 2 levels and 7.7% lower



than Priority 1 revenues in the Expenditure Plan. This new projection is grounded in the latest data and considers actual revenues in the last two fiscal years as well as the current economic picture showing a slow pandemic recovery in San Francisco. We think it's prudent to adjust our forecast for the Strategic Plan and to err on the side of conservatism for budgeting and programming purposes because we want to make sure we have enough revenues to meet our commitments to projects and debt. We also recognize that this is year 1 of a 30-year plan, and we hope that when we update the Strategic Plan in a few years, revenues will have outperformed expectations.

Baseline Attachment C compares the revenue forecast in the Expenditure Plan to the current revenue forecast that we are recommending for the Strategic Plan Baseline. Forecasts are shown both in 2020 dollars, which we use to ensure we comply with Expenditure Plan funding caps for each program, and in Year of Expenditure dollars which we use when we program and allocate funds to projects.

**Expenditures.** The Strategic Plan Baseline includes four elements of expenditures - operating expenditures, capital reserve, project costs, and debt costs. We recommend setting operating costs at 6.9% (same as Prop K), tapering off the last 5 years of the Expenditure Plan) for planning, programming, project delivery support, and oversight for Expenditure Plan projects. We recommend 1% for program administration (same as Prop K) as allowed by statute. All other funds are available for project expenses and project related financing.

We recommend a *capital reserve*, that holds the last 1.75 years of revenue in a reserve (Fiscal Years 2051/52 - 2052/53) to protect against risk that actual revenues are lower than projected, helping ensure that we have enough funds to cover obligations. We will evaluate the capital reserve with each Strategic Plan update and rightsize it and/or release excess funds as appropriate for programming to projects.

Prop K Carry Forward Prop L superseded Prop K which required us to carryforward the Prop K financial obligations into this measure. These obligations include \$234.7 million in remaining debt service for the 2017 revenue bond in even payments of about \$21 million through FY 2033/34 and about \$400 million in grant balances from about 400 open grants. Slide 15 in the attached presentation lists the projects with the largest outstanding balances - nearly a quarter of which is attributed to SFMTA's Light Rail Vehicle Procurement (\$97.6 million). Also, as shown in Slide 15, the approved cash flow reimbursement schedules for these Prop K projects primarily happen in the first 2-3 years of the Expenditure Plan, which is creating a high cash demand over the next few years even before we program any funds to Prop L projects. We are already seeing reimbursement requests coming in slower than the approved maximum for Fiscal Year 2022/23, so we have updated the Strategic Plan financial model to better reflect current expenditures and lowered the cash needs from \$200 million to \$120 million to match the amended agency budget. The delta in



cash needs is now reflected in Fiscal Year 2025/26, providing a more realistic schedule for these expenditures.

**Prop L in the Baseline.** For 23 of the 28 Prop L programs, the Strategic Plan Baseline reflects their share of annual pay-go revenues over the 30-year period. Through the 5YPP process, sponsors can request acceleration of Prop L funds to support project delivery faster than pay-go revenues would allow, but will need to cover a proportional share of finance costs within their program caps.

For 5 of the 28 programs, we are proposing advancing funds in the Baseline, driven by the near-term funding needs for two major transit projects:

- The Portal/Caltrain Downtown Rail Extension (DTX) is seeking the \$300 million Prop L programming commitment needed to meet a Federal Transit Administration Capital Investment Grants funding milestone in August 2023. The project is seeking a \$3+ billion CIG grant.
- BART Core Capacity is seeking \$100 million in the first 10 years of the Expenditure Plan, including a partial allocation this fall to exercise an option on its railcar replacement contract.

To give a more realistic picture of financing costs for these projects, while ensuring we can meet other programs' requests for advancing funds, we are also including accelerating programming and cash flow schedules in the Baseline for three other programs that we know are seeking to advance funds. Together these are among the biggest Prop L programs.

- Muni Maintenance has programming placeholders through Fiscal Year 2047/48 in anticipation of advancing funds for this program, which is more than double the size of any other program, resulting in an outsized impact on financing costs. We look forward to working with SFMTA to identify which projects should be prioritized for funding during the 5YPP process. If a less aggressive cash flow is needed to support the recommended projects, we would push out the cash flow in the final Strategic Plan, which would reduce debt costs.
- Paratransit includes \$13 million per year with an annual inflationary increase through Fiscal Year 2037/38 to provide funding stability for this critical program for seniors and persons with disabilities.
- Caltrain Maintenance has placeholders of \$5 million per year through Fiscal Year 2045/46 to support Caltrain budgeting and corresponding commitments from funding partners in the three Peninsula Joint Powers Board counties.

While these numbers will change as we refine the above programs that have placeholders and with the addition of 5YPP projects, advancing these large





programs in the Baseline give us confidence that we can recommend the advanced programming and cash flow to support The Portal and BART Core Capacity near-term needs, in particular.

**Debt Assumptions in the Financial Model.** We use conservative assumptions for the cost of financing to ensure we can cover all debt costs over the 30-year program. Baseline Attachment D provides the key assumptions in the Prop L Strategic Plan financial model. When expenditures exceed the available revenues, the model first pulls down on a \$125 million in revolver loan at an interest rate of 3%. Once the revolver amount is fully drawn, the model assumes that the revolver debt plus any additional financing needed is rolled over into a bond at an interest rate of 5%. All assumed bonds mature in 2050. The Strategic Plan Baseline reflects \$639 million in financing costs attributed to the existing 2017 revenue bond (\$40.5 million), and future debt triggered by the Prop K carryforward grant balances and the 5 Prop L programs that are advancing funds in the Baseline. These figures will change as we work with sponsors to recommend 5-year projects lists for all of the programs. As we bring the various rounds of 5YPPs to the Board for approval, we will provide updated Strategic Plan debt assumptions. Once all of the 5YPPs are adopted, we will incorporate their project programming and cash flow into the Final Strategic Plan.

**Next Steps.** Following adoption of the Strategic Plan Baseline, sponsors will have the amount of funds available for each of the Expenditure Plan programs and can use this information when identifying the projects they wish to propose for sales tax funding in the next five years. For those programs where sponsors are seeking to advance funds faster than pay-go, we will evaluate their requests and if they seem reasonable, we will add them to the Strategic Plan model to ensure we can accommodate the request within the financial envelope of the 30-year program and to get an estimate of financing costs which would come out of the advancing programs' funding caps. Our schedule anticipates continuing to work with sponsors through the summer and into the fall and bringing the bulk of the 5YPPs to the Board for approval in October/November, with adoption of the final Strategic Plan in November/December following adoption of all 28 5YPPs.

## **FINANCIAL IMPACT**

Approval of the Prop L Strategic Plan Baseline includes the approval of the continuation of 7.9% off the top of the sales tax program for operating costs and program administration. This is the same level as for Prop K, including 6.9%, (tapering off the last 5 years of the Expenditure Plan) for planning, programming, project delivery support, and oversight for Expenditure Plan projects and 1% for program administration (same as Prop K) as allowed by statute. This amount is reflected in the proposed FY 2023/24 budget and work program that the Board will consider for approval in June. There are no impacts to the Transportation Authority's



amended Fiscal Year 2022/23 budget or proposed Fiscal Year 2023/24 budget associated with the recommendation action. **THE** Prop L Strategic Plan is an important long-range financial planning tool for the Transportation Authority as it forecasts sales tax revenues and establishes maximum annual reimbursements for each of the **EXPENDITURE PLAN** programs, and estimates debt needs **TO** advance funds to support project delivery. However, allocation of funds and issuance of any debt are subject to separate approval actions by the Board.

### **CAC POSITION**

The Community Advisory Committee will be briefed on this item at its May 24, 2023 meeting.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 – presentation
- Attachment 2 – 2023 Prop L Strategic Plan Baseline
  - Attachment A – 2022 Expenditure Plan Summary
  - Attachment B – Strategic Plan Policies
  - Attachment C – Draft Prop L Sales Tax Revenue Forecast
  - Attachment D – Key Financial Model Assumptions
  - Attachment E – Priority 1 Funding and Funds Available (2020 \$s)
  - Attachment F – Cash Flow and Finance Costs by Expenditure Plan Program (YOE \$s)

# Adopt the Prop L Strategic Plan Baseline



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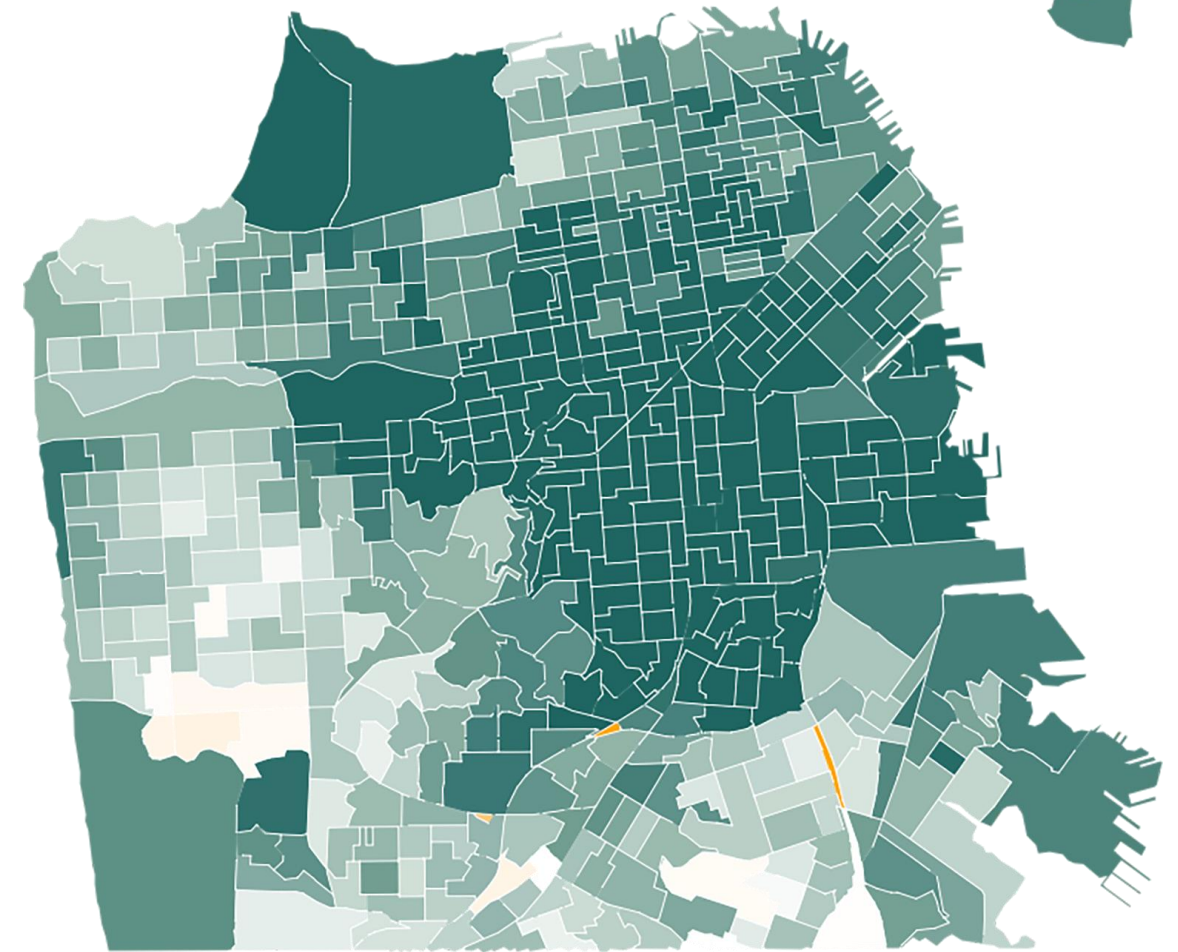
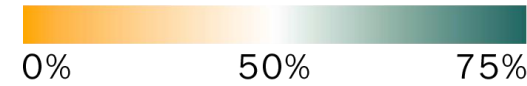
Community Advisory Committee — Agenda Item 11  
May 24, 2023

# Prop L

## Approved by 71.8% of San Francisco voters

- Extends the ½ cent local transportation sales tax through 2053
- Establishes a new 30-year Expenditure Plan superseding Prop K
- Effective date: April 1, 2023

% YES VOTES



297

# Proposition L Expenditure Plan

Up to \$2.6 billion (2020 \$s) in sales tax revenues over 30 years\*

## TRANSIT MAINTENANCE & ENHANCEMENTS

41.2%

- Muni, BART, Caltrain, Ferry
- Maintenance, rehabilitation and replacement
- Station/Access improvements
- Next generation transit planning

## MAJOR TRANSIT PROJECTS

22.6%

- Muni Bus/Train Reliability & Efficiency Improvements
- Muni and BART Core Capacity
- Caltrain Downtown Extension

## TRANSPORTATION SYSTEM DEVELOPMENT & MANAGEMENT

5.9%

- Transportation demand management
- Neighborhood and equity-focused planning and implementation

## PARATRANSIT

11.4%

- Transit services for seniors and people with disabilities

## STREETS & FREEWAYS

18.9%

- Pedestrian and bicycle improvements
- Signals and traffic calming
- Street repaving
- Major street and freeway redesign planning



\* Includes both Priority 1 (conservative forecast) and Priority 2 (more optimistic) revenues.

# Prop L Expenditure Plan

- Determines eligibility of projects and sponsor agencies through 28 programs
- Sets funding caps for each program over 30 years
- Allows for financing to accelerate project delivery
- Includes requirements such as a Board-approved **Strategic Plan** and **5-Year Prioritization Programs (5YPPs)**, as a prerequisite for allocation



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Photo: Sergio Ruiz, [flic.kr/p/2iF22hk](https://flic.kr/p/2iF22hk)

## 2022 Transportation Expenditure Plan

2022 Transportation Expenditure Plan will help deliver safer, smoother streets, more reliable transit, reduce congestion, and more.



# What is in the Strategic Plan?

- Establishes **policies** for Prop L administration
- Forecasts sales tax **revenues** over 30 years
- Forecasts **expenditures** by fiscal year
  - Sets programming and cash flow by fiscal year for each program
  - Estimates debt needs



Photo by Sergio Ruiz flic.kr/p/2oAvRWu

# Why is the Strategic Plan important?

- Supports project delivery and leveraging of other funds by ensuring Prop L funds are available when needed
- Informs debt strategy
- Supports transparency and accountability in how sales tax funds are used

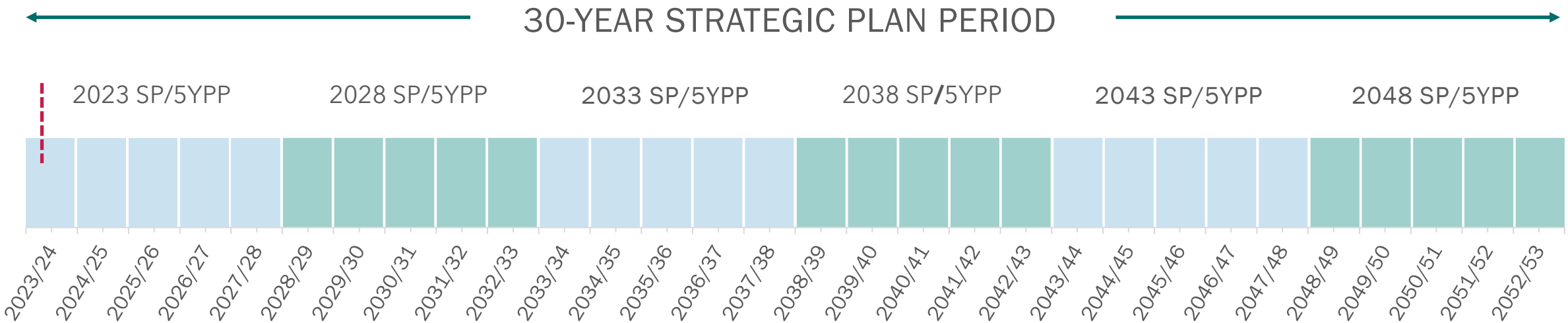


Photo by SFMTA Photography



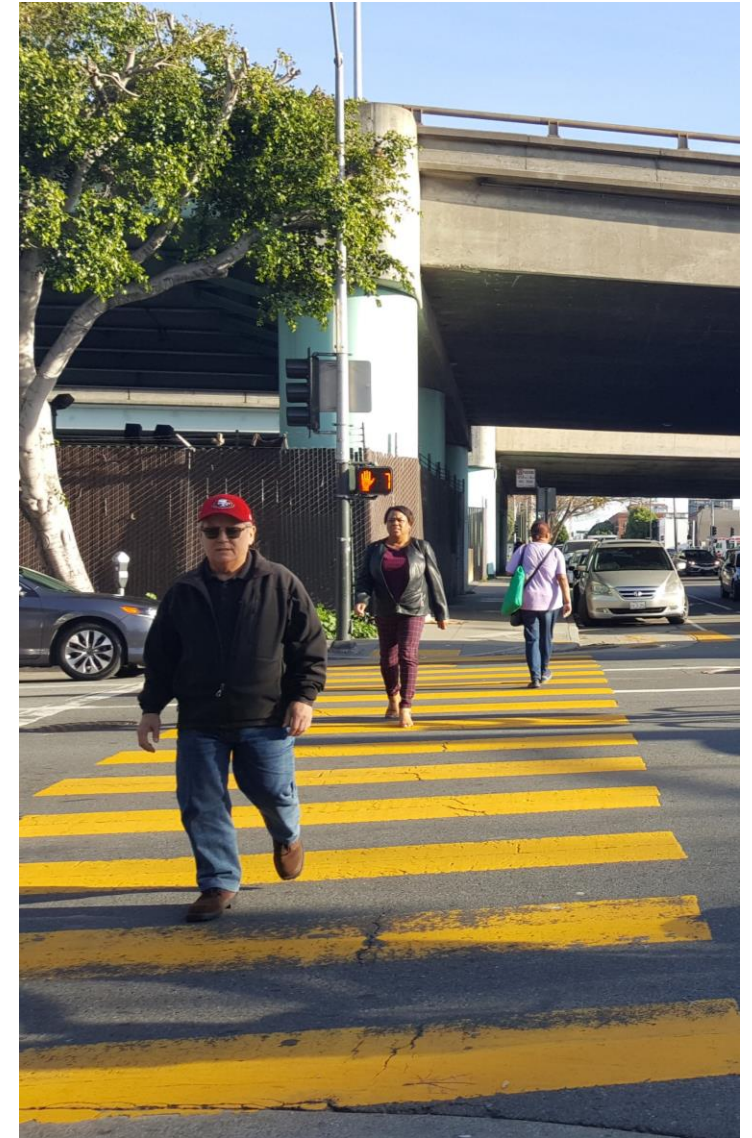
# The Strategic Plan and 5YPPs Work Together

The Strategic Plan provides a 30-year financial look at Prop L.  
The 5-Year Prioritization Programs (5YPPs) provide specific project funding detail in 5-year windows.



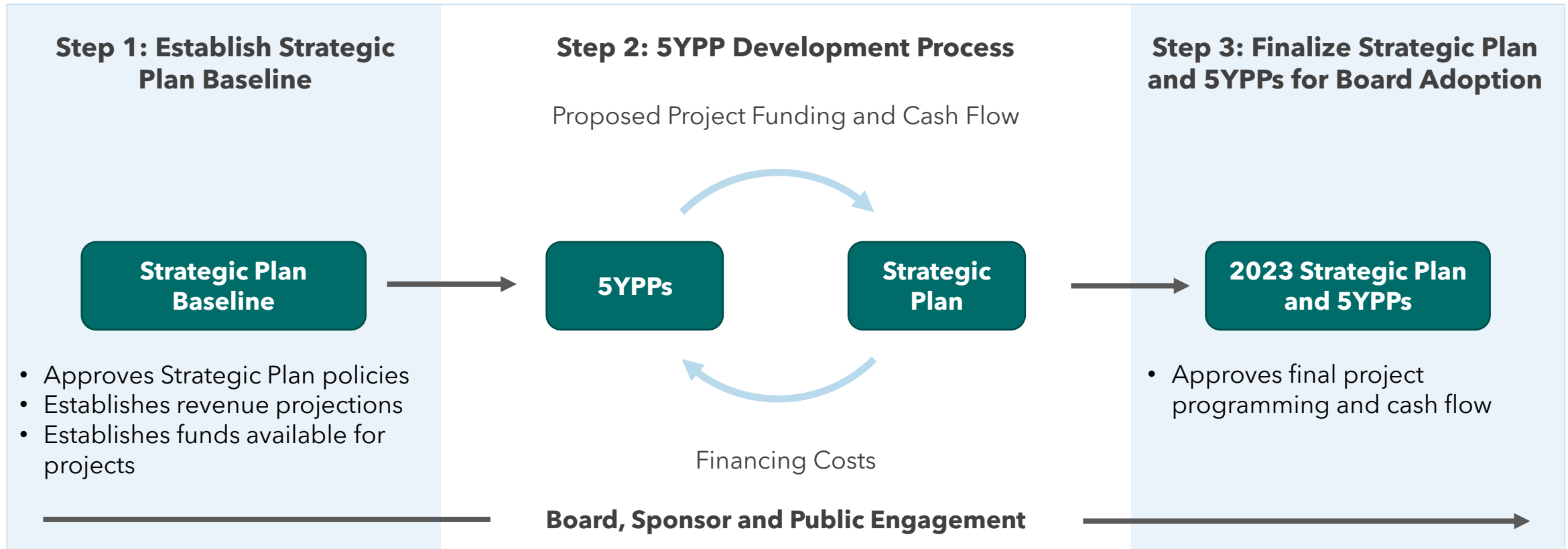
# What are the 5-Year Prioritization Plans (5YPPs)?

- 5-year lists of projects for each program in the Expenditure Plan (28 total)
  - Includes scope, schedule, cost, and funding plan (plus leveraging) for each project
- Programs Prop L funds to each project, with a cash flow reimbursement schedule
- Provides transparency for how projects are prioritized
- Provides certainty to project sponsors with committed funds for projects



# Strategic Plan / 5YPPs Development

Development of the Strategic Plan and 5YPPs is an iterative process.



# Strategic Plan Components

## Policies

## Revenues

Sales Tax Revenue  
Forecast

Investment Income  
Forecast

## Expenditures

Operating Expenditures

Capital Reserve

Project Costs

Financing Costs



# Strategic Plan Policies

- Provide guidance to Transportation Authority staff and project sponsors for program administration
- Are substantively the same as Prop K policies, which have served us well over the last 20 years
- Retain Prop K Strategic Plan Guiding Principles:
  - Optimize leveraging of sales tax funds
  - Support timely and cost-effective project delivery
  - Maximize cost effectiveness of financing

New Prop L requirement for Board to adopt **project delivery oversight guidelines** for major capital projects to support timely and cost-effective project delivery.

# Strategic Plan Revenues

- Revenue projections are down 15% compared to Summer 2021 forecast
- We will revisit revenue projections with each Strategic Plan update

30-YEAR FORECAST	\$2020 TOTAL (MILLIONS)
Prop L Expenditure Plan Revenues (Priority 1 + 2) from Summer 2021	\$2,598
Prop L Strategic Plan Revenues from Spring 2023	\$2,194
<b>Difference</b>	<b>(\$404)</b>

# Strategic Plan Baseline Expenditures

## Operating Costs and Program Administration

- Recommend 6.9% (same as Prop K), tapering off FYs 2048/49 - 2052/53 for planning, programming, project delivery support, and oversight for Expenditure Plan projects
- Recommend 1% (same as Prop K) as allowed by statute for program administration

## Capital Reserve

- Protects against risk that actual revenues are lower than projected
- Holding last 1.75 years of revenue (\$334M \$YOE) in reserve

# Strategic Plan Baseline Expenditures

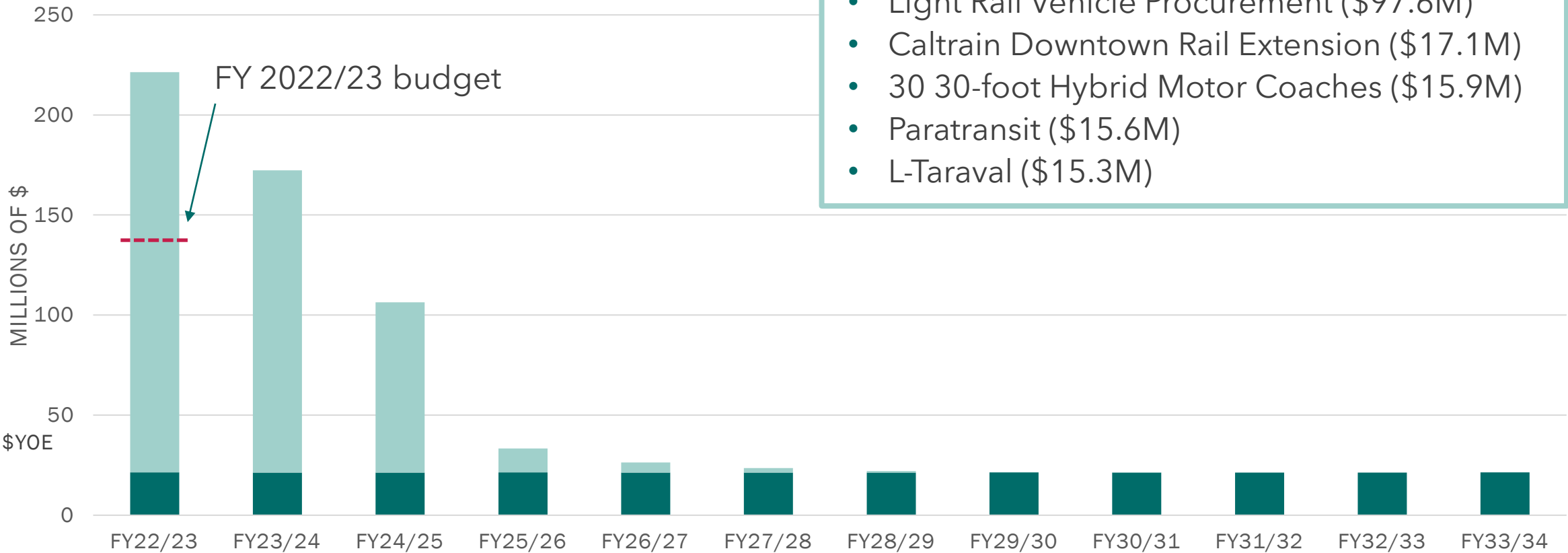
## Prop K Carryforward Obligations

- Prop K 2017 Bond Debt Costs
  - \$234.7M in remaining debt service for 2017 Bond
  - ~\$21.3M annually through FY 2033/34
- Project Costs (remaining grant balances)
  - \$400.3M (\$YOE) grant balances from 400 open grants
  - Cash flow reimbursement schedules cover FYs 2022/23 – 2026/27



# Strategic Plan Baseline Expenditures

## Prop K Carryforward



# Strategic Plan Baseline Expenditures

## Prop L in the Baseline

- For 23 of 28 programs, we have assigned their share of annual revenues based on their proportional share of funds available
  - Through the 5YPP process, project sponsors can seek to advance funds, subject to debt costs
  - **If a program advances, it is assigned a proportional share of debt costs.**
- For 5 of the 28 programs, we propose advancing funds in the Baseline, driven by the near-term funding needs for two projects:
  - The Portal/Caltrain Downtown Rail Extension (DTX)
  - BART Core Capacity

# Strategic Plan Baseline Expenditures

## Programs Recommended to Advance Funds in the Baseline

- 1. The Portal/DTX:** \$300 M programming commitment needed to meet federal Capital Improvement Grant funding milestone in August 2023
- 2. BART Core Capacity:** seeking \$100 M in first 10 years, including a partial allocation this fall to exercise an option on its railcar replacement contract
- 3. Muni Maintenance:** Programming placeholders in anticipation of advancing funds for this program, which is more than double the size of any other program, resulting in an outsized impact on financing costs
- 4. Paratransit:** ~\$13M/year + annual inflationary increase, one of the largest programs
- 5. Caltrain Maintenance:** Programming \$5M/year to support budgeting and corresponding commitments from funding partners

# Strategic Plan Baseline

## Key Assumptions for Future Debt

- We use conservative assumptions for the cost of financing to ensure we can cover all debt costs over the 30-year program
  - Actual debt when issued, if lower, gets reflected in the next Strategic Plan update and is made available to projects.
- The Strategic Plan model uses a combination of short-term debt (revolver) and long-term debt (bonds)
- To ensure a fair distribution of debt costs between Prop K and Prop L projects, in FYs 2023/24-2027/28, the pay-go fund allowance for Prop K and Prop L are each capped at \$50 M annually.

# Sources and Uses

SOURCES	(YOE\$)
Sales Tax Revenue	\$4,668.4 M
Investment Income	\$2.9 M
Long Term Bond Proceeds	\$843.6 M
Loans - Yerba Buena Island Capital Projects	\$126.8 M
<b>TOTAL</b>	<b>\$5,641.6 M</b>

USES	(YOE\$)
Funds Available for Projects	\$3,086.3 M
Long Term Bond Capital	\$1,051.9 M
Financing Costs	\$638.9 M
Capital Reserve	\$439.8 M
Program Administration and Operating Costs	\$304.6 M
Loans - Yerba Buena Island Capital Projects	\$120.2 M
<b>TOTAL</b>	<b>\$5,641.6 M</b>

# Strategic Plan / 5YPP Development

## Proposed Action and Next Steps

**June 2023:** Adopt the 2023 Prop L Strategic Plan Baseline (this item) and guidelines for the development of 5YPPs (separate agenda item)

**July - November 2023:** Approve 5YPPs, likely in 3 groups; can start approving allocations for programs with approved 5YPPs

**November/December 2023:** Approve the 2023 Prop L Strategic Plan

# For More Information

[sfcta.org/ExpenditurePlan](https://sfcta.org/ExpenditurePlan)

[PropL@sfcta.org](mailto:PropL@sfcta.org)



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

## Attachment 2

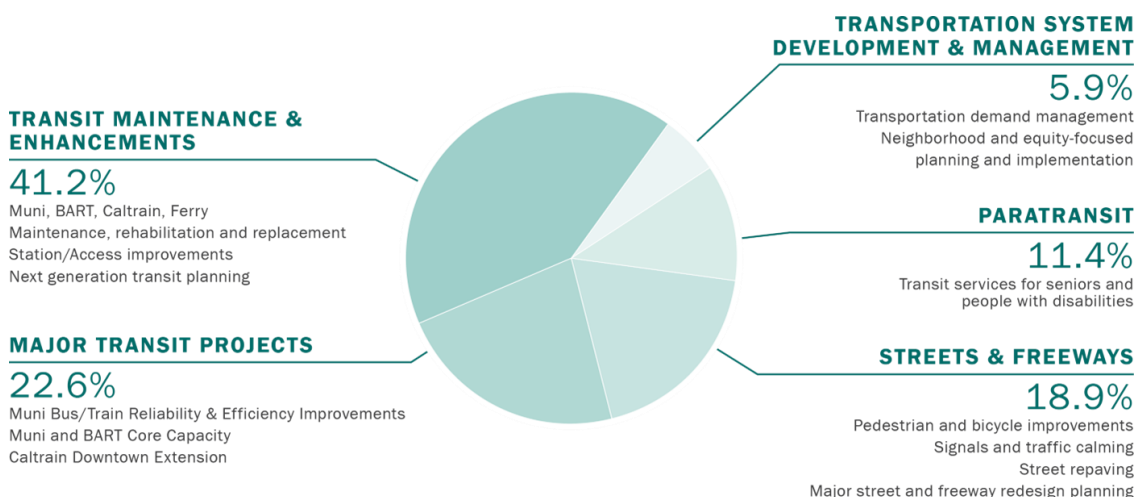
### Draft 2023 Prop L Strategic Plan Baseline

The Prop L Strategic Plan provides transparency and accountability about how we administer the sales tax and serves as a key financial planning tool for the measure. The Strategic Plan has three main elements - policies, revenues, and expenditures. The Strategic Plan guides day-to-day administration of the measure through its policies. Further, through its financial model, the Strategic Plan is the tool we use to ensure that projected sales tax revenues are sufficient to cover all program-related expenditures and it gives us a sense of how much debt the program can support if agencies seek to advance funds. Importantly, the Strategic Plan supports project delivery and leveraging of other funds by ensuring that Prop L funds are available when needed.

Developing the Strategic Plan is an iterative process closely linked with development of the 5-Year Prioritization Programs or 5YPPs which identify the specific projects to be funded in each Expenditure Plan program over the next five years. Adoption of the 2023 Prop L Strategic Plan Baseline is the first step in the Strategic Plan and 5YPP development process. *The Baseline sets the amount of pay-go funding available to each program, by fiscal year, through the end of the Expenditure Plan (2053). This provides the starting budget for project sponsors as the work to propose projects to fund in the next five year period. Following adoption of all 28 5YPPs, we will bring the final Strategic Plan, incorporating the programming and cash flow needs of the 5YPP projects, to the Board for adoption.*

## Background

San Francisco voters in November 2022 approved Proposition L, the Sales Tax for Transportation Projects measure that will direct up to \$2.6 billion (2020 \$s) in half-cent sales tax funds over 30 years to help deliver safer, smoother streets, more reliable transit, continue paratransit services for seniors and persons with disabilities, reduce congestion, and improve air quality.



The 30-year Expenditure Plan for Prop L was developed with extensive outreach with the public and an Advisory Committee, composed of 27 members from neighborhoods, community groups, advocacy organizations, and business and civic groups. The Expenditure Plan defines 28

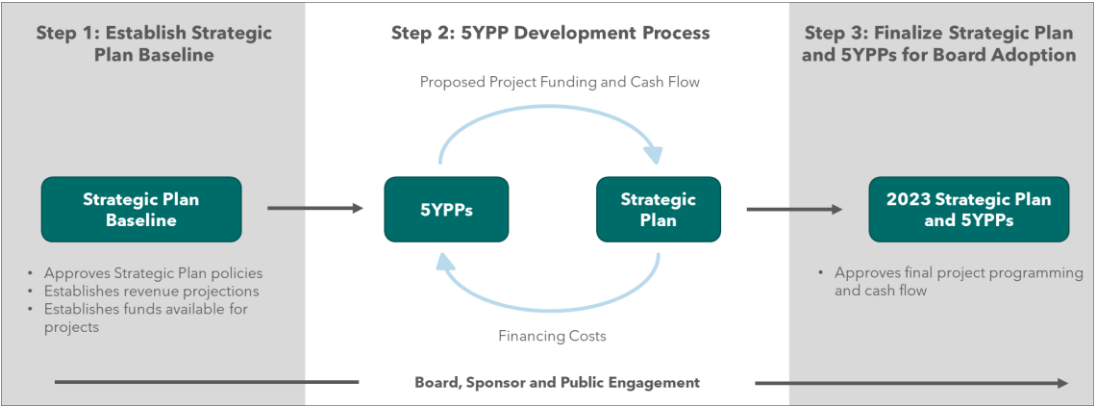


Attachment 2  
Draft 2023 Prop L Strategic Plan Baseline

programs, organized in five major categories as shown above and listed in Attachment A. The Expenditure Plan is a primary tool that we use to help implement the San Francisco Transportation Plan.

Strategic Plan Development Process

While the Strategic Plan is the long-range financial planning tool for the program, it is developed in concert with 5YPPs that identify the specific projects to be funded in the next 5 years. This iterative process is illustrated in the diagram below. Adoption of the Strategic Plan and 5YPP documents is a prerequisite for allocation of funds from Prop L.



The first step in developing the Strategic Plan and the 5YPPs is establishing the Strategic Plan Baseline. In addition to providing guidance about program implementation to staff and sponsors through the policies, the Baseline sets the amount of pay-go funding available to each program, by fiscal year, through the end of the Expenditure Plan (2053). This provides the starting budget for project sponsors as they identify the projects they wish to fund over the next five years.

Policies

The Prop L Strategic Plan Policies, included as Attachment B, are based on three core principles: optimize leveraging of sales tax funds, support timely and cost-effective project delivery, and maximize the cost-effectiveness of financing. The proposed policies are essentially the same as the policies we had for Prop K, which we have been refining over many years, with minor modifications for clarity and to reflect specific details of the Prop L Expenditure Plan. Examples of key policies include project readiness requirements for allocation of funds, establishing that Prop L is a reimbursement-based program, requiring proportional spending of Prop L and non-Prop L funds, and setting a policy that only programs that advance funds faster than pay-as-you-go will need to proportionately cover their share of financing costs within the funding caps. This policy, carried forward from Prop K, protects the smaller ongoing programs from being impacted by the debt costs resulting from major capital projects/programs choosing to significantly advance funds. The aforementioned policies are critical cash management tools that we use to minimize financing

## Attachment 2

### Draft 2023 Prop L Strategic Plan Baseline

costs for the overall program while seeking to have funds ready when sponsors need them to support project delivery.

One notable new Prop L policy references the Expenditure Plan requirement that the Transportation Authority develop project delivery oversight guidelines. We anticipate presenting these to the Board for approval by the end of the calendar year, if not sooner.

The policies are included with track changes to show differences from the 2021 Prop K Strategic Plan policies.

## Revenues

In June 2021 we developed the two forecasts for sales tax revenues in the Expenditure Plan – the Priority 1 conservative forecast of \$2.378 billion (2020\$s) and the Priority 2 optimistic forecast of \$2.598 billion (2020\$s). These revenue forecasts are net of \$550 million for Prop K carryforward obligations assumed in the Prop L Expenditure Plan, including existing grant balances, remaining payments for the 2017 bonds (\$235 million), and other Prop K financial obligations (e.g., maintain the revolving line of credit).

To update the revenue forecast for the Baseline, we worked with Muni Services, our economic consultants, to assist with revenue forecasting. Revenue forecasts from April 2023 reflect a lower projection of \$2.194 billion (2020\$s) (net of the \$550 million Prop K carryforward) which is 15% lower than Priority 2 levels and 7.7% lower than Priority 1 revenues in the Expenditure Plan. This new projection is grounded in the latest data and considers actual revenues in the last two fiscal years as well as the current economic picture showing a slow pandemic recovery in San Francisco. We think it's prudent to adjust our forecast for the Strategic Plan and to err on the side of conservatism for budgeting and programming purposes because we want to make sure we have enough revenues to meet our commitments to projects and debt. We also recognize that this is year 1 of a 30-year plan, and we hope that when we update the Strategic Plan in a few years, revenues will have outperformed expectations.

Attachment C compares the revenue forecast in the Expenditure Plan to the current revenue forecast that we are recommending for the Strategic Plan Baseline. Forecasts are shown both in 2020 dollars, which we use to ensure we comply with Expenditure Plan funding caps for each program, and in Year of Expenditure dollars which we use when we program and allocate funds to projects.

## Expenditures

The Strategic Plan Baseline includes four elements of expenditures – operating expenditures, capital reserve, project costs, and debt costs.

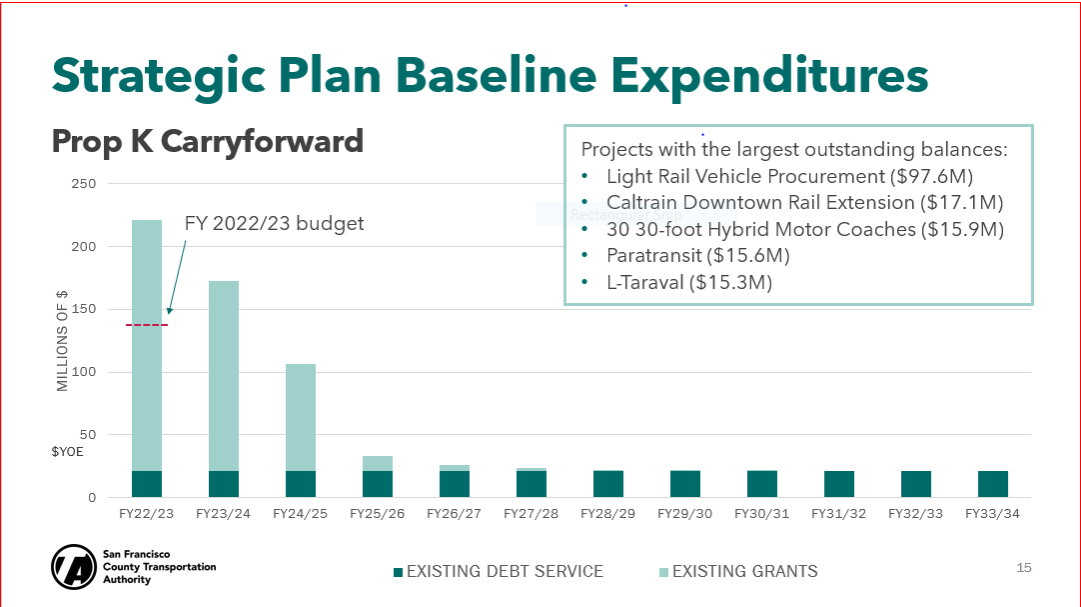
**Operating Costs and Program Administration.** The Baseline includes the continuation of 7.9% off the top of the sales tax program for operating costs and program administration. This is the same level as for Prop K, including 6.9%, (tapering off the last 5 years of the Expenditure Plan) for planning, programming, project delivery support, and oversight for Expenditure Plan projects and

Attachment 2  
Draft 2023 Prop L Strategic Plan Baseline

1% for program administration (same as Prop K) as allowed by statute. All other funds are available for project expenses and project related financing.

**Capital Reserve.** The Baseline includes a capital reserve, that holds the last 1.75 years of revenue in a reserve (Fiscal Years 2051/52 – 2052/53) to protect against risk that actual revenues are lower than projected, helping ensure that we have enough funds to cover obligations. We will evaluate the capital reserve with each Strategic Plan update and rightsize it and/or release excess funds as appropriate for programming to projects.

**Prop K Carry Forward.** Prop L superseded Prop K which required us to carryforward the Prop K financial obligations into this measure. These obligations include \$234.7 million in remaining debt service for the 2017 revenue bond in even payments of about \$21 million through FY 2033/34 and about \$400 million in grant balances from about 400 open grants. The chart below lists the projects with the largest outstanding balances – nearly a quarter of which is attributed to the SFMTA’s Light Rail Vehicle Procurement (\$97.6 million).



The approved cash flow reimbursement schedules for these Prop K grants primarily happen in the first 2-3 years of the Expenditure Plan, which is creating a high cash demand over the next few years even before we program any funds to Prop L projects. We are already seeing reimbursement requests coming in slower than the approved maximum for Fiscal Year 2022/23, so we have updated the Strategic Plan financial model to better reflect current expenditures and lowered the cash needs from \$200 million to \$120 million to match the amended agency budget. The delta in cash needs is now reflected in Fiscal Year 2025/26, providing a more realistic schedule for these expenditures. Once the Prop K carryforward grants have been reimbursed, starting in Fiscal Year 2028/29, there is nearly double the amount of pay-go funds available for new Prop L projects.

**Prop L in the Baseline.** For 23 of the 28 Prop L programs, the Strategic Plan Baseline reflects their share of annual pay-go revenues over the 30-year period. Through the 5YPP process, sponsors can

## Attachment 2

### Draft 2023 Prop L Strategic Plan Baseline

request acceleration of Prop L funds to support project delivery faster than pay-go revenues would allow, but will need to cover a proportional share of finance costs within their program caps.

For 5 of the 28 programs, we are advancing funds in the Baseline, driven by the near-term funding needs for two major transit projects:

- The Portal/Caltrain Downtown Rail Extension (DTX) is seeking the \$300 million Prop L programming commitment needed to meet a Federal Transit Administration Capital Investment Grants (CIG) funding milestone in August 2023. The project is seeking a \$3+ billion CIG grant.
- BART Core Capacity is seeking \$100 million in the first 10 years of the Expenditure Plan, including a partial allocation this fall to exercise an option on its railcar replacement contract.

To give a more realistic picture of financing costs for these projects, while ensuring we can meet other programs' requests for advancing funds, we are also including accelerating programming and cash flow schedules in the Baseline for three other programs that we know are seeking to advance funds. Together these are among the biggest Prop L programs.

- Muni Maintenance has programming placeholders through Fiscal Year 2047/48 in anticipation of advancing funds for this program, which is more than double the size of any other program, resulting in an outsized impact on financing costs. We look forward to working with SFMTA to identify which projects should be prioritized for funding during the 5YPP process. If a less aggressive cash flow is needed to support the recommended projects, we would push out the cash flow in the final Strategic Plan, which would reduce debt costs.
- Paratransit includes \$13 million per year with an annual inflationary increase through Fiscal Year 2037/38 to provide funding stability for this critical program for seniors and persons with disabilities.
- Caltrain Maintenance has placeholders of \$5 million per year through Fiscal Year 2045/46 to support Caltrain budgeting and corresponding commitments from funding partners in the three Peninsula Joint Powers Board counties.

While these numbers will change as we refine the above programs that have placeholders and with the addition of 5YPP projects, advancing these large programs in the Baseline give us confidence that we can recommend the advanced programming and cash flow to support The Portal and BART Core Capacity near-term needs, in particular.

## **Debt Assumptions in the Financial Model**

We use conservative assumption for the cost of financing to ensure we can cover all debt costs over the 30-year program. Attachment D provides the key assumptions in the Prop L Strategic Plan financial model. When expenditures exceed the available revenues, the model first pulls down on a \$125 million in revolver loan at an interest rate of 3%. Once the revolver amount is fully drawn, the model assumes that the revolver debt plus any additional financing needed is rolled over into a bond at an interest rate of 5%. All assumed bonds mature in 2050. The Strategic Plan Baseline reflects \$639 million in financing costs attributed to the existing 2017 revenue bond (\$40.5 million), and future debt triggered by the Prop K carryforward grant balances and the 5 Prop L

## Attachment 2

### Draft 2023 Prop L Strategic Plan Baseline

programs that are advancing funds in the Baseline. These figures will change as we work with sponsors to recommend 5-year projects lists for all of the programs. As we bring the various rounds of 5YPPs to the Board for approval, we will provide updated Strategic Plan debt assumptions. Once all of the 5YPPs are adopted, we will incorporate their project programming and cash flow into the Final Strategic Plan.

### **Next Steps**

Following adoption of the Strategic Plan Baseline, sponsors will have the amount of funds available for each of the Expenditure Plan programs and can use this information when identifying the projects they wish to propose for sales tax funding in the next five years. For those programs where sponsors are seeking to advance funds faster than pay-go, we will evaluate their requests and if they seem reasonable, we will add them to the Strategic Plan model to ensure we can accommodate the request within the financial envelope of the 30-year program and to get an estimate of financing costs which would come out of the advancing programs' funding caps. Our schedule anticipates continuing to work with sponsors through the summer and into the fall and bringing the bulk of the 5YPPs to the Board for approval in October/November, with adoption of the final Strategic Plan in November/December following adoption of all 28 5YPPs.

### **Attachments**

- Attachment A - 2022 Expenditure Plan Summary
- Attachment B - Strategic Plan Policies
- Attachment C - Draft Prop L Sales Tax Revenue Forecast
- Attachment D - Key Financial Model Assumptions
- Attachment E - Priority 1 Funding and Priority 1 Funding Levels (2020 \$s)
- Attachment F - Cash Flow and Finance Costs by Expenditure Plan Program (YOE \$s)



## 2022 Half-Cent Sales Tax Transportation Expenditure Plan

2020 \$MILLIONS	TOTAL EXPECTED FUNDING <sup>1</sup>	TOTAL SALES TAX FUNDING <sup>2</sup>	% OF SALES TAX FUNDING <sup>3</sup>
<b>A. MAJOR TRANSIT PROJECTS</b>	<b>\$ 10,354.7</b>	<b>\$ 587.0</b>	<b>22.6%</b>
i. Muni Reliability and Efficiency Improvements	\$ 1,088.3	\$ 110.0	-
ii. Muni Rail Core Capacity	\$ 720.0	\$ 57.0	-
iii. BART Core Capacity	\$ 3,536.4	\$ 100.0	-
iv. Caltrain Service Vision: Capital System Capacity Investments	\$ 10.0	\$ 10.0	-
v. Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 5,000.0	\$ 310.0	-
<b>B. TRANSIT MAINTENANCE AND ENHANCEMENTS</b>	<b>\$ 10,065.3</b>	<b>\$ 1,070.0</b>	<b>41.2%</b>
i. Transit Maintenance, Rehabilitation, and Replacement	\$ 9,047.1	\$ 975.0	-
1. Muni	\$ 7,934.8	\$ 825.0	-
2. BART	\$ 547.7	\$ 45.0	-
3. Caltrain	\$ 550.3	\$ 100.0	-
4. Ferry	\$ 14.3	\$ 5.0	-
ii. Transit Enhancements	\$ 1,018.2	\$ 95.0	-
1. Transit Enhancements	\$ 777.4	\$ 36.0	-
2. Bayview Caltrain Station	\$ 100.0	\$ 27.0	-
3. Mission Bay Ferry Landing	\$ 53.8	\$ 5.0	-
4. Next Generation Transit Investments	\$ 87.0	\$ 27.0	-
<b>C. PARATRANSIT<sup>4</sup></b>	<b>\$ 1,270.0</b>	<b>\$ 297.0</b>	<b>11.4%</b>
<b>D. STREETS AND FREEWAYS</b>	<b>\$ 3,767.1</b>	<b>\$ 492.0</b>	<b>18.9%</b>
i. Maintenance, Rehabilitation, and Replacement	\$ 2,194.7	\$ 214.0	-
1. Street Resurfacing, Rehabilitation, and Maintenance	\$ 1,984.0	\$ 105.0	-
2. Pedestrian and Bicycle Facilities Maintenance	\$ 84.6	\$ 19.0	-
3. Traffic Signs and Signals Maintenance	\$ 126.1	\$ 90.0	-
ii. Safe and Complete Streets	\$ 1,114.8	\$ 240.0	-
1. Safer and Complete Streets	\$ 918.8	\$ 187.0	-
2. Curb Ramps	\$ 143.0	\$ 29.0	-
3. Tree Planting	\$ 53.0	\$ 24.0	-
iii. Freeway Safety and Operational Improvements	\$ 457.6	\$ 38.0	-
1. Vision Zero Ramps	\$ 27.5	\$ 8.0	-
2. Managed Lanes and Express Bus	\$ 206.0	\$ 10.0	-
3. Transformative Freeway and Major Street Projects	\$ 224.1	\$ 20.0	-
<b>E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT</b>	<b>\$ 824.8</b>	<b>\$ 152.0</b>	<b>5.9%</b>
i. Transportation Demand Management	\$ 146.5	\$ 23.0	-
ii. Transportation, Land Use, and Community Coordination	\$ 678.3	\$ 129.0	-
1. Neighborhood Transportation Program	\$ 191.2	\$ 46.0	-
2. Equity Priority Transportation Program	\$ 192.2	\$ 47.0	-
3. Development Oriented Transportation	\$ 263.7	\$ 26.0	-
4. Citywide/Modal Planning	\$ 31.2	\$ 10.0	-
<b>TOTAL</b>	<b>\$ 26,281.9</b>	<b>\$ 2,598.0</b>	<b>100.0%</b>
Total Sales Tax Priority 1	-	\$ 2,378.0	
Total Sales Tax Priority 1 + 2	-	\$ 2,598.0	

### Notes

1 Total Expected Funding represents project costs or implementable phases of multi-phase projects and programs based on a 30-year forecast of expected revenues from existing federal, state, regional, and local sources, plus \$2.598 billion in Proposition \_ revenues. The amounts in this column are provided in fulfillment of Sections 131051(a)(1), (b) and (c) of the Public Utilities Code.

2 The "Total Sales Tax" fulfills the requirements in Section 131051(d) of the Public Utilities Code.

3 Percentages are based on Proposition \_ Priority 1 and 2 forecasts of \$2.598 billion. The forecast is net of existing obligations of the predecessor Proposition K program.

4 With very limited exceptions, the funds included in the 30-year forecast of expected revenues are for capital projects rather than operations. Paratransit is the primary exception, providing door-to-door vans and others transportation services for seniors and persons with disabilities who cannot use regular fixed route transit. Total Expected Funding for Paratransit reflects Proposition \_ revenues, federal Section 5307 funds, and other sources of operating funds included in SFMTA's annual operating budget over the next 30 years.

## 2023 Prop L Strategic Plan Policies

The Strategic Plan policies provide guidance to both Transportation Authority staff and project sponsors on the various aspects of managing a program as large and complex as Prop L. The policies address the programming, allocation, and expenditure of funds, in the policy context of the Transportation Authority's overall Prop L debt management strategy, as well as clarifying the Transportation Authority's expectations of sponsors to deliver their projects in fulfillment of the voter approved Expenditure Plan.

These policies are substantively the same as the policies for the Prop K program, drawing on three decades of experience administering the local half-cent sales tax program. We have proposed minor revisions to the policies reflecting unique requirements of Prop L, refinements drawing from lessons learned over the past five years since the Board last approved revisions to the Prop K policies, and minor revisions for clarity. Proposed revisions are shown using track changes.

### GUIDING PRINCIPLES

To help structure our efforts, we used three guiding principles that are fundamental ~~into~~ ensuring implementation of the Expenditure Plan as approved by the voters:

- Optimize leveraging of sales tax funds
- Support timely and cost-effective project delivery
- Maximize cost effectiveness of financing

The full set of policies guiding the Transportation Authority and project sponsors are detailed below.

### 1. Optimizing the Leveraging of Sales tax Funds

#### 1.1. No Substitution

Prop ~~K~~L funds will not substitute for another local fund source that has been previously programmed or allocated to a project or program.

#### 1.2. Certification of Committed Funds

Prop ~~K~~L funds will be programmed and allocated to phases of projects emphasizing the leveraging of other fund sources. At the time of a Prop ~~K~~L allocation request, the project sponsor will provide certification that all complementary fund sources required to fully fund the requested phase or phases are committed to the project. Funding is considered committed if it is included specifically in a programming document adopted by the governing board or council responsible for the administration of the funding and

Attachment B  
Draft 2023 Prop L Strategic Plan Policies

recognized by the Transportation Authority as available for the phase at the time the funds are needed.

### 1.3. Required Match Consideration

In establishing priorities in the Strategic Plan ~~updates~~, 5-Year Prioritization Programs (5YPP) ~~updates~~, and ~~annual~~ allocation actions, the Transportation Authority will take into consideration the need for ~~Prop K~~ Prop L funds to be available for matching federal, state, or regional fund sources for ~~the projects or program requesting the allocations~~ sales tax funds or for other projects in the Expenditure Plan.

### 1.4. Priority for Projects Leveraging Funds with Timely Use of Funds Requirements

Projects with complementary funds from other sources will be given priority for allocation if there are timely use of funds requirements outside of the Transportation Authority's jurisdiction applied to the other fund sources.

### 1.5. Regional Transportation Plan and San Francisco Transportation Plan Consistency

Projects shall be consistent with the Regional Transportation Plan (RTP) and the San Francisco Transportation Plan (SFTP).

## 2. Support Timely and Cost-Effective Project Delivery

### 2.1. 5-Year Prioritization Program ~~Or 5-Year Project Delivery Plan~~ Approval

Transportation Authority Board approval of a 5-Year Prioritization Program (5YPP) is a prerequisite for allocation of funds from ~~the 21 programmatic (i.e., non-project specific) each program in the Expenditure Plan, categories (See Section XX, Table XX).~~ The 5YPPs are developed by the lead agency for the programmatic categories, working in close collaboration with other eligible sponsors for the relevant category and Transportation Authority staff. The 5YPP must include clearly defined budgets, scopes and schedules for individual projects within the program as well as other requirements specified in the Expenditure Plan and 5YPP guidance issued by Transportation Authority staff.

For non-programmatic categories such as a named major capital project, Transportation Authority Board approval of a 5-year project delivery plan which includes a clearly defined budget, scope and schedule is a prerequisite for allocation of funds. These plans, which are developed by the project sponsor in concert with Transportation Authority staff, are incorporated into the Strategic Plan (See Appendix X). The Transportation Authority will prepare, in close coordination with all other affected planning and implementation agencies, a 5YPP including clearly defined budgets,



Attachment B  
Draft 2023 Prop L Strategic Plan Policies

scopes and schedules as well as other requirements specified in the Expenditure Plan and 5YPP guidance issued by Transportation Authority staff.

Allocations may be made simultaneous to approval of the 5YPP ~~or 5-year project delivery plan~~, contingent on consistency with the Strategic Plan.

## **2.2. Allocation by Phase**

~~Prop K~~Prop L funds will be allocated one project phase at a time, except for smaller, less complex projects, where the Transportation Authority may consider exceptions to approve multi-phase allocations. The Transportation Authority will also consider multi-phase exceptions for a project using ~~Prop K~~Prop L as a local match for certain federal funds, where the administering agency combines planning, environmental, and design work into a one-phase allocation. Phases eligible for an allocation are as follows:

- Planning/Conceptual Engineering
- Preliminary Engineering/ Environmental Studies (PA&ED)
- Design Engineering (PS&E)
- Right of Way Support/Acquisition
- Construction (includes procurement)
- ~~• Incremental Operating and Maintenance~~
- Operations (~~i.e.g.~~ paratransit operating support)

## **2.3. Operations and Maintenance**

~~Prop K funds may be allocated for operations and maintenance only as provided in the Expenditure Plan. The amount of funding for incremental operating and maintenance costs for eligible facilities and services will decrease linearly from 100% for the first year of operation to 0% for the tenth year. The first-year amount of Prop K funds for incremental operation and maintenance costs for facilities and services that received Prop B funding will be equal to the Prop B amount shown in the 2003 Strategic Plan Update for Fiscal Year 2003/04. Prop L funds shall be spent on capital projects rather than to fund operations and maintenance of existing transportation services, unless explicitly specified in Section 4. Description of Programs in the expenditure Plan.~~

Prop L funds shall be spent on capital projects rather than to fund operations and maintenance of existing transportation services, unless explicitly specified in Section 4. Description of Programs in the Expenditure Plan.

### **2.3.2.4. Prerequisite Milestones for Allocation**

Allocations of ~~Prop K~~Prop L funds for specific project phases will be contingent on the prerequisite milestones shown in Table 1. Exceptions will be considered on a case-by-

Attachment B  
Draft 2023 Prop L Strategic Plan Policies

case basis. Allocation requests will be made prior to advertising for services which will utilize ~~Prop K~~Prop L funds.

**TABLE 1. PREREQUISITE MILESTONES FOR ALLOCATION**

<b><u>PHASE</u></b>	<b><u>PREREQUISITE MILESTONE(S) FOR ALLOCATION</u></b>
<u>Planning/Conceptual Engineering</u>	<ul style="list-style-type: none"> <li>• <u>5YPP</u></li> </ul>
<u>Environmental Studies (PA&amp;ED)</u>	<ul style="list-style-type: none"> <li>• <u>5YPP</u></li> </ul>
<u>Design Engineering (PS&amp;E)</u>	<ul style="list-style-type: none"> <li>• <u>5YPP</u></li> <li>• <u>Approved environmental document</u></li> <li>• <u>Capital construction funding in adopted plan, including RTP and Countywide Transportation Plan</u></li> </ul>
<u>Right of Way Support/Acquisition</u>	<ul style="list-style-type: none"> <li>• <u>5YPP</u></li> <li>• <u>Approved environmental document</u></li> <li>• <u>Capital construction phase committed in programming document</u></li> </ul>
<u>Construction (includes procurement)</u>	<ul style="list-style-type: none"> <li>• <u>5YPP</u></li> <li>• <u>Approved environmental document</u></li> <li>• <u>Right of way certification</u></li> <li>• <u>95% PS&amp;E</u></li> <li>• <u>All applicable permits</u></li> </ul>
<u>Operations (e.g., paratransit operations)</u>	<ul style="list-style-type: none"> <li>• <u>5YPP</u></li> <li>• <u>Proof that all other fund sources are identified and committed for operating the facility or service</u></li> <li>• <u>For pilot projects, demonstration of potential for ongoing funding</u></li> </ul>

~~1.~~ Prop KProp L allocations for right-of-way and construction will be contingent on a completed environmental document. Consideration will be given to right-of-way acquisition prior to environmental document completion to respond to owner hardship, or to avoid significant cost increases due to impending development of the site. Allocations in these situations may be granted if the risk associated with the exception can be mitigated to an acceptable level and the exception is consistent with a cost-effective approach to delivering the project or program as required in the Expenditure Plan.

~~2.~~ Prop K funds will be allocated for right of way capital and support only if the project has identified and committed construction capital funds. The Transportation Authority

will consider exceptions whereupon investment in right of way can be recovered if the project does not go forward.

**2.4.2.5. Project Readiness**

~~Prop K~~Prop L funds will be allocated to phases of a project ~~or to a program~~ based on demonstrated readiness to begin the work and ability to complete the product. Any impediments to completing the project phase or program will be taken into consideration, including any pending or threatened litigation. The Transportation Authority will take into consideration any incomplete aspects of the previous phase of work prior to ~~allocating~~allocating to the next phase.

**2.5.2.6. Work Products and Deliverables**

Project phases for which Prop ~~K~~L funds ~~will be~~are allocated will be expected to result in a complete work product or deliverable. The expected work product for each phase is described in Table 2 below. Requests for allocations that are expected to result in a work product/deliverable other than that shown in Table 2 for a specific phase shall include a description of the expected work product/deliverable. Prior to approval of a request for allocation that is expected to result in a work product/deliverable other than that shown in Table 2 for the specific phase, the Transportation Authority shall make a determination that the expected work product is consistent with a cost-effective approach to delivering the project as required in the Expenditure Plan. The Transportation Authority may require additional deliverables for a specific allocation that will be reflected in the allocation request form approved by the Transportation Authority Board.

~~Table 2 located in the following section lists the products expected to accompany allocations. Prop K~~Prop L funds will be allocated prior to the advertising for any equipment or services necessitating the expenditure of ~~Prop K~~Prop L funds.

**TABLE 2. EXPECTED WORK PRODUCTS/DELIVERABLES BY PHASE**

<b>PHASE</b>	<b>EXPECTED WORK PRODUCT/DELIVERABLE<sup>1</sup></b>
<u>Planning/Conceptual Engineering</u>	<ul style="list-style-type: none"><li><u>• 5YPP</u></li></ul>
<u>Planning/Conceptual Engineering</u>	<ul style="list-style-type: none"><li><u>• Planning document approved by sponsoring agency</u></li></ul>
<u>Environmental Studies (PA&amp;ED)</u>	<ul style="list-style-type: none"><li><u>• Final approved environmental decision/project approval documentation</u></li></ul>
<u>Design Engineering (PS&amp;E)</u>	<ul style="list-style-type: none"><li><u>• Final design package including contract documents</u></li></ul>

Attachment B  
Draft 2023 Prop L Strategic Plan Policies

<b><u>PHASE</u></b>	<b><u>EXPECTED WORK PRODUCT/DELIVERABLE<sup>1</sup></u></b>
<u>Right of Way Support/Acquisition</u>	<ul style="list-style-type: none"> <li>• <u>Title to property/easements/rights of entry/order of possession or relocated utility(ies)</u></li> </ul>
<u>Construction (includes procurement)</u>	<ul style="list-style-type: none"> <li>• <u>Constructed improvement or minimum operating segment, or equipment in service</u></li> </ul>
<u>Operations (e.g., paratransit operations)</u>	<ul style="list-style-type: none"> <li>• <u>Continual regular service or operation (e.g. for paratransit)</u></li> <li>• <u>For pilot projects, operation of the pilot and final report or memo evaluating the pilot</u></li> </ul>

<sup>1</sup> The Transportation Authority will specify required deliverables for an allocation in the Allocation Request Form, typically requiring evidence of completion of the above work products/deliverables such as a copy of the signed certifications page as evidence of completion of PS&E or digital photos of a completed construction project.

### **2.6.2.7. Allocation Request Package**

Allocations of ~~Prop K~~Prop L funds will be based on an application package prepared and submitted by an eligible project sponsor. The package will be in accordance with application guidelines and formats as outlined in the Transportation Authority's allocation request procedures. The final application submittal must include sufficient detail and supporting documentation to facilitate a determination that the applicable Strategic Plan policies have been satisfied. The allocation request procedures are located on the Transportation Authority's website at [www.sfcta.org](http://www.sfcta.org).

### **2.7.2.8. Retroactive Reimbursements Not Allowed**

Retroactive expenses are ineligible. No expenses will be reimbursed that are incurred prior to Board approval of the sales tax allocation for a particular project ~~or program~~. The Transportation Authority will not reimburse expenses incurred prior to fully executing a Standard Grant Agreement. Exceptions to this policy may be granted under the following conditions:

- Where the Transportation Authority has previously approved the scope of a project and that scope has incurred increased costs; and
- Capital costs of a multi-year project to which the Transportation Authority has made a formal commitment in a resolution for out-year costs, although the funds have not been allocated.

While these costs shall be eligible for reimbursement in the situations cited above, the timing and amount of reimbursement will be subject to a Transportation Authority

Attachment B  
Draft 2023 Prop L Strategic Plan Policies

allocation, based on available revenues, other anticipated project requests, and ~~project category and subcategory~~program limits established in the Expenditure Plan.

### **2.8.2.9. Indirect Expenses Not Allowed**

Indirect expenses are ineligible. Reimbursable expenses will include only those expenses directly attributable to the delivery of the products for that phase of the project or program receiving a ~~Prop K~~Prop L allocation.

### **2.9.2.10. Contract Award and Encumbrance**

~~Prop K~~Prop L allocations for construction capital and equipment purchase shall be encumbered by the award of a contract within 12 months of the date of allocation. At the end of the project, ~~Prop K~~Prop L allocations for the construction, construction engineering and equipment purchase phases shall be drawn down within 12 months of the date of contract acceptance.

### **2.10. Remaining Balance R~~E~~quired to Same Project for Future Phases**

~~Unexpended portions of allocated amounts remaining after final reimbursement for that phase may be returned to the project's programmed balance if the project is not yet completed (e.g. future phases remain);~~

### **2.11. Remaining Balance Returned to Same ~~C~~ategory~~P~~rogram**

Upon completion of the project, including any expected work product shown in Table 2, the Transportation Authority will deem that any remaining programmed or unspent balance for the project is available for programming to another project within the same Expenditure Plan ~~line item~~program.

### **2.12. Communication**

It is imperative to the success of the ~~Prop K~~Prop L program that project sponsors of ~~Prop K~~Prop L-funded projects work with Transportation Authority representatives in a cooperative process. It is the project sponsor's responsibility to keep the Transportation Authority apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, facilitates compliance with Transportation Authority policies and contributes greatly toward ensuring that adequate funds will be available when they are needed to support project delivery.

### **2.13. Project Delivery Oversight**

The Transportation Authority may increase oversight of a given project due to many factors, including but not limited to project size or complexity, issues with scope, schedule, or budget, higher than expected bids, difficulties in the environmental or right-of-way phases, project stakeholders with competing interests, changes in project

Attachment B  
Draft 2023 Prop L Strategic Plan Policies

leadership or key staff, or issues with sponsor capacity in delivering the project. As required by the Expenditure Plan, the Transportation Authority Board shall adopt project delivery oversight guidelines for major capital projects in support of the cost-effective and timely delivery of Prop L-funded projects. These guidelines will be developed by Transportation Authority staff in consultation with affected project sponsors and will be implemented in collaboration with project sponsors. The guidelines may include, but are not limited to, more frequent reporting periods, direct Transportation Authority (or Transportation Authority authorized agent) involvement in project meetings, field visits, audits, establishment of or participation in a project oversight group, or reports/investigations into the project by the Transportation Authority. Transportation Authority staff shall report at least annually to the Transportation Authority Board on the status of major capital projects that are funded by Prop L.

### 3. Maximize the Cost-Effectiveness of Financing

#### 3.1. Cash Flow Distribution Schedules

Under the approved Transportation Authority Fiscal Policy, Cash Flow Distribution Schedules consistent with project schedule are adopted simultaneous to the allocation action. The allocation resolution will spell out the maximum reimbursement level per year, and only the reimbursement amount authorized in the year of allocation will count against the Capital Expenditures line item for that budget year. The Capital Expenditures line item for subsequent year annual budgets will reflect the maximum reimbursement schedule amounts committed through the original and any subsequent allocation actions. The Transportation Authority will not guarantee reimbursement levels higher than those adopted in the original allocation or any subsequent amendments.

#### 3.2. Timely-Use-Of-Funds Requirements

Timely use of funds requirements will be applied to all ~~Prop K~~Prop L allocations to help avoid situations where ~~Prop K~~Prop L funds sit unused for prolonged periods of time, especially when the Transportation Authority is issuing debt in order to make those allocations. Annual allocations that are unspent may be deducted from the following year's allocation to avoid the unnecessary accumulation of unspent revenue and the untimely delivery of a product to the public. Alternatively, the Transportation Authority may choose not to advance an allocation for the next year's activity until the prior allocation is substantially expended. On the occasion of each Strategic Plan update or major amendment, envisioned no less frequently than every five years, the ability of sponsors to deliver their committed projects ~~and programs~~ will be taken into consideration when updating the programming of funds.

#### 3.3. Proportional Spending

Other fund sources committed to the project ~~or program~~ will be used in conjunction with ~~Prop K~~Prop L funds. To the maximum extent practicable, other fund sources ~~will~~should be spent down prior to ~~Prop K~~Prop L funds. Otherwise, ~~Prop K~~Prop L funds will be spent

Attachment B  
Draft 2023 Prop L Strategic Plan Policies

down at a rate proportional to the ~~Prop K~~Prop L share of the total funds programmed to the project phase ~~or program~~.

### 3.4. Priority 1 vs. Priority 2 Funding Levels

Allocations of ~~Prop K~~Prop L funds ~~for capital projects or annual activities~~ will not exceed the total amount for the given program or project established in the Expenditure Plan as Priority 1 until such time as the latest ~~Prop K~~Prop L Strategic Plan update cash flow analysis includes revenue forecasts that exceed the Priority 1 levels. Projects carried forward from the Prop K Expenditure Plan as legacy project shall be eligible to receive Priority 1 funds from the designated programs, not to exceed the unallocated amount programmed in the Prop K Strategic Plan as of March 31, 2023. At such time as the revenue forecasts exceed the Priority 1 levels, the Transportation Authority may allocate Priority 2 revenues within a given subcategory ~~subcategory~~ up to the lesser amount of either the category percentage cap, or the program or project ~~program~~ dollar amount caps established in the Expenditure Plan for Priority 2. If after programming all Priority 1 funds to every program in a subcategory, the latest Strategic Plan forecasts available revenues in excess of Priority 1 levels, the Transportation Authority Board may allow programing of Priority 2 funds with the subcategory, subject to the program dollar amount caps for Priority 2 in the Expenditure Plan.

#### 3.4.1 Legacy Projects

**3.5. Projects carried forward from the Prop K Expenditure Plan as legacy project shall be eligible to receive Priority 1 funds from the designated programs, not to exceed the unallocated amount programmed in the Prop K Strategic Plan as of March 31, 2023.**

### 3.5. Pro-Rata Share

The baseline of funding that any Expenditure Plan program ~~or project~~ can expect from ~~Prop K~~Prop L cannot exceed the pro-rata share of that ~~project or~~ program's amount relative to the total amount of ~~Prop K~~Prop L revenue in any given year. If the project sponsor wants more funding earlier than the corresponding pro-rata share, then debt financing must be agreed to by the Transportation Authority, and the costs of debt financing for that project or ~~program~~ projects must be borne by the Expenditure Plan ~~line item~~ program from which the funds are allocated. See also policies 3.6 and 3.7.

### 3.6. Advancing Funds

The amount of funds that can be advanced is finite, reflecting the Transportation Authority's limited borrowing capacity. The Transportation Authority must optimize debt service burden through effective planning and project cash management, in

Attachment B  
Draft 2023 Prop L Strategic Plan Policies

coordination with Transportation Authority project sponsors, and preserve the highest practical credit ratings in order to minimize the cost of borrowing.

### 3.7. **Financing Assigned By CategoryProgram**

Debt issuance and service costs will be allocated to individual Expenditure Plan ~~line items~~programs in proportion to the amount of debt issuance they trigger. The interest assigned to ~~the line item~~a program will be considered a cost to that ~~line item~~program. Total cost, including programming and interest, will not exceed the Priority 1 funding caps as outlined in the Expenditure Plan.

~~Projects grandfathered projects from the Prop B K Expenditure Plan shall be exempt from this policy and any associated financing costs for those projects will be covered by the capital program as a whole.~~

#### **—Prerequisite Milestones for Allocation**

~~Allocations of Prop K funds for specific project phases will be contingent on the prerequisite milestones shown in Table 1 below. Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services which will utilize Prop K funds.~~

**TABLE 1. —PREREQUISITE MILESTONES FOR ALLOCATION**

Phase	Prerequisite Milestone(s) for Allocation
Planning/Conceptual Engineering	<ul style="list-style-type: none"> <li><del>5YPP or 5-year project delivery plan</del></li> </ul>
Environmental Studies (PA&ED)	<ul style="list-style-type: none"> <li><del>5YPP or 5-year project delivery plan</del></li> </ul>
Design Engineering (PS&E)	<ul style="list-style-type: none"> <li><del>5YPP or 5-year project delivery plan</del></li> <li><del>Approved environmental document</del></li> <li><del>Capital construction funding in adopted plan, including RTP and Countywide Transportation Plan</del></li> </ul>
Right of Way Support/Acquisition	<ul style="list-style-type: none"> <li><del>5YPP or 5-year project delivery plan</del></li> <li><del>Approved environmental document</del></li> <li><del>Capital construction phase committed in programming document</del></li> </ul>



Attachment B  
Draft 2023 Prop L Strategic Plan Policies

Construction (includes procurement)	<ul style="list-style-type: none"><li>• <del>5YPP or 5-year project delivery plan</del></li><li>• <del>Approved environmental document</del></li><li>• <del>Right of way certification</del></li><li>• <del>100% PS&amp;E</del></li><li>• <del>All applicable permits</del></li></ul>
Incremental Operating and Maintenance	<p>4.1. <del>5-year project delivery plan</del></p> <p>4.2. <del>Documentation confirming costs are for new transportation services or an eligible grandfathered project per Expenditure Plan</del></p> <ul style="list-style-type: none"><li>• <del>Proof that all other fund sources are identified and committed for operating the facility or service</del></li></ul>
Operations (i.e. paratransit operations)	<p>4.3. <del>5-year project delivery plan</del></p> <p>4.4. <del>Proof that all other fund sources are identified and committed for operating the facility or service</del></p>

**4. ~~Expected Work Products/Deliverables by Phase~~**

Project phases for which Prop K funds are allocated will be expected to result in a complete work product or deliverable. The expected work product for each phase is described in Table 2 below. Requests for allocations that are expected to result in a work product/deliverable other than that shown in Table 2 for a specific phase shall include a description of the expected work product/deliverable. Prior to approval of a request for allocation that is expected to result in a work product/deliverable other than that shown in Table 2 for the specific phase, the Transportation Authority shall make a determination that the expected work product is consistent with a cost-effective approach to delivering the project or program as required in the Expenditure Plan.

**TABLE 2. ~~EXPECTED WORK PRODUCTS/DELIVERABLES BY PHASE~~**

Phase	Expected Work Product/Deliverable <sup>†</sup>
Planning/Conceptual Engineering	Planning document approved by sponsoring agency
Environmental Studies (PA&ED)	Final approved environmental decision/project approval documentation

Attachment B  
Draft 2023 Prop L Strategic Plan Policies

Design Engineering (PS&E)	Final design package including contract documents
Right of Way Support/Acquisition	Title to property/easements/rights of entry/order of possession or relocated utility(ies)
Construction (includes procurement)	Constructed improvement or minimum operating segment, or equipment in service.
Incremental Operating and Maintenance	Continual regular service or operation
Operations (e.g. paratransit operating support)	Continual regular service or operation

<sup>†</sup>—The Transportation Authority will specify required deliverables for an allocation in the Allocation Request Form; typically requiring evidence of completion of the above work products/deliverables such as a copy of the signed certifications page as evidence of completion of PS&E or digital photos of a completed construction project.

	Prop L 2021 Forecast (Priority 1 and 2) Summer 2021			Prop L 2021 Forecast (Priority 1 Only) Summer 2021			2023 Strategic Plan Baseline Spring 2023		
Fiscal Year	Revenue Forecast YOES	% change <sup>5</sup>	Revenue Forecast in 2020\$ <sup>3</sup>	Revenue Forecast YOES	% change <sup>5</sup>	Revenue Forecast in 2020\$ <sup>3</sup>	Revenue Forecast YOES	% change <sup>5</sup>	Revenue Forecast in 2020\$ <sup>3</sup>
FY2022/23 <sup>1</sup>	\$ 27,055,500		\$ 25,502,404	\$ 27,055,500		\$ 25,502,404	\$ 27,803,000		\$ 26,206,994
FY2023/24	\$ 117,299,000	N/A	\$ 107,345,202	\$ 117,299,000	N/A	\$ 107,345,202	\$ 112,357,000	N/A	\$ 102,822,571
FY2024/25	\$ 125,051,000	6.6%	\$ 111,106,194	\$ 125,051,000	6.6%	\$ 111,106,194	\$ 116,920,000	4.1%	\$ 103,881,906
FY2025/26	\$ 130,890,000	4.7%	\$ 112,906,864	\$ 130,890,000	4.7%	\$ 112,906,864	\$ 121,382,000	3.8%	\$ 104,705,179
FY2026/27	\$ 134,044,449	2.4%	\$ 112,260,116	\$ 133,221,645	1.8%	\$ 111,571,031	\$ 125,595,000	3.5%	\$ 105,183,835
FY2027/28	\$ 137,274,920	2.4%	\$ 111,617,072	\$ 135,594,826	1.8%	\$ 110,251,002	\$ 129,577,000	3.2%	\$ 105,357,959
FY2028/29	\$ 140,583,246	2.4%	\$ 110,977,712	\$ 138,010,282	1.8%	\$ 108,946,591	\$ 131,650,232	1.6%	\$ 103,925,909
FY2029/30	\$ 143,971,302	2.4%	\$ 110,342,015	\$ 140,468,767	1.8%	\$ 107,657,613	\$ 133,756,636	1.6%	\$ 102,513,324
FY2030/31	\$ 147,441,010	2.4%	\$ 109,709,959	\$ 142,971,046	1.8%	\$ 106,383,885	\$ 135,896,742	1.6%	\$ 101,119,939
FY2031/32	\$ 150,994,339	2.4%	\$ 109,081,523	\$ 145,517,900	1.8%	\$ 105,125,227	\$ 138,071,090	1.6%	\$ 99,745,493
FY2032/33	\$ 154,633,302	2.4%	\$ 108,456,687	\$ 148,110,124	1.8%	\$ 103,881,461	\$ 140,280,227	1.6%	\$ 98,389,729
FY2033/34	\$ 158,359,965	2.4%	\$ 107,835,430	\$ 150,748,525	1.8%	\$ 102,652,410	\$ 142,524,711	1.6%	\$ 97,052,393
FY2034/35	\$ 162,176,440	2.4%	\$ 107,217,732	\$ 153,433,925	1.8%	\$ 101,437,900	\$ 144,805,106	1.6%	\$ 95,733,234
FY2035/36	\$ 166,084,892	2.4%	\$ 106,603,572	\$ 156,167,163	1.8%	\$ 100,237,760	\$ 147,121,988	1.6%	\$ 94,432,006
FY2036/37	\$ 170,087,538	2.4%	\$ 105,992,931	\$ 158,949,090	1.8%	\$ 99,051,818	\$ 149,475,940	1.6%	\$ 93,148,464
FY2037/38	\$ 174,186,648	2.4%	\$ 105,385,787	\$ 161,780,574	1.8%	\$ 97,879,908	\$ 151,867,555	1.6%	\$ 91,882,368
FY2038/39	\$ 178,384,546	2.4%	\$ 104,782,120	\$ 164,662,497	1.8%	\$ 96,721,863	\$ 154,297,436	1.6%	\$ 90,633,482
FY2039/40	\$ 182,683,614	2.4%	\$ 104,181,912	\$ 167,595,758	1.8%	\$ 95,577,519	\$ 156,766,195	1.6%	\$ 89,401,570
FY2040/41	\$ 187,086,289	2.4%	\$ 103,585,142	\$ 170,581,272	1.8%	\$ 94,446,714	\$ 159,274,454	1.6%	\$ 88,186,403
FY2041/42	\$ 191,595,068	2.4%	\$ 102,991,790	\$ 173,619,969	1.8%	\$ 93,329,289	\$ 161,822,845	1.6%	\$ 86,987,753
FY2042/43	\$ 196,212,509	2.4%	\$ 102,401,837	\$ 176,712,796	1.8%	\$ 92,225,083	\$ 164,412,010	1.6%	\$ 85,805,395
FY2043/44	\$ 200,941,231	2.4%	\$ 101,815,264	\$ 179,860,719	1.8%	\$ 91,133,942	\$ 167,042,603	1.6%	\$ 84,639,108
FY2044/45	\$ 205,783,915	2.4%	\$ 101,232,050	\$ 183,064,718	1.8%	\$ 90,055,711	\$ 169,715,284	1.6%	\$ 83,488,674
FY2045/46	\$ 210,743,307	2.4%	\$ 100,652,177	\$ 186,325,792	1.8%	\$ 88,990,236	\$ 172,430,729	1.6%	\$ 82,353,876
FY2046/47	\$ 215,822,221	2.4%	\$ 100,075,626	\$ 189,644,958	1.8%	\$ 87,937,367	\$ 175,189,620	1.6%	\$ 81,234,503
FY2047/48	\$ 221,023,536	2.4%	\$ 99,502,377	\$ 193,023,251	1.8%	\$ 86,896,955	\$ 177,992,654	1.6%	\$ 80,130,345
FY2048/49	\$ 226,350,203	2.4%	\$ 98,932,412	\$ 196,461,724	1.8%	\$ 85,868,853	\$ 180,840,537	1.6%	\$ 79,041,195
FY2049/50	\$ 231,805,243	2.4%	\$ 98,365,712	\$ 199,961,450	1.8%	\$ 84,852,914	\$ 183,733,985	1.6%	\$ 77,966,848
FY2050/51	\$ 237,391,750	2.4%	\$ 97,802,258	\$ 203,523,519	1.8%	\$ 83,848,995	\$ 186,673,729	1.6%	\$ 76,907,105
FY2051/52	\$ 243,112,891	2.4%	\$ 97,242,031	\$ 207,149,041	1.8%	\$ 82,856,954	\$ 189,660,509	1.6%	\$ 75,861,766
FY2052/53 <sup>2</sup>	\$ 186,728,934		\$ 72,513,760	\$ 158,129,361		\$ 61,407,487	\$ 144,521,308		\$ 56,122,976
Total	\$ 5,355,798,807		\$ 3,148,417,667	\$ 4,915,586,196		\$ 2,928,087,151	\$ 4,593,458,124		\$ 2,744,862,302
Prop K Carryforward Commitments <sup>4</sup>			\$ (550,000,000)			\$ (550,000,000)			\$ (550,000,000)
Total Revenue Forecast for the Prop L:			\$ 2,598,417,667			\$ 2,378,087,151			\$ 2,194,862,302

<sup>1</sup>Prop L took effect 4/1/2023. FY23 includes revenues only from April through June.

<sup>2</sup>Prop L covers 30 years ending 3/31/2053, so this fiscal year has only three quarters of revenues.

<sup>3</sup>Uses 3% inflation to de-escalate to 2020\$.

<sup>4</sup>Prop K Carryforward Commitments include: repayment of existing 2017 series bond; remaining grant balances; and other Prop K financial obligations such as new debt issued (there was none) incurred before April 1, 2023.

<sup>5</sup>Annual average growth rate for the Prop L 2021 Forecast (Priority 1 and 2) was 2.6%. Annual average growth rate for the Prop L 2021 Forecast (Priority 1 only) was 2.1%. Annual average growth rate for the 2023 Strategic Plan Baseline Forecast is 1.9%.

## Attachment D

## Prop L Strategic Plan Baseline – Key Financial Model Assumptions

The purpose of this document is to provide the key assumptions in the Prop L Strategic Plan Baseline financial model. The key assumptions are as follows:

- **Program Administration and Operating Costs**
  - **Operating Costs** - Recommend 6.9% (same as Prop K), tapering off FY 2048/49 - FY 2052/53 (last five years of the Expenditure Plan) for planning, programming, project delivery support, and oversight for Expenditure Plan projects.
  - **Program Administration** - Recommend 1% (same as Prop K) as allowed by statute.
- **Prop K Carryforward Obligations**
  - **Prop K 2017 Bond Repayment** - ~\$21M/year through FY 2033/34 totaling \$235 M. See Table 1 for the payment schedule.
  - **Prop K Grants - Cash Flow Reimbursement Schedule** – Remaining grant balances for 399 open grants total \$400 M. Assumed cash flow for FY 2022/23 matches our FY 2022/23 amended agency budget (\$120M) rather than the approved cash flow reimbursement schedule (\$200M) which is not likely to occur given the number of grants and based on historic trends for invoicing. We shifted the remaining \$80M of cash flow into FY 2025/26 to reflect a more realistic cash flow in the model.
- **Prop K Allowance of Pay-Go Funds** - \$50M/year for FY 2023/24 – FY 2027/28. We used a simplified assumption to give the model a number it was “allowed” to spend on Prop K needs before incurring financing costs to the Prop K program. We set the Prop K and the Prop L pay-go allowances to be equal for the first five years when Prop K cash flows are anticipated, to fairly distribute financing costs among the Prop K grants and Prop L programs that request advancement of funds.
- **Prop L Allowance of Pay-Go Funds** - \$50M/year for FY 2023/24 – FY 2027/28; then programming up to 90% of funds available through the end of the program. Capping the amount of funds programmed is necessary to comply with debt service coverage ratio constraints to maintain a favorable credit rating.
- **Capital Reserve** – Last 1.75 years of revenue, or \$334M (\$YOE). These funds are not spent and provide a contingency in case revenues are lower than expected.
- **Escalation/De-escalation Percentage for Prop L Funds** – 3%. There is an inflation-based escalation/de-escalation factor of 3% in order to convert from Year of Expenditure dollars to 2020 dollars and back. The Expenditure Plan amounts are in 2020 dollars.

**Future Debt Assumptions**

- **Revolver Loan Interest Rate** – 3%. The actual rate varies with the market, but based on historical rate averages, 3% is appropriately conservative.
- **Revolver Loan Size** - \$125 million. Maintain revolver at current size.
- **Bonding Instrument** – Fixed single-rate.
- **Bond Interest Rate** – Fixed single-rate of 5%.
- **Debt Service Coverage Constraint** – 1.75x. This is the ratio that refers to the amount of cash flow available to meet annual interest and principal payments on debt.
- **Bond Structure** – Backloaded level schedule.
- **Term of Debt** – All assumed bonds mature in 2050. Any outstanding revolver loan beyond 2050 is assumed to be paid with cash on hand from the capital reserve.

## Attachment D

## Prop L Strategic Plan Baseline – Key Financial Model Assumptions

**Table 1: Remaining Debt Service on 2017 Series (\$M)**

<b>Fiscal Year</b>	<b>Principal</b>	<b>Interest</b>	<b>Annual Debt Service</b>
<b>FY 2023/24</b>	\$14.55	\$6.79	\$21.34
<b>FY 2024/25</b>	\$15.13	\$6.21	\$21.33
<b>FY 2025/26</b>	\$15.74	\$5.60	\$21.34
<b>FY 2026/27</b>	\$16.36	\$4.97	\$21.33
<b>FY 2027/28</b>	\$17.02	\$4.32	\$21.33
<b>FY 2028/29</b>	\$17.70	\$3.64	\$21.33
<b>FY 2029/30</b>	\$18.41	\$2.93	\$21.34
<b>FY 2030/31</b>	\$18.96	\$2.38	\$21.33
<b>FY 2031/32</b>	\$19.53	\$1.81	\$21.34
<b>FY 2032/33</b>	\$20.11	\$1.22	\$21.33
<b>FY 2033/34</b>	\$20.72	\$0.62	\$21.34
<b>Total Remaining</b>	<b>\$194.19</b>	<b>\$40.50</b>	<b>\$234.69</b>



**2023 Prop L Strategic Plan Baseline**  
**Attachment E: Available Funds and Priority 1 Funding Levels (2020\$'s)**

EP No.	Expenditure Plan Programs	Priority 1 Funding Cap <sup>1</sup>	Priority 1 Pro - Rata Share <sup>2</sup>	Available Funds <sup>3</sup>	% of Priority 1 <sup>4</sup>
<b>A. MAJOR CAPITAL PROJECTS</b>					
<b>I. Muni</b>					
201	Muni Reliability and Efficiency Improvements	\$ 110,000,000	4.63%	\$ 101,620,547	92.4%
202	Muni Rail Core Capacity	\$ 50,000,000	2.10%	\$ 46,191,158	92.4%
<b>II. BART</b>					
203	BART Core Capacity	\$ 100,000,000	4.21%	\$ 92,382,315	92.4%
<b>III. Caltrain</b>					
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	-	\$ -	-
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 300,000,000	12.62%	\$ 277,146,946	92.4%
<b>TOTAL MAJOR CAPITAL PROJECTS</b>		<b>\$ 560,000,000</b>	<b>23.55%</b>	<b>\$ 517,340,966</b>	<b>92.4%</b>
<b>B. TRANSIT MAINTENANCE AND ENHANCEMENTS</b>					
<b>I. Transit Maintenance, Rehabilitation, and Replacement</b>					
206	Muni Maintenance	\$ 784,000,000	32.97%	\$ 724,277,352	92.4%
207	BART Maintenance	\$ 35,000,000	1.47%	\$ 32,333,810	92.4%
208	Caltrain Maintenance	\$ 100,000,000	4.21%	\$ 92,382,315	92.4%
209	Ferry Maintenance	\$ 5,000,000	0.21%	\$ 4,619,116	92.4%
<b>II. Transit Enhancements</b>					
210	Transit Enhancements	\$ 29,000,000	1.22%	\$ 26,790,871	92.4%
211	Bayview Caltrain Station	\$ 27,000,000	1.14%	\$ 24,943,225	92.4%
212	Mission Bay Ferry Landing	\$ 5,000,000	0.21%	\$ 4,619,116	92.4%
213	Next Generation Transit Investments	\$ 22,000,000	0.93%	\$ 20,324,109	92.4%
<b>TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS</b>		<b>\$ 1,007,000,000</b>	<b>42.35%</b>	<b>\$ 930,289,916</b>	<b>92.4%</b>
<b>C. PARATRANSIT</b>					
214	Paratransit	\$ 227,000,000	9.55%	\$ 209,707,856	92.4%
<b>D. STREETS AND FREEWAYS</b>					
<b>I. Maintenance, Rehabilitation, and Replacement</b>					
215	Street Resurfacing, Rehabilitation and Maintenance	\$ 105,000,000	4.42%	\$ 97,001,431	92.4%
216	Pedestrian and Bicycle Facilities Maintenance	\$ 19,000,000	0.80%	\$ 17,552,640	92.4%
217	Traffic Signs & Signals Maintenance	\$ 90,000,000	3.78%	\$ 83,144,084	92.4%
<b>II. Safer and Complete Streets</b>					
218	Safer and Complete Streets	\$ 152,000,000	6.39%	\$ 140,421,119	92.4%
219	Curb Ramps	\$ 29,000,000	1.22%	\$ 26,790,871	92.4%
220	Tree Planting	\$ 20,000,000	0.84%	\$ 18,476,463	92.4%

**2023 Prop L Strategic Plan Baseline**  
**Attachment E: Available Funds and Priority 1 Funding Levels (2020\$'s)**

EP No.	Expenditure Plan Programs	Priority 1 Funding Cap <sup>1</sup>	Priority 1 Pro - Rata Share <sup>2</sup>	Available Funds <sup>3</sup>	% of Priority 1 <sup>4</sup>
<b>III. Freeway Safety and Operational Improvements</b>					
221	Vision Zero Ramps	\$ 8,000,000	0.34%	\$ 7,390,585	92.4%
222	Managed Lanes and Express Bus	\$ 10,000,000	0.42%	\$ 9,238,232	92.4%
223	Transformative Freeway and Major Street Projects	\$ 20,000,000	0.84%	\$ 18,476,463	92.4%
<b>TOTAL STREETS AND FREEWAYS</b>		<b>\$ 453,000,000</b>	<b>19.05%</b>	<b>\$ 418,491,889</b>	<b>92.4%</b>

<b>E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT</b>					
<b>I. Transportation Demand Management</b>					
224	Transportation Demand Management	\$ 18,000,000	0.76%	\$ 16,628,817	92.4%
<b>II. Transportation Demand Management</b>					
225	Neighborhood Transportation Program	\$ 41,000,000	1.72%	\$ 37,876,749	92.4%
226	Equity Priority Transportation Program	\$ 42,000,000	1.77%	\$ 38,800,572	92.4%
227	Development-Oriented Transportation	\$ 20,000,000	0.84%	\$ 18,476,463	92.4%
228	Citywide / Modal Planning	\$ 10,000,000	0.42%	\$ 9,238,232	92.4%
<b>TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT</b>		<b>\$ 131,000,000</b>	<b>5.51%</b>	<b>\$ 121,020,833</b>	<b>92.4%</b>

<b>TOTAL PROP L STRATEGIC PLAN</b>		<b>\$ 2,378,000,000</b>	<b>100%</b>	<b>\$ 2,196,851,459</b>	<b>92.4%</b>
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Notes:

<sup>1</sup> Each program in Prop L has a Priority 1 funding cap based on Priority 1 funding levels (conservative forecast) in the Expenditure Plan. For some programs, the Expenditure Plan also establishes a Priority 2 funding cap that will come into play if the Strategic Plan forecasts available revenues in excess of Priority 1 levels.

<sup>2</sup> The pro-rata share represents each Expenditure Plan program's proportion of Priority 1 funds, as established in the Expenditure Plan.

<sup>3</sup> The total amount available to each Expenditure Plan program based on its pro-rata share of the 2023 Strategic Plan Baseline revenue forecast. Funds are presented in 2020\$'s to allow consistent comparison to the Priority 1 funding caps set by the Expenditure Plan.

<sup>4</sup> 2023 forecast of available funds (2020\$'s) as a portion of Priority 1 funds (2020\$'s).



2023 Prop L Strategic Plan Baseline  
Attachment F: Cash Flow and Finance Costs By Expenditure Plan Program (YOE \$'s)

EP Program No.	EP Program	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Interest Costs	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	FY2034/35	FY2035/36	FY2036/37	FY2037/38	FY2038/39		
MAJOR CAPITAL PROJECTS																							
201	Muni Reliability and Efficiency Improvements	\$ 152,068,905	0.00%	Programming	\$ 151,869,315	\$ -	\$ 1,156,434	\$ 2,312,868	\$ 2,312,868	\$ 2,312,868	\$ 2,312,868	\$ 5,077,443	\$ 5,158,682	\$ 5,241,220	\$ 5,322,316	\$ 5,410,280	\$ 5,496,844	\$ 5,584,793	\$ 5,674,149	\$ 5,764,935	\$ 5,857,174	\$ 5,950,888	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 151,869,315	\$ -	\$ 1,156,434	\$ 2,312,868	\$ 2,312,868	\$ 2,312,868	\$ 2,312,868	\$ 5,077,443	\$ 5,158,682	\$ 5,241,220	\$ 5,322,316	\$ 5,410,280	\$ 5,496,844	\$ 5,584,793	\$ 5,674,149	\$ 5,764,935	\$ 5,857,174	\$ 5,950,888	
202	Muni Rail Core Capacity	\$ 69,122,229	0.00%	Programming	\$ 69,031,507	\$ -	\$ 525,652	\$ 1,051,304	\$ 1,051,304	\$ 1,051,304	\$ 1,051,304	\$ 2,307,929	\$ 2,344,855	\$ 2,382,373	\$ 2,419,234	\$ 2,459,218	\$ 2,498,565	\$ 2,538,542	\$ 2,579,159	\$ 2,620,425	\$ 2,662,352	\$ 2,704,949	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 69,031,507	\$ -	\$ 525,652	\$ 1,051,304	\$ 1,051,304	\$ 1,051,304	\$ 1,051,304	\$ 2,307,929	\$ 2,344,855	\$ 2,382,373	\$ 2,419,234	\$ 2,459,218	\$ 2,498,565	\$ 2,538,542	\$ 2,579,159	\$ 2,620,425	\$ 2,662,352	\$ 2,704,949	
203	BART Core Capacity	\$ 138,244,459	29.10%	Programming	\$ 90,350,000	\$ -	\$ 6,100,000	\$ 3,250,000	\$ 26,000,000	\$ -	\$ -	\$ -	\$ 55,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ 40,224,284	\$ -	\$ 141,296	\$ 162,807	\$ 1,395,744	\$ 1,133,111	\$ 994,463	\$ 916,441	\$ 2,462,396	\$ 2,324,005	\$ 2,926,425	\$ 2,769,248	\$ 2,587,666	\$ 2,976,168	\$ 2,608,879	\$ 2,416,142	\$ 2,228,068	\$ 2,041,314	
				Total	\$ 130,574,284	\$ -	\$ 6,241,296	\$ 3,412,807	\$ 27,395,744	\$ 1,133,111	\$ 994,463	\$ 916,441	\$ 57,462,396	\$ 2,324,005	\$ 2,926,425	\$ 2,769,248	\$ 2,587,666	\$ 2,976,168	\$ 2,608,879	\$ 2,416,142	\$ 2,228,068	\$ 2,041,314	
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	-	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,733,376	27.07%	Programming	\$ 300,000,000	\$ -	\$ -	\$ 10,000,000	\$ 15,000,000	\$ 25,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 25,000,000	\$ -	\$ -	\$ -	\$ 25,000,000	\$ -	\$ -	\$ -	
				Interest Costs	\$ 112,257,630	\$ -	\$ -	\$ -	\$ 289,007	\$ 991,402	\$ 2,147,115	\$ 3,354,382	\$ 3,840,511	\$ 4,680,090	\$ 7,355,297	\$ 7,873,327	\$ 7,326,697	\$ 8,387,092	\$ 8,368,115	\$ 7,794,044	\$ 7,234,646	\$ 6,679,264	
				Total	\$ 412,257,630	\$ -	\$ -	\$ 10,000,000	\$ 15,289,007	\$ 25,991,402	\$ 42,147,115	\$ 43,354,382	\$ 43,840,511	\$ 44,680,090	\$ 47,355,297	\$ 32,873,327	\$ 7,326,697	\$ 8,387,092	\$ 33,368,115	\$ 7,794,044	\$ 7,234,646	\$ 6,679,264	
TOTAL MAJOR CAPITAL PROJECTS		\$ 774,168,969	19.70%	Programming	\$ 611,250,821	\$ -	\$ 7,782,086	\$ 16,614,172	\$ 44,364,172	\$ 28,364,172	\$ 43,364,172	\$ 47,385,371	\$ 102,503,537	\$ 47,623,593	\$ 47,741,550	\$ 32,869,498	\$ 7,995,410	\$ 8,123,336	\$ 33,253,308	\$ 8,385,361	\$ 8,519,526	\$ 8,655,838	
				Interest Costs	\$ 152,481,914	\$ -	\$ 141,296	\$ 162,807	\$ 1,684,752	\$ 2,124,514	\$ 3,141,577	\$ 4,270,822	\$ 6,302,906	\$ 7,004,095	\$ 10,281,722	\$ 10,642,575	\$ 9,914,363	\$ 11,363,260	\$ 10,976,994	\$ 10,210,186	\$ 9,462,714	\$ 8,720,579	
				Total	\$ 763,732,735	\$ -	\$ 7,923,382	\$ 16,776,979	\$ 46,048,923	\$ 30,488,685	\$ 46,505,749	\$ 51,656,194	\$ 108,806,443	\$ 54,627,688	\$ 58,023,272	\$ 43,512,073	\$ 17,909,773	\$ 19,486,596	\$ 44,230,303	\$ 18,595,547	\$ 17,982,240	\$ 17,376,416	
TRANSIT MAINTENANCE AND ENHANCEMENTS																							
206	Muni Maintenance	\$ 1,083,836,557	2.56%	Programming	\$ 784,000,000	\$ -	\$ 15,000,000	\$ 27,000,000	\$ 27,000,000	\$ 30,000,000	\$ 30,000,000	\$ 32,000,000	\$ 35,000,000	\$ 35,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 35,000,000	\$ 35,000,000	\$ 32,000,000	\$ 30,000,000	
				Interest Costs	\$ 27,736,938	\$ -	\$ -	\$ 278,151	\$ 942,893	\$ 1,356,409	\$ 1,766,650	\$ 1,786,954	\$ 1,542,170	\$ 1,481,857	\$ 2,088,118	\$ 2,183,967	\$ 2,234,374	\$ 2,792,570	\$ 2,431,310	\$ 2,211,143	\$ 1,854,733	\$ 1,404,033	
				Total	\$ 811,736,938	\$ -	\$ 15,000,000	\$ 27,278,151	\$ 27,942,893	\$ 31,356,409	\$ 31,766,650	\$ 33,786,954	\$ 36,542,170	\$ 36,481,857	\$ 42,088,118	\$ 42,183,967	\$ 42,234,374	\$ 42,792,570	\$ 37,431,310	\$ 37,211,143	\$ 33,854,733	\$ 31,404,033	
207	BART Maintenance	\$ 48,385,561	0.00%	Programming	\$ 48,322,055	\$ -	\$ 367,956	\$ 735,913	\$ 735,913	\$ 735,913	\$ 735,913	\$ 1,615,550	\$ 1,641,399	\$ 1,667,661	\$ 1,693,464	\$ 1,721,453	\$ 1,748,996	\$ 1,776,980	\$ 1,805,411	\$ 1,834,298	\$ 1,863,646	\$ 1,893,464	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 48,322,055	\$ -	\$ 367,956	\$ 735,913	\$ 735,913	\$ 735,913	\$ 735,913	\$ 1,615,550	\$ 1,641,399	\$ 1,667,661	\$ 1,693,464	\$ 1,721,453	\$ 1,748,996	\$ 1,776,980	\$ 1,805,411	\$ 1,834,298	\$ 1,863,646	\$ 1,893,464	
208	Caltrain Maintenance	\$ 138,244,459	13.09%	Programming	\$ 115,000,000	\$ -	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000		
				Interest Costs	\$ 18,099,216	\$ -	\$ 102,414	\$ 181,629	\$ 426,920	\$ 486,668	\$ 563,708	\$ 634,144	\$ 576,330	\$ 587,576	\$ 798,196	\$ 813,608	\$ 818,382	\$ 1,013,334	\$ 956,580	\$ 955,305	\$ 952,132	\$ 946,044	
				Total	\$ 133,099,216	\$ -	\$ 5,102,414	\$ 5,181,629	\$ 5,426,920	\$ 5,486,668	\$ 5,563,708	\$ 5,634,144	\$ 5,576,330	\$ 5,587,576	\$ 5,798,196	\$ 5,813,608	\$ 5,818,382	\$ 6,013,334	\$ 5,956,580	\$ 5,955,305	\$ 5,952,132	\$ 5,946,044	
209	Ferry Maintenance	\$ 6,912,223	0.00%	Programming	\$ 6,903,151	\$ -	\$ 52,565	\$ 105,130	\$ 105,130	\$ 105,130	\$ 105,130	\$ 230,793	\$ 234,486	\$ 238,237	\$ 241,923	\$ 245,922	\$ 249,857	\$ 253,854	\$ 257,916	\$ 262,043	\$ 266,235	\$ 270,495	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 6,903,151	\$ -	\$ 52,565	\$ 105,130	\$ 105,130	\$ 105,130	\$ 105,130	\$ 230,793	\$ 234,486	\$ 238,237	\$ 241,923	\$ 245,922	\$ 249,857	\$ 253,854	\$ 257,916	\$ 262,043	\$ 266,235	\$ 270,495	
210	Transit Enhancements	\$ 40,090,893	0.00%	Programming	\$ 40,038,274	\$ -	\$ 304,878	\$ 609,756	\$ 609,756	\$ 609,756	\$ 609,756	\$ 1,338,599	\$ 1,360,016	\$ 1,381,776	\$ 1,403,156	\$ 1,426,347	\$ 1,449,168	\$ 1,472,355	\$ 1,495,912	\$ 1,519,847	\$ 1,544,164	\$ 1,568,871	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 40,038,274	\$ -	\$ 304,878	\$ 609,756	\$ 609,756	\$ 609,756	\$ 609,756	\$ 609,756	\$ 1,338,599	\$ 1,360,016	\$ 1,381,776	\$ 1,403,156	\$ 1,426,347	\$ 1,449,168	\$ 1,472,355	\$ 1,495,912	\$ 1,519,847	\$ 1,544,164	\$ 1,568,871
211	Bayview Caltrain Station	\$ 37,326,004	0.00%	Programming	\$ 37,277,014	\$ -	\$ 283,852	\$ 567,704	\$ 567,704	\$ 567,704	\$ 567,704	\$ 1,246,281	\$ 1,266,222	\$ 1,286,481	\$ 1,306,387	\$ 1,327,978	\$ 1,349,225	\$ 1,370,813	\$ 1,392,746	\$ 1,415,030	\$ 1,437,670	\$ 1,460,673	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 37,277,014	\$ -	\$ 283,852	\$ 567,704	\$ 567,704	\$ 567,704	\$ 567,704	\$ 1,246,281	\$ 1,266,222	\$ 1,286,481	\$ 1,306,387	\$ 1,327,978	\$ 1,349,225	\$ 1,370,813	\$ 1,392,746	\$ 1,415,030	\$ 1,437,670	\$ 1,460,673	
212	Mission Bay Ferry Landing	\$ 6,912,223	0.00%	Programming	\$ 6,903,151	\$ -	\$ 52,565	\$ 105,130	\$ 105,130	\$ 105,130	\$ 105,130	\$ 230,793	\$ 234,486	\$ 238,237	\$ 241,923	\$ 245,922	\$ 249,857	\$ 253,854	\$ 257,916	\$ 262,043	\$ 266,235	\$ 270,495	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 6,903,151	\$ -	\$ 52,565	\$ 105,130	\$ 105,130	\$ 105,130	\$ 105,130	\$ 230,793	\$ 234,486	\$ 238,237	\$ 241,923	\$ 245,922	\$ 249,857	\$ 253,854	\$ 257,916	\$ 262,043	\$ 266,235	\$ 270,495	
213	Next Generation Transit Investments	\$ 30,413,781	0.00%	Programming	\$ 30,373,863	\$ -	\$ 231,287	\$ 462,574	\$ 462,574	\$ 462,574	\$ 462,574	\$ 1,015,489	\$ 1,031,736	\$ 1,048,244	\$ 1,064,463	\$ 1,082,056	\$ 1,099,369	\$ 1,116,959	\$ 1,134,830	\$ 1,152,987	\$ 1,171,435	\$ 1,190,178	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 30,373,863	\$ -	\$ 231,287	\$ 462,574	\$ 462,574	\$ 462,574	\$ 462,574	\$ 1,015,489	\$ 1,031,736	\$ 1,048,244	\$ 1,064,463	\$ 1,082,056	\$ 1,099,369	\$ 1,116,959	\$ 1,134,830	\$ 1,152,987	\$ 1,171,435	\$ 1,190,178	
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		\$ 1,392,121,700	3.29%	Programming	\$ 1,068,817,506	\$ -	\$ 21,293,103	\$ 34,586,207	\$ 34,586,207	\$ 37,586,207	\$ 37,586,207	\$ 42,677,504	\$ 45,768,344	\$ 45,860,637	\$ 50,951,317	\$ 51,049,677	\$ 51,146,471	\$ 51,244,814	\$ 46,344,731	\$ 46,446,246	\$ 43,549,386	\$ 41,654,175	

2023 Prop L Strategic Plan Baseline  
Attachment F: Cash Flow and Finance Costs By Expenditure Plan Program (YOE \$'s)

EP Program No.	EP Program	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Interest Costs		FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	FY2034/35	FY2035/36	FY2036/37	FY2037/38	FY2038/39	
217	Traffic Signs & Signals Maintenance	\$ 124,420,013	0.00%	Programming	\$ 124,256,712	\$ -	\$ 946,173	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 4,154,271	\$ 4,220,739	\$ 4,288,271	\$ 4,354,622	\$ 4,426,593	\$ 4,497,418	\$ 4,569,376	\$ 4,642,486	\$ 4,716,765	\$ 4,792,233	\$ 4,868,909	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 124,256,712	\$ -	\$ 946,173	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 4,154,271	\$ 4,220,739	\$ 4,288,271	\$ 4,354,622	\$ 4,426,593	\$ 4,497,418	\$ 4,569,376	\$ 4,642,486	\$ 4,716,765	\$ 4,792,233	\$ 4,868,909	
218	Safer and Complete Streets	\$ 210,131,577	0.00%	Programming	\$ 208,637,942	\$ -	\$ 1,597,981	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 6,975,253	\$ 7,086,858	\$ 7,200,248	\$ 7,311,169	\$ 7,432,501	\$ 7,551,421	\$ 7,672,245	\$ 7,795,002	\$ 7,919,722	\$ 8,046,439	\$ 8,175,182	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 208,637,942	\$ -	\$ 1,597,981	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 6,975,253	\$ 7,086,858	\$ 7,200,248	\$ 7,311,169	\$ 7,432,501	\$ 7,551,421	\$ 7,672,245	\$ 7,795,002	\$ 7,919,722	\$ 8,046,439	\$ 8,175,182	
219	Curb Ramps	\$ 40,090,893	0.00%	Programming	\$ 40,038,274	\$ -	\$ 304,878	\$ 609,756	\$ 609,756	\$ 609,756	\$ 609,756	\$ 1,338,599	\$ 1,360,016	\$ 1,381,776	\$ 1,403,156	\$ 1,426,347	\$ 1,449,168	\$ 1,472,355	\$ 1,495,912	\$ 1,519,847	\$ 1,544,164	\$ 1,568,871	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 40,038,274	\$ -	\$ 304,878	\$ 609,756	\$ 609,756	\$ 609,756	\$ 609,756	\$ 1,338,599	\$ 1,360,016	\$ 1,381,776	\$ 1,403,156	\$ 1,426,347	\$ 1,449,168	\$ 1,472,355	\$ 1,495,912	\$ 1,519,847	\$ 1,544,164	\$ 1,568,871	
220	Tree Planting	\$ 27,648,892	0.00%	Programming	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980	
221	Vision Zero Ramps	\$ 11,059,557	0.00%	Programming	\$ 11,045,041	\$ -	\$ 84,104	\$ 168,209	\$ 168,209	\$ 168,209	\$ 168,209	\$ 369,269	\$ 375,177	\$ 381,180	\$ 387,078	\$ 393,475	\$ 399,770	\$ 406,167	\$ 412,665	\$ 419,268	\$ 425,976	\$ 432,792	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 11,045,041	\$ -	\$ 84,104	\$ 168,209	\$ 168,209	\$ 168,209	\$ 168,209	\$ 369,269	\$ 375,177	\$ 381,180	\$ 387,078	\$ 393,475	\$ 399,770	\$ 406,167	\$ 412,665	\$ 419,268	\$ 425,976	\$ 432,792	
222	Managed Lanes and Express Bus	\$ 13,824,446	0.00%	Programming	\$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990	
223	Transformative Freeway and Major Street Projects	\$ 27,648,892	0.00%	Programming	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980	
TOTAL STREETS AND FREEWAYS		\$ 626,247,398	0.00%	Programming	\$ 624,207,612	\$ -	\$ 4,762,405	\$ 9,524,811	\$ 9,524,811	\$ 9,524,811	\$ 9,524,811	\$ 20,868,983	\$ 21,202,886	\$ 21,542,132	\$ 21,874,960	\$ 22,236,995	\$ 22,592,786	\$ 22,954,270	\$ 23,321,538	\$ 23,694,682	\$ 24,073,797	\$ 24,458,977	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 624,207,612	\$ -	\$ 4,762,405	\$ 9,524,811	\$ 9,524,811	\$ 9,524,811	\$ 9,524,811	\$ 20,868,983	\$ 21,202,886	\$ 21,542,132	\$ 21,874,960	\$ 22,236,995	\$ 22,592,786	\$ 22,954,270	\$ 23,321,538	\$ 23,694,682	\$ 24,073,797	\$ 24,458,977	
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																							
224	Transportation Demand Management	\$ 24,884,003	0.00%	Programming	\$ 24,851,342	\$ -	\$ 189,235	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 830,854	\$ 844,148	\$ 857,654	\$ 870,924	\$ 885,319	\$ 899,484	\$ 913,875	\$ 928,497	\$ 943,353	\$ 958,447	\$ 973,782	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 24,851,342	\$ -	\$ 189,235	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 830,854	\$ 844,148	\$ 857,654	\$ 870,924	\$ 885,319	\$ 899,484	\$ 913,875	\$ 928,497	\$ 943,353	\$ 958,447	\$ 973,782	
225	Neighborhood Transportation Program	\$ 56,680,228	0.00%	Programming	\$ 56,605,836	\$ -	\$ 431,034	\$ 862,069	\$ 862,069	\$ 862,069	\$ 862,069	\$ 1,892,501	\$ 1,922,781	\$ 1,953,546	\$ 1,983,772	\$ 2,016,559	\$ 2,048,824	\$ 2,081,605	\$ 2,114,910	\$ 2,148,749	\$ 2,183,129	\$ 2,218,058	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 56,605,836	\$ -	\$ 431,034	\$ 862,069	\$ 862,069	\$ 862,069	\$ 862,069	\$ 1,892,501	\$ 1,922,781	\$ 1,953,546	\$ 1,983,772	\$ 2,016,559	\$ 2,048,824	\$ 2,081,605	\$ 2,114,910	\$ 2,148,749	\$ 2,183,129	\$ 2,218,058	
226	Equity Priority Transportation Program	\$ 58,062,673	0.00%	Programming	\$ 57,986,466	\$ -	\$ 441,548	\$ 883,095	\$ 883,095	\$ 883,095	\$ 883,095	\$ 1,938,660	\$ 1,969,678	\$ 2,001,193	\$ 2,032,157	\$ 2,065,743	\$ 2,098,795	\$ 2,132,376	\$ 2,166,493	\$ 2,201,157	\$ 2,236,376	\$ 2,272,157	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 57,986,466	\$ -	\$ 441,548	\$ 883,095	\$ 883,095	\$ 883,095	\$ 883,095	\$ 1,938,660	\$ 1,969,678	\$ 2,001,193	\$ 2,032,157	\$ 2,065,743	\$ 2,098,795	\$ 2,132,376	\$ 2,166,493	\$ 2,201,157	\$ 2,236,376	\$ 2,272,157	
227	Development-Oriented Transportation	\$ 27,648,892	0.00%	Programming	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 27,612,603	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980	
228	Citywide / Modal Planning	\$ 13,824,446	0.00%	Programming	\$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 13,806,301	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990	
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		\$ 181,100,241	0.00%	Programming	\$ 180,862,548	\$ -	\$ 1,377,208	\$ 2,754,415	\$ 2,754,415	\$ 2,754,415	\$ 2,754,415	\$ 6,046,773	\$ 6,143,521	\$ 6,241,817	\$ 6,338,394	\$ 6,443,152	\$ 6,546,242	\$ 6,650,981	\$ 6,757,396	\$ 6,865,514	\$ 6,975,362	\$ 7,086,967	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					

2023 Prop L Strategic Plan Baseline  
Attachment F: Cash Flow and Finance Costs By Expenditure Plan Program (YOE \$'s)

EP Program No.	EP Program	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53	
MAJOR CAPITAL PROJECTS																
201	Muni Reliability and Efficiency Improvements	\$ 6,046,102	\$ 6,142,839	\$ 6,241,124	\$ 6,340,980	\$ 6,443,785	\$ 6,549,600	\$ 6,657,420	\$ 6,767,276	\$ 6,879,205	\$ 7,402,169	\$ 7,655,058	\$ 7,797,124	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,046,102	\$ 6,142,839	\$ 6,241,124	\$ 6,340,980	\$ 6,443,785	\$ 6,549,600	\$ 6,657,420	\$ 6,767,276	\$ 6,879,205	\$ 7,402,169	\$ 7,655,058	\$ 7,797,124	\$ -	\$ -	
202	Muni Rail Core Capacity	\$ 2,748,228	\$ 2,792,200	\$ 2,836,875	\$ 2,882,264	\$ 2,928,993	\$ 2,977,091	\$ 3,026,100	\$ 3,076,035	\$ 3,126,911	\$ 3,364,622	\$ 3,479,572	\$ 3,544,147	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,748,228	\$ 2,792,200	\$ 2,836,875	\$ 2,882,264	\$ 2,928,993	\$ 2,977,091	\$ 3,026,100	\$ 3,076,035	\$ 3,126,911	\$ 3,364,622	\$ 3,479,572	\$ 3,544,147	\$ -	\$ -	
203	BART Core Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,848,793	\$ 1,643,467	\$ 1,745,247	\$ 1,389,185	\$ 1,138,923	\$ 896,161	\$ 665,334	\$ 448,100	\$ 256,630	\$ 108,271	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,848,793	\$ 1,643,467	\$ 1,745,247	\$ 1,389,185	\$ 1,138,923	\$ 896,161	\$ 665,334	\$ 448,100	\$ 256,630	\$ 108,271	\$ -	\$ -	\$ -	\$ -	\$ -
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 6,104,577	\$ 5,486,444	\$ 5,905,441	\$ 4,780,900	\$ 4,006,703	\$ 3,247,869	\$ 2,516,486	\$ 1,811,882	\$ 1,170,230	\$ 677,957	\$ 228,152	\$ -	\$ -	\$ -	\$ -
		\$ 6,104,577	\$ 5,486,444	\$ 5,905,441	\$ 4,780,900	\$ 4,006,703	\$ 3,247,869	\$ 2,516,486	\$ 1,811,882	\$ 1,170,230	\$ 677,957	\$ 228,152	\$ -	\$ -	\$ -	\$ -
TOTAL MAJOR CAPITAL PROJECTS		\$ 8,794,331	\$ 8,935,039	\$ 9,077,999	\$ 9,223,244	\$ 9,372,778	\$ 9,526,691	\$ 9,683,519	\$ 9,843,311	\$ 10,006,116	\$ 10,766,792	\$ 11,134,630	\$ 11,341,272	\$ -	\$ -	
		\$ 7,953,369	\$ 7,129,912	\$ 7,650,688	\$ 6,170,085	\$ 5,145,626	\$ 4,144,031	\$ 3,181,820	\$ 2,259,982	\$ 1,426,860	\$ 786,228	\$ 228,152	\$ -	\$ -	\$ -	
		\$ 16,747,700	\$ 16,064,951	\$ 16,728,687	\$ 15,393,328	\$ 14,518,404	\$ 13,670,722	\$ 12,865,339	\$ 12,103,293	\$ 11,432,976	\$ 11,553,020	\$ 11,362,782	\$ 11,341,272	\$ -	\$ -	
TRANSIT MAINTENANCE AND ENHANCEMENTS																
206	Muni Maintenance	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 26,000,000	\$ 25,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 934,037	\$ 447,570	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 30,934,037	\$ 30,447,570	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 26,000,000	\$ 25,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
207	BART Maintenance	\$ 1,923,760	\$ 1,954,540	\$ 1,985,812	\$ 2,017,585	\$ 2,050,295	\$ 2,083,964	\$ 2,118,270	\$ 2,153,224	\$ 2,188,838	\$ 2,355,236	\$ 2,435,700	\$ 2,480,903	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,923,760	\$ 1,954,540	\$ 1,985,812	\$ 2,017,585	\$ 2,050,295	\$ 2,083,964	\$ 2,118,270	\$ 2,153,224	\$ 2,188,838	\$ 2,355,236	\$ 2,435,700	\$ 2,480,903	\$ -	\$ -	
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 933,685	\$ 910,379	\$ 1,069,871	\$ 953,159	\$ 888,909	\$ 814,429	\$ 729,464	\$ 505,712	\$ 305,957	\$ 151,783	\$ 22,898	\$ -	\$ -	\$ -	\$ -
		\$ 5,933,685	\$ 5,910,379	\$ 6,069,871	\$ 5,953,159	\$ 5,888,909	\$ 5,814,429	\$ 5,729,464	\$ 505,712	\$ 305,957	\$ 151,783	\$ 22,898	\$ -	\$ -	\$ -	\$ -
209	Ferry Maintenance	\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 336,462	\$ 347,957	\$ 354,415	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 336,462	\$ 347,957	\$ 354,415	\$ -	\$ -	
210	Transit Enhancements	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ 1,951,481	\$ 2,018,152	\$ 2,055,606	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ 1,951,481	\$ 2,018,152	\$ 2,055,606	\$ -	\$ -	
211	Bayview Caltrain Station	\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 1,581,656	\$ 1,607,629	\$ 1,634,094	\$ 1,661,059	\$ 1,688,532	\$ 1,816,896	\$ 1,878,969	\$ 1,913,840	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 1,581,656	\$ 1,607,629	\$ 1,634,094	\$ 1,661,059	\$ 1,688,532	\$ 1,816,896	\$ 1,878,969	\$ 1,913,840	\$ -	\$ -	
212	Mission Bay Ferry Landing	\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 336,462	\$ 347,957	\$ 354,415	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 336,462	\$ 347,957	\$ 354,415	\$ -	\$ -	
213	Next Generation Transit Investments	\$ 1,209,220	\$ 1,228,568	\$ 1,248,225	\$ 1,268,196	\$ 1,288,757	\$ 1,309,920	\$ 1,331,484	\$ 1,353,455	\$ 1,375,841	\$ 1,480,434	\$ 1,531,012	\$ 1,559,425	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,209,220	\$ 1,228,568	\$ 1,248,225	\$ 1,268,196	\$ 1,288,757	\$ 1,309,920	\$ 1,331,484	\$ 1,353,455	\$ 1,375,841	\$ 1,480,434	\$ 1,531,012	\$ 1,559,425	\$ -	\$ -	
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		\$ 41,760,642	\$ 41,868,811	\$ 41,978,712	\$ 42,090,369	\$ 42,205,323	\$ 42,323,644	\$ 42,444,205	\$ 33,567,045	\$ 32,692,202	\$ 8,276,971	\$ 8,559,747	\$ 8,718,603	\$ -	\$ -	
		\$ 1,867,722	\$ 1,357,949	\$ 1,069,871	\$ 953,159	\$ 888,909	\$ 814,429	\$ 729,464	\$ 505,712	\$ 305,957	\$ 151,783	\$ 22,898	\$ -	\$ -	\$ -	
		\$ 43,628,363	\$ 43,226,761	\$ 43,048,583	\$ 43,043,528	\$ 43,094,233	\$ 43,138,073	\$ 43,173,670	\$ 34,072,757	\$ 32,998,159	\$ 8,428,754	\$ 8,582,645	\$ 8,718,603	\$ -	\$ -	
PARATRANSIT																
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,530,260	\$ 4,062,884	\$ 4,361,829	\$ 3,519,898	\$ 2,937,817	\$ 2,368,496	\$ 1,821,276	\$ 1,296,548	\$ 821,737	\$ 456,765	\$ 132,361	\$ -	\$ -	\$ -	\$ -
		\$ 4,530,260	\$ 4,062,884	\$ 4,361,829	\$ 3,519,898	\$ 2,937,817	\$ 2,368,496	\$ 1,821,276	\$ 1,296,548	\$ 821,737	\$ 456,765	\$ 132,361	\$ -	\$ -	\$ -	\$ -
TOTAL PARATRANSIT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,530,260	\$ 4,062,884	\$ 4,361,829	\$ 3,519,898	\$ 2,937,817	\$ 2,368,496	\$ 1,821,276	\$ 1,296,548	\$ 821,737	\$ 456,765	\$ 132,361	\$ -	\$ -	\$ -	\$ -
		\$ 4,530,260	\$ 4,062,884	\$ 4,361,829	\$ 3,519,898	\$ 2,937,817	\$ 2,368,496	\$ 1,821,276	\$ 1,296,548	\$ 821,737	\$ 456,765	\$ 132,361	\$ -	\$ -	\$ -	\$ -
STREETS AND FREEWAYS																
215	Street Resurfacing, Rehabilitation and Maintenance	\$ 5,771,279	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,251,891	\$ 6,354,810	\$ 6,459,673	\$ 6,566,514	\$ 7,065,707	\$ 7,307,101	\$ 7,442,710	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 5,771,279	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,251,891	\$ 6,354,810	\$ 6,459,673	\$ 6,566,514	\$ 7,065,707	\$ 7,307,101	\$ 7,442,710	\$ -	\$ -	
216	Pedestrian and Bicycle Facilities Maintenance	\$ 1,044,327	\$ 1,061,036	\$ 1,078,012	\$ 1,095,260	\$ 1,113,017	\$ 1,131,295	\$ 1,149,918	\$ 1,168,893	\$ 1,188,226	\$ 1,278,557	\$ 1,322,237	\$ 1,346,776	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,044,327	\$ 1,061,036	\$ 1,078,012	\$ 1,095,260	\$ 1,113,017	\$ 1,131,295	\$ 1,149,918	\$ 1,168,893	\$ 1,188,226	\$ 1,278,557	\$ 1,322,237	\$ 1,346,776	\$ -	\$ -	

2023 Prop L Strategic Plan Baseline  
Attachment F: Cash Flow and Finance Costs By Expenditure Plan Program (YOE \$'s)

EP Program No.	EP Program	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53	
217	Traffic Signs & Signals Maintenance	\$ 4,946,811	\$ 5,025,960	\$ 5,106,375	\$ 5,188,075	\$ 5,272,188	\$ 5,358,764	\$ 5,446,980	\$ 5,536,862	\$ 5,628,441	\$ 6,056,320	\$ 6,263,230	\$ 6,379,465	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,946,811	\$ 5,025,960	\$ 5,106,375	\$ 5,188,075	\$ 5,272,188	\$ 5,358,764	\$ 5,446,980	\$ 5,536,862	\$ 5,628,441	\$ 6,056,320	\$ 6,263,230	\$ 6,379,465	\$ -	\$ -	\$ -
218	Safer and Complete Streets	\$ 8,305,936	\$ 8,438,822	\$ 8,573,843	\$ 8,711,025	\$ 8,850,919	\$ 8,994,990	\$ 9,141,848	\$ 9,291,541	\$ 9,444,116	\$ 10,161,397	\$ 10,496,413	\$ 10,679,218	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 8,305,936	\$ 8,438,822	\$ 8,573,843	\$ 8,711,025	\$ 8,850,919	\$ 8,994,990	\$ 9,141,848	\$ 9,291,541	\$ 9,444,116	\$ 10,161,397	\$ 10,496,413	\$ 10,679,218	\$ -	\$ -	\$ -
219	Curb Ramps	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ 1,951,481	\$ 2,018,152	\$ 2,055,606	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ 1,951,481	\$ 2,018,152	\$ 2,055,606	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ 468,639	\$ 476,335	\$ 484,176	\$ 492,166	\$ 500,306	\$ 538,340	\$ 556,732	\$ 567,064	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ 468,639	\$ 476,335	\$ 484,176	\$ 492,166	\$ 500,306	\$ 538,340	\$ 556,732	\$ 567,064	\$ -	\$ -	\$ -
222	Managed Lanes and Express Bus	\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	\$ -
223	Transformative Freeway and Major Street Projects	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
TOTAL STREETS AND FREEWAYS		\$ 24,850,270	\$ 25,247,865	\$ 25,651,829	\$ 26,062,252	\$ 26,483,459	\$ 26,917,077	\$ 27,358,969	\$ 27,809,270	\$ 28,268,122	\$ 30,416,423	\$ 31,443,436	\$ 32,014,986	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 24,850,270	\$ 25,247,865	\$ 25,651,829	\$ 26,062,252	\$ 26,483,459	\$ 26,917,077	\$ 27,358,969	\$ 27,809,270	\$ 28,268,122	\$ 30,416,423	\$ 31,443,436	\$ 32,014,986	\$ -	\$ -	\$ -
TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES																
224	Transportation Demand Management	\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -	\$ -
225	Neighborhood Transportation Program	\$ 2,253,547	\$ 2,289,604	\$ 2,326,237	\$ 2,363,456	\$ 2,401,774	\$ 2,441,215	\$ 2,481,402	\$ 2,522,348	\$ 2,564,067	\$ 2,758,990	\$ 2,853,249	\$ 2,906,201	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,253,547	\$ 2,289,604	\$ 2,326,237	\$ 2,363,456	\$ 2,401,774	\$ 2,441,215	\$ 2,481,402	\$ 2,522,348	\$ 2,564,067	\$ 2,758,990	\$ 2,853,249	\$ 2,906,201	\$ -	\$ -	\$ -
226	Equity Priority Transportation Program	\$ 2,308,512	\$ 2,345,448	\$ 2,382,975	\$ 2,421,101	\$ 2,460,354	\$ 2,500,756	\$ 2,541,924	\$ 2,583,869	\$ 2,626,606	\$ 2,826,283	\$ 2,922,840	\$ 2,977,084	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,308,512	\$ 2,345,448	\$ 2,382,975	\$ 2,421,101	\$ 2,460,354	\$ 2,500,756	\$ 2,541,924	\$ 2,583,869	\$ 2,626,606	\$ 2,826,283	\$ 2,922,840	\$ 2,977,084	\$ -	\$ -	\$ -
227	Development-Oriented Transportation	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
228	Citywide / Modal Planning	\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	\$ -
TOTAL TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES		\$ 7,200,358	\$ 7,315,563	\$ 7,432,612	\$ 7,551,531	\$ 7,673,962	\$ 7,799,978	\$ 7,928,381	\$ 8,059,211	\$ 8,192,508	\$ 8,815,311	\$ 9,116,479	\$ 9,285,666	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 7,200,358	\$ 7,315,563	\$ 7,432,612	\$ 7,551,531	\$ 7,673,962	\$ 7,799,978	\$ 7,928,381	\$ 8,059,211	\$ 8,192,508	\$ 8,815,311	\$ 9,116,479	\$ 9,285,666	\$ -	\$ -	\$ -
TOTAL STRATEGIC PLAN (PROP. L)		\$ 82,605,600	\$ 83,367,279	\$ 84,141,153	\$ 84,927,395	\$ 85,735,523	\$ 86,567,390	\$ 87,415,075	\$ 88,278,838	\$ 89,158,949	\$ 90,056,776	\$ 90,974,292	\$ 91,911,526	\$ -	\$ -	
		\$ 14,351,351	\$ 12,550,745	\$ 13,082,388	\$ 10,643,142	\$ 8,972,352	\$ 7,326,956	\$ 5,732,560	\$ 4,062,242	\$ 2,554,554	\$ 1,394,776	\$ 383,410	\$ -	\$ -	\$ -	\$ -
		\$ 96,956,952	\$ 95,918,023	\$ 97,223,540	\$ 95,570,537	\$ 94,707,875	\$ 93,894,347	\$ 93,147,635	\$ 83,341,080	\$ 81,713,502	\$ 59,670,273	\$ 60,637,702	\$ 61,360,526	\$ -	\$ -	\$ -
Prop. K Cashflow		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 15,879,582	\$ 15,818,255	\$ 19,051,612	\$ 17,448,415	\$ 16,782,368	\$ 15,913,355	\$ 14,806,715	\$ 13,301,723	\$ 11,388,840	\$ 10,046,189	\$ 7,196,305	\$ 1,175,072	\$ -	\$ -	\$ -
		\$ 15,879,582	\$ 15,818,255	\$ 19,051,612	\$ 17,448,415	\$ 16,782,368	\$ 15,913,355	\$ 14,806,715	\$ 13,301,723	\$ 11,388,840	\$ 10,046,189	\$ 7,196,305	\$ 1,175,072	\$ -	\$ -	\$ -

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San Francisco  
County Transportation  
Authority



## Memorandum

### AGENDA ITEM 12

**DATE:** May 19, 2023

**TO:** Transportation Authority Board

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

**SUBJECT:** 5/9/2023 Board Meeting: Adopt Guidance for Development of the 2023 Prop L 5-Year Prioritization Programs

#### RECOMMENDATION

☐ Information ☒ Action

Adopt guidance for development of the 2023 Prop L 5-Year Prioritization Programs (5YPPs).

#### SUMMARY

The Prop L Expenditure Plan requires development of 5YPPs for each program of the 28 programs to identify which specific projects will be funded over the next five years. The inaugural Prop L 5YPPs will cover Fiscal Years (FYs) 2023/24 - 2027/28. We anticipate presenting the 5YPPs to the Board in three groups. The first group, which we plan to present in July, will include just a few programs where sponsors have indicated that they may have time sensitive needs for funding, such as Paratransit; Pedestrian and Bicycle Facility Maintenance; Street Resurfacing, Rehabilitation, and Maintenance; and the Neighborhood Transportation Program. Given limitations on project sponsor and our staff resources to develop 28 5YPPs and recognizing that some 5YPPs may take a bit longer to develop given new or substantially revised programs compared to Prop K, our schedule allows for this effort to extend into the fall when we have planned for two additional rounds of 5YPP approvals. We anticipate adoption of the final Strategic Plan following approval of the last 5YPPs in November 2023. Attachment 1 includes the guidance to project sponsors for developing the 5YPPs, including the anticipated schedule for approvals, prioritization criteria for ranking projects, and Project Information Forms that when completed by sponsors will include scope, schedule, cost, funding, and supplemental information to support project evaluation and the proposed programming request.

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



## **BACKGROUND**

The Prop L Expenditure Plan describes the types of projects that are eligible for funds in the 28 Expenditure Plan programs listed in Attachment 2. It also establishes limits on sales tax funding by Expenditure Plan program and sets expectations for leveraging of sales tax funds with other federal, state and local dollars to fund the Expenditure Plan programs. However, the Expenditure Plan does not specify how much sales tax funds any given program would receive by year. Instead, the Expenditure Plan calls for development and periodic update of a 30-year Strategic Plan to determine annual funding levels for each program and to guide the day-to-day implementation of the Prop L program through the adoption of Strategic Plan policies. The Expenditure Plan also requires the development of 5YPPs for each program to identify which specific projects will be funded over the next five years. Board adoption of the Strategic Plan and a 5YPP for a given Prop L program is a prerequisite for allocation of funds from that program.

Developing the Strategic Plan is an iterative process closely linked with development of the 5YPPs and it starts with the development of the Strategic Plan Baseline (see separate agenda item for approval of the Prop L Strategic Plan Baseline). The Baseline establishes the amount of sales tax revenues that will be available on an annual basis to each of the 28 programs, by fiscal year, through 2053 based on their proportional share of available revenues established in the Expenditure Plan. This sets the pay-as-you-go annual funding levels for each program. Project sponsors can then use this information when identifying their proposed lists of projects to fund in the next five years as part of 5YPP development. Through the 5YPP process, project sponsors can make requests to advance sales tax funds for specific projects, as needed to support project delivery.

## **DISCUSSION**

The 5YPPs provide transparency about how Prop L projects are prioritized. As established in the Prop L Expenditure Plan, each 5YPP is developed by the Transportation Authority working in close collaboration with project sponsors eligible for Prop L funds from that program, as well as any other interested agencies. Input from the Board, sponsors, and the public inform the 5YPP process.

The 5YPPs result in multi-year project lists with associated sales tax programming commitments that support a steady project pipeline, enabling project sponsors to plan ahead, facilitating their ability to secure other funding sources to leverage Prop L and fully fund projects and to line up staff resources to deliver projects. The 5-year look ahead also enables coordination between projects. When a project is ready to advance, the project sponsor can request allocation of funds from the Board based on the programming commitment in the relevant 5YPP.

The 2023 Prop L 5YPPs will cover the 5-year period starting July 1, 2023. In accordance with Expenditure Plan requirements, each 5YPP will include: a prioritization methodology to rank projects; a 5-year program or list of projects; information on scope, schedule, cost and funding (including leveraging of other fund sources); and performance measures to inform future 5YPP updates.



The draft 5YPP guidance to project sponsors, included as Attachment 1, describes the components of the 5YPP document and how the materials will be prepared. The main elements of the 5YPP include:

- **5-Year Project List (Program of Projects).** This table provides a summary of the proposed projects with programming and cash flow (i.e. proposed Prop L reimbursement schedule) by fiscal year for the relevant Expenditure Plan program.
- **Project Information Forms.** A Project Information Form is required for each proposed project. It includes information on the scope, schedule, cost, and funding plan, in addition to supplemental information to allow project evaluation using the proposed criteria.
- **Project Delivery Report.** The intent of this section is to provide a snapshot of project delivery for projects funded through the sales tax program that can be considered when we evaluate proposed new projects and associated programming requests. Transportation Authority staff will prepare a list of previously funded projects and their status (e.g., completed or underway). This section provides project sponsors an opportunity to outline what agencies are doing to address program-specific project delivery challenges. In the 2023 5YPPs, the information will reflect the status of Prop K projects. In future 5YPP updates, this section will include the status of projects funded by Prop L.
- **Summary of public feedback.** Transportation Authority staff will draft this section of the 5YPP. It will include a description of the public outreach and engagement that we conducted to inform the development of the 5YPPs, a summary of feedback heard, and how that feedback was integrated, as appropriate, into the documents.
- **Performance measures.** The Expenditure Plan requires that each program identifies performance measures informed by the Congestion Management Program, such as increased system connectivity, increased transit ridership (net new riders), reductions in travel time for existing riders, system safety, vehicle miles traveled, and increased use of alternatives to the single-occupant automobile, along with a timeline for assessing the performance measures to inform the next 5YPP updates. Performance measures will be developed through collaboration between agencies and Transportation Authority staff.
- **Project Prioritization Methodology.** The intent of establishing and documenting a methodology to rank proposed projects is to provide the Transportation Authority Board, the public, and project sponsors with a clear understanding of how projects are prioritized for funding within an Expenditure Plan program. As described in Attachment 2 to the proposed 5YPP Guidelines, we have proposed a set of Prop L wide prioritization criteria that will be used to rank projects in every program, and program-specific prioritization criteria. The Prop L program-wide criteria include required Expenditure Plan criteria as well as criteria that we always consider: relative level of need or urgency, cost-effectiveness, a fair geographic distribution across the needs of our neighborhoods, level and diversity of community support, benefits to disadvantaged community, safety, leveraging other funds, and project readiness.





Most programs have additional criteria to inform priorities, such as improving transit reliability and travel time, or replacing assets at the end of their useful lives. We have reviewed all of the criteria and definitions with project sponsors and have integrated their feedback, as appropriate. The 5YPP document will include Prioritization Criteria Scoring Tables that will indicate how each project performs against the criteria. Project sponsors will self-score and then Transportation Authority will review the scores and vet with sponsors, as needed, to ensure consistency within programs, particularly where multiple project sponsors have submitted proposal projects.

Transportation Authority staff will review the materials submitted by project sponsors for reasonableness and consistency with Prop L requirements. We reserve the right to not consider programming funds to projects if sponsors do not provide sufficient detail to support the request. As we are developing the 5YPPs, we make corresponding updates to the Strategic Plan to reflect proposed cash flow schedules to ensure there are sufficient revenues to support the planned expenditures, including an recommended advancement of sales tax funds to support project delivery.

**Schedule.** Attachment 1 to the 5YPP Guidance includes a schedule of major milestones in the 2023 Prop L Strategic Plan and 5YPPs development process. Schedule adherence relies on both Transportation Authority staff and project sponsors completing their work in a timely fashion. We will work with sponsors to prepare and present the 5YPPs in three groups starting with just a small group of time sensitive requests in July and the majority coming to the Board in the fall. We may adjust some of the interim schedule milestones in consultation with sponsors, but still anticipate bringing the remaining 5YPPs and the proposed final Prop L Strategic Plan to the Board for approval in November 2023.

**Public Outreach and Engagement.** We are actively seeking input from the public about how San Francisco residents would like to see Prop L transportation sales tax funds spent over the next 5 years. In April, we participated in roundtables for representatives from business and community/neighborhood groups. On May 4, we hosted a meeting for interested members of the former Expenditure Plan Advisory Committee who helped develop Prop L and representatives of equity-focused community-based organizations. Upcoming opportunities to provide input include:

- May 25, 6 pm: Public Town Hall (virtual)
- Throughout May and June: online multi-lingual survey available at: [sfcta.org/ExpenditurePlan](https://sfcta.org/ExpenditurePlan)
- Presentations to community groups, as requested
- Presentation to the Board and Community Advisory Committee and Board through the fall, until adoption of the final Strategic Plan and 5YPPs

The feedback that we receive will be shared with project sponsors, the Community Advisory Committee, and Board, and integrated, as appropriate, into the 5YPPs. We will also post outreach summaries on our website and in Board materials.



## **FINANCIAL IMPACT**

There is no impact to the Transportation Authority's amended FY 2022/23 budget or proposed FY 2023/24 budget associated with the recommended action. Allocations of Prop L funds are subject to future approvals by the Board.

## **CAC POSITION**

The Community Advisory Committee will be briefed on this item at its May 24, 2023 meeting.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 – Guidance for Development of the 2023 Prop L 5-Year Prioritization Programs
  - Guidance Attachment 1 – Schedule
  - Guidance Attachment 2 – Prioritization Criteria
  - Guidance Attachment 3 – Program of Projects Template
  - Guidance Attachment 4 – Project Information Form Template
- Attachment 2 – List of the 28 Programs in the Prop L Expenditure Plan

**Attachment 1. 2023 Prop L Strategic Plan/5-Year Prioritization Programs (5YPPs)  
Draft Schedule\***

April 28, 2023	SFCTA releases draft Guidance for Development of the 2023 Prop L 5YPPs
May 2023	Transportation Authority conducts online survey, presentations to community groups as requested
May 4, 2023 6:00 pm	Meeting for interested members of the former Expenditure Plan Advisory Committee and representatives of equity-focused, community based organizations (virtual)
May 24, 2023	CAC Meeting - ACTION <ul style="list-style-type: none"> <li>• Strategic Plan Baseline</li> <li>• Guidance for Development of the 2023 Prop L 5YPPs</li> </ul>
May 25, 2023 6:00 - 7:00 pm	Prop L Town Hall (virtual)
May 26, 2023	Round 1 5YPPs: sponsors submit draft Project Information Forms, 5-Year Program of Projects, Prioritization Criteria Scoring Tables, and performance measures
June 13 and 27, 2023	Transportation Authority Board Meeting - PRELIMINARY/FINAL APPROVAL <ul style="list-style-type: none"> <li>• Strategic Plan Baseline</li> <li>• Guidance for Development of the 2023 Prop L 5YPPs</li> </ul>
June 28, 2023	CAC Meeting - ACTION <ul style="list-style-type: none"> <li>• Round 1 5YPPs</li> </ul>
June 30, 2023	Round 2 5YPPs: draft materials due to Transportation Authority staff
July 11 and 25, 2023	Transportation Authority Board Meeting - PRELIMINARY/FINAL APPROVAL <ul style="list-style-type: none"> <li>• Round 1 5YPPs</li> </ul>
July 28, 2023	Round 3 5YPPs: draft materials due to Transportation Authority staff
September 6, 2023	CAC Meeting - INFORMATION <ul style="list-style-type: none"> <li>• Round 2 and 3 5YPPs</li> </ul>

September 12, 2023	Transportation Authority Board Meeting - INFORMATION <ul style="list-style-type: none"> <li>• Round 2 and 3 5YPPs</li> </ul>
September 27, 2023	CAC Meeting - ACTION <ul style="list-style-type: none"> <li>• Round 2 5YPPs</li> </ul>
October 17 and 24, 2023	Transportation Authority Board Meetings - PRELIMINARY/FINAL APPROVAL <ul style="list-style-type: none"> <li>• Round 2 5YPPs</li> </ul>
October 25, 2023	CAC Meeting - ACTION <ul style="list-style-type: none"> <li>• Round 3 5YPPs</li> <li>• 2023 Final Strategic Plan</li> </ul>
November 14 and 28, 2023	Transportation Authority Board Meetings - PRELIMINARY/FINAL APPROVAL <ul style="list-style-type: none"> <li>• Round 3 5YPPs</li> <li>• 2023 Final Strategic Plan</li> </ul>

\* CAC and Board meeting dates are subject to change. Please check the Transportation Authority's website for the most up-to-date schedule ([www.sfcta.org/agendas](http://www.sfcta.org/agendas)). 5YPP and SP development schedule is also subject to change. Please check the Transportation Authority's website for the most up-to-date schedule ([www.sfcta.org/2023-prop-l-5ypp-guidance-and-templates](http://www.sfcta.org/2023-prop-l-5ypp-guidance-and-templates)).

Attachment 2.  
DRAFT Prop L Prioritization Criteria and Definitions

	DRAFT Criteria	DRAFT Definition
<b>Prop L-Wide Criteria</b> (Note: Every program also has a safety criterion, but the definition varies by program and is found under the respective programs.)	<b>Project Readiness</b>	Priority shall be given to projects likely to need funding in the fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.
	<b>Relative Level of Need or Urgency (time sensitive)</b>	Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.
	<b>Benefits to Disadvantaged Populations</b>	<p>Priority will be given to projects that directly benefit disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain, whether the project is directly located in an Equity Priority Community or can demonstrate benefits to disadvantaged populations.</p> <p>[Benefits will be evaluated by assessing the direct impact on accessing transportation (e.g. new or enhanced infrastructure, new service or improved service, improving safety, etc.) Projects that can clearly demonstrate benefits to disadvantaged populations will rank more highly.]</p>
	<b>Level and Diversity of Community Support</b>	Project has demonstrated public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color and/or disadvantaged communities. Priority shall be given to projects with clear and diverse community support, including from disadvantaged populations and/or identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, corridor improvement study or station area plan that is community driven. If a project was not identified in a community-based planning process, projects with evidence of support from neighborhood stakeholders and groups <u>plus</u> citywide groups will be given priority over projects with evidence of support from either neighborhood stakeholders or citywide groups.



Attachment 2.  
DRAFT Prop L Prioritization Criteria and Definitions

	Leveraging	Project leverages non-Prop L funds.
Prop L-Wide Criteria (Note: Not part of criteria table/scoring.)	Geographic Distribution	Priority shall be given to projects that advance the goal of achieving a fair geographic distribution of funding that takes into account the various needs of San Francisco's neighborhoods.
	Cost- Effectiveness	Priority shall be given to projects that are relatively cost-effective, e.g. project can demonstrate cost savings from coordination with other projects, project has gone through a value engineering effort, proposed scope efficiently and effectively addresses identified needs.

Attachment 2.  
DRAFT Prop L Prioritization Criteria and Definitions

A. Major Transit Projects

Program	DRAFT Criteria	DRAFT Definition
Major Transit Projects (all programs) Criteria	Safety	Project addresses documented safety issue(s), reduces potential conflicts between modes, and/or increases security. Additional priority for projects benefiting users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee).
Muni Reliability and Efficiency Improvements	Improves Reliability	Project results in improved reliability, including less variable travel times and better headway adherence.
	Improves Travel Time	Project results in trip time reduction.
	Accessibility and Connectivity	Project increases transit accessibility and/or connectivity (e.g. stop improvements, travel information improvements, wayfinding, crosswalks, bulbouts, bicycle parking, and improved connections to regional transit).
Muni Rail Core Capacity	Increases Capacity	Project increases passenger capacity by supporting longer and more frequent trains. Projects that meet the FTA's Core Capacity minimum threshold of a 10% capacity increase will score higher.
	Improves Reliability	Project results in improved rail service reliability, including less variable travel times and better headway adherence. Projects that install next generation communications-based train control systems will be given high priority.
BART Core Capacity	Increases Capacity	Project increases passenger capacity through the existing Transbay Tube.
	Improves Reliability	Project improves rail service schedule adherence.
	Commensurate Alameda/Contra Costa County Contribution	Alameda and Contra Costa Counties have contributed or committed to a commensurate amount.
Caltrain Downtown Rail Extension and Pennsylvania Alignment	N/A	Prop L-wide criteria applied only (Project Readiness, Relative Level of Need or Urgency, Benefits to Disadvantaged Populations, Level and Diversity of Community Support, Leveraging, Safety).



**Attachment 2.  
DRAFT Prop L Prioritization Criteria and Definitions**

**B. Transit Maintenance & Enhancements**

Program	DRAFT Criteria	DRAFT Definition
<b>Transit Maintenance &amp; Enhancements (all programs) Criteria</b>	<b>Safety</b>	Project improves safety for passengers, operators and/or employees. Projects that address a documented safety issue should score more highly.
<b>Muni Maintenance: Vehicles (sub-program)</b>	<b>Need (Asset Useful Life)</b>	Replaces asset at end of useful life or for transit vehicles address best practices for mid-life overhauls so that assets operate safely and reliably through the end of their useful life.
	<b>Improves Efficiency of Transit Operations</b>	Project supports reliable transportation services and improved efficiency.
<b>Muni Maintenance : Facilities and Guideways (sub-program)</b>	<b>Need (Asset Useful Life)</b>	Replaces asset at end of useful life.
	<b>Improves Efficiency of Transit Operations</b>	Project supports reliable transportation services and improved efficiency.
<b>BART Maintenance</b>	<b>Need (Asset Useful Life)</b>	Replace asset at end of useful life or overhaul/modernize mid-life to either extend useful life or so that assets operate safely and reliably through the end of their useful life.
	<b>Improves Efficiency of Transit Operations</b>	Project supports reliable transportation services and improved efficiency.
<b>Caltrain Maintenance</b>	<b>Need (Asset Useful Life)</b>	Replaces asset at end of useful life or for transit vehicles address best practices for mid-life overhauls so that assets operate safely and reliably through the end of their useful life.
	<b>Improves Efficiency of Transit Operations</b>	Project supports reliable transportation services and improved efficiency.
<b>Ferry Maintenance</b>	<b>Need (Asset Useful Life)</b>	Replaces asset at end of useful life
	<b>Increases Capacity</b>	Project supports increased capacity at ferry terminals to accommodate increases in ferry ridership.



Attachment 2.  
DRAFT Prop L Prioritization Criteria and Definitions

Transit Enhancements	System Access & Connectivity	Project improves customer access (e.g. pedestrian access improvements, additional elevators or escalators, bike storage, etc.) and/or transit connections.
	Improves Customer Experience	Project improves the customer experience such as bus stop improvements (with priority for those serving disadvantaged communities), wayfinding, shelters, and real time travel information.
	Increases Capacity	Project increases transit capacity, such as purchase and rehab of historic streetcars, purchase of additional motor coaches, and paratransit expansion vehicles.
Bayview Caltrain Station	N/A	Prop L-wide criteria applied only (Project Readiness, Relative Level of Need or Urgency, Benefits to Disadvantaged Populations, Level and Diversity of Community Support, Leveraging, Safety).
Mission Bay Ferry Landing	N/A	Prop L-wide criteria applied only (Project Readiness, Relative Level of Need or Urgency, Benefits to Disadvantaged Populations, Level and Diversity of Community Support, Leveraging, Safety).
Next Generation Transit Investments	TBD	



Attachment 2.  
DRAFT Prop L Prioritization Criteria and Definitions

C. Paratransit

Program	DRAFT Criteria	DRAFT Definition
Paratransit (operations & capital projects)	Safety	Project improves safety and/or improves security. Projects that address documented safety issues and/or improve safety for multiple parties (e.g. passengers, operators/paratransit staff, pedestrians, and other street users) will be given additional priority.
Paratransit: Capital Projects	Improves Customer Experience	Project improves customer experience (e.g. provides more user friendly options for payment).
Paratransit: Capital Projects	Replaces Asset at End of Useful Life	Project replaces vehicle or assets (e.g. debit card systems) at end of useful life. Vehicle projects should support electrification of the paratransit fleet, as appropriate.

**Attachment 2.  
DRAFT Prop L Prioritization Criteria and Definitions**

**D. Streets and Freeways**

Program	DRAFT Criteria	DRAFT Definition
<b>Streets and Freeways (all programs) Criteria</b>	<b>N/A</b>	
<b>Street Resurfacing, Rehabilitation, and Maintenance:</b> Repaving and Reconstruction of City Streets (sub-program)	<b>Safety</b>	Project includes streets on the High Injury Network.
	<b>Pavement Condition Index</b>	Project includes streets with identified maintenance requirements based on the Pavement Condition Index. Streets are categorized as requiring pavement preservation (PCI 60-80), resurfacing (PCI 50-60), or paving with base repair/reconstruction (PCI 0-50). Projects with a PCI score of 60 or below will receive higher priority.
	<b>Multi-Modal Benefits</b>	Streets that are transit routes and/or bicycle routes will receive higher priority.
<b>Street Resurfacing, Rehabilitation, and Maintenance:</b> Replacement of Street Repair and Cleaning Equipment (sub-program)	<b>Safety</b>	Improves or mitigates a documented unsafe condition for employees.
	<b>Need</b>	Projects that are replacing assets at the end of their useful life will be prioritized. Clean fuel vehicles shall be considered if feasible.
<b>Pedestrian and Bicycle Facilities Maintenance:</b> Sidewalk Repair (sub-program)	<b>Safety</b>	Priority will be given to locations with reports of trip-and-fall accidents and locations with the highest likelihood of generating claims against the City and County of San Francisco.
	<b>Proximity to Key Resources</b>	Priority will be given to locations in proximity to community assets serving vulnerable populations (senior centers, hospitals), bus stops, and areas with high pedestrian volumes.
<b>Pedestrian and Bicycle Facilities Maintenance:</b> Bicycle and Pedestrian Facilities (sub-program)	<b>Safety - High Injury Network</b>	Project is on the High Injury Network.
	<b>Need</b>	Project replaces asset at end of its useful life or repairs or replaces damaged/worn assets.
<b>Traffic Signs and Signals Maintenance</b>	<b>Need (Asset Useful Life)</b>	Project replaces asset that has reached the end of useful life per industry-accepted levels.
	<b>Safety</b>	Project addresses documented safety issue(s) and/or reduces potential conflict between modes. Additional priority for projects benefiting multiple users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee), or located on the High Injury Network.



**Attachment 2.  
DRAFT Prop L Prioritization Criteria and Definitions**

	<b>Signal Priority for Transit and/or Emergency Vehicles</b>	Projects which reduce delays and improve reliability for transit and/or emergency vehicles.
<b>Safer and Complete Streets:</b> Capital Projects (sub-program)	<b>Safety</b>	Project addresses documented safety issue(s) and/or reduces potential conflict between modes or is located on the High Injury Network.
	<b>Benefits Multi-Modal Users</b>	Project directly benefits multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists).
	<b>Proximity to Key Resources</b>	Priority will be given to locations in proximity to community assets serving vulnerable populations (schools, senior centers, hospitals), bus stops, and areas with high pedestrian volumes.
	<b>Complete Streets Elements</b>	Priority will be given to projects that include complete streets elements. Specifically, priority will be given to projects that include at least a minimal level of enhancement over previous conditions. Enhancements include complete streets elements for pedestrians, cyclists, and/or transit passengers that are improvements above and beyond those triggered by the street repair and reconstruction work (e.g. ADA compliant curb ramps required because of the street repair and reconstruction work).
<b>Safer and Complete Streets:</b> Outreach & Education Programs (sub-program)	<b>Safety</b>	Project addresses documented safety issue(s).
<b>Safer and Complete Streets:</b> New Traffic Signals (sub-program)	<b>Safety</b>	Project addresses documented safety issue(s) and/or reduces potential conflicts between modes. Higher priority for projects benefiting multiple types of users (e.g. pedestrians, cyclists, motorists).
	<b>Supports Transit First</b>	Project improves transit service and reduces delay for transit vehicles at intersections controlled by traffic signals.
<b>Curb Ramps</b>	<b>Disability Status of Requester</b>	Requests from a person with a disability are given the highest initial priority.
	<b>Condition of Existing Curb Ramps</b>	Intersections with at least one corner with curb ramps in poor condition are given the highest initial priority.

**Attachment 2.  
DRAFT Prop L Prioritization Criteria and Definitions**

	<b>Proximity to Key Resources</b>	Proximity to government offices and facilities, transportation, places of public accommodation, healthcare facilities, and schools.
	<b>Proximity to Other Construction Project Locations</b>	Projects reflect consideration of proximity to other construction and/or curb ramp project locations (for construction efficiency purposes).
	<b>Safety</b>	Intersection located on High Injury Network.
<b>Tree Planting</b>	<b>Canopy Coverage</b>	Priority will be given to tree planting in neighborhoods or areas with relatively low canopy coverage.
	<b>Empty Basins</b>	Priority will be given to tree planting in existing empty tree basins where trees are missing.
<b>Vision Zero Ramps</b>	<b>Safety</b>	Project addresses documented safety issue(s) and/or reduces potential conflict between modes. Additional priority for projects benefiting users of multiple modes (e.g. passenger, pedestrian, cyclist, transit) and projects located on the High Injury Network.
<b>Managed Lanes and Express Bus</b>	<b>Safety</b>	Project addresses documented safety issue(s) and/or reduces potential conflicts between modes.
	<b>Improves Reliability</b>	Project improves transit service reliability, and if applicable, improves reliability for carpools.
	<b>Improves Travel Time</b>	Project results in trip time reduction for transit and, if applicable, carpools.
<b>Transformative Freeway and Major Street Projects</b>	<b>TBD</b>	Criteria and/or program guidelines will be informed by the community engagement process, discussions with project sponsors and stakeholders as well as findings from the San Francisco Transportation Plan (2050) and Streets and Freeways Study.



Attachment 2.  
DRAFT Prop L Prioritization Criteria and Definitions

E. Transportation System Development & Management

Program	DRAFT Criteria	DRAFT Definition
Transportation System Development & Management (all programs) Criteria	Leveraging	For pilot programs, must identify potential source for ongoing funding should the program prove successful.
Transportation Demand Management	Safety	Project addresses documented safety and/or security issue.
	Mode Shift and/or Time Shift	Project will lead to a shift in single-occupancy vehicle trips to more sustainable modes such as transit, biking and walking, and/or shifts trips to less congested times. Additional priority given with evidence that benefits of program continue after program completion.
	Cost-Effectiveness	Cost effectiveness can be demonstrated by status as Plan Bay Area high-performer, cost per single-occupancy vehicle trip reduced, or cost-effectively increasing person throughput.
Neighborhood Transportation Program	Safety	Project addresses documented safety issue(s); and/or reduces potential conflicts between modes. Projects that benefit users of multiple modes, e.g. walking, cycling, driving, etc. will be given additional priority.
Equity Priority Transportation Program	Safety	Project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security.
	Supports Equitable Access	Plans or capital projects that help reduce disparities and gaps in equitable access (physical, geographic, affordability) to jobs and key services such as schools, senior centers, and other community sites. Full points for projects that provide broad geographic benefits and/or significantly improve access in an EPC or for a disadvantaged population. Partial points for projects that provide benefits with limited geographic distribution and/or moderate access improvements in an EPC or for a disadvantaged population.
	Geographic Distribution	For plans and studies, priority will be given to EPCs that have not had a recent community-based transportation planning process.
	Limited Other Funding Options	For project development and implementation, priority will be given to projects/project phases that have limited other funding options (in Prop L or otherwise).
	Supports Increased Housing Density in	Through community-based planning, project identifies and/or enables project development and implementation of transportation improvements that support increased housing density in

**Attachment 2.  
DRAFT Prop L Prioritization Criteria and Definitions**

<b>Development-Oriented Transportation</b>	<b>Low-Density Neighborhoods</b>	existing, primarily low-density neighborhoods. Transportation Authority staff will consult with the Planning Department to develop a definition of "low-density" neighborhoods for the purpose of applying this criterion.
	<b>Priority Development Areas (PDAs)</b>	Projects supporting development in adopted Priority Development Areas will be prioritized.
<b>Citywide/Modal Planning</b>	<b>Safety</b>	Project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security.

## Attachment 3

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

**EP Program (select from list)**

Pending XX, 2023 Board Meeting

Agency	Project Name	Phase	Fiscal Year					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
								\$0
								\$0
								\$0
								\$0
								\$0
								\$0
								\$0
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								\$0
								\$0
								\$0
								\$0
Funds Requested in 2023 5YPP			\$0	\$0	\$0	\$0	\$0	\$0
Funds Programmed in 2023 Strategic Plan Baseline			\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity			\$0	\$0	\$0	\$0	\$0	\$0



**Attachment 3**  
**2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)**  
**EP Program (select from list)**  
**Cash Flow (Maximum Annual Reimbursement)**  
 Pending XX, 2023 Board Meeting

[illegible]

**Attachment 4. Prop L Sales Tax Program  
Project Information Form (PIF) Template**

Project Name and Sponsor			
<b>Project Name:</b>			
<b>Implementing Agency:</b>			
Prop L Expenditure Plan Information			
<b>Prop L Program:</b>			
<b>Prop L Sub-Program (if applicable):</b>			
<b>Other Prop L Programs (if applicable):</b>			
Project Information			
<b>Brief Project Description for MyStreetSF (80 words max):</b>			
<b>Project Location and Limits:</b>			
<b>Supervisorial District(s):</b>			
<b>Is the project located on the 2022 Vision Zero High Injury Network ?</b>		<b>Is the project located in an Equity Priority Community (EPC)?</b>	
<b>Which EPC(s) is the project located in?</b>			
<b>Detailed Scope (may attach Word document):</b> Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).			
maps, drawings, photos of current conditions, etc. to support understanding of the project.			
<b>Type of Environmental Clearance Required:</b>			
<b>Coordinating Agencies:</b> Please list partner agencies and identify a staff contact at each agency.			

Attachment 4. Prop L Sales Tax Program  
Project Information Form (PIF) Template



Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						
Notes						

Attachment 4. Prop L Sales Tax Program  
Project Information Form (PIF) Template

Project Name:		0								
Project Cost Estimate		Funding Source								
Phase	Cost	Prop L	Other	Source of Cost Estimate						
Planning/Conceptual Engineering	\$ -	\$ -	\$ -							
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -							
Right of Way	\$ -	\$ -	\$ -							
Design Engineering (PS&E)	\$ -	\$ -	\$ -							
Construction	\$ -	\$ -	\$ -							
Operations (i.e. paratransit)	\$ -	\$ -	\$ -							
Total Project Cost	\$ -	\$ -	\$ -							
Percent of Total										
Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total By Fiscal Year	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Notes										

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.		Additional Instructions
<b>Project Name</b>	0	
<b>Relative Level of Need or Urgency (time sensitive)</b>		Describe time sensitivity of the project, e.g. it needs to proceed in proposed timeframe to enable construction coordination or to meet timely use of funds deadlines associated with matching funds.
<b>Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):</b>		Does the project have demonstrated public support from communities disproportionately impacted by past discriminatory practices? Describe any community outreach that has occurred and whether the project is included in a community-based plan (e.g. Community Based Transportation Plan, Participatory Budgeting process, neighborhood transportation plan, corridor improvement study, or station area plan that is community driven). If not in a community-based plan, provide evidence of support from neighborhood stakeholders and citywide groups.
<b>Benefits to Disadvantaged Populations and Equity Priority Communities</b>		Describe how the project directly benefits disadvantaged populations, whether the project is located in an Equity Priority Community or not. Benefits will be evaluated by assessing the direct impact on accessing transportation (e.g. new or enhanced infrastructure, improving safety, etc).
<b>Compatibility with Land Use, Design Standards, and Planned Growth</b>		Is the project compatible with existing and planned land uses, with adopted standards for urban design and for the provision of pedestrian amenities, and supportive of planned growth in transit-friendly housing, employment, and services?
<b><a href="#">San Francisco Transportation Plan Alignment (SFTP)</a></b>		Select all goals that apply from the drop-down list to the left.
		Describe how the project advances the selected SFTP goal(s).
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.		<b>Additional Instructions</b>
The Prop L Expenditure Plan program selected in the Scope & Schedule tab will display here.		

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**

<b>EP 1 Muni Reliability and Efficiency Improvements</b> Please fill out all questions in this section for projects that fall under the Muni Reliability and Efficiency Improvements program in the Prop L Expenditure Plan.	
<b>Safety</b>	Describe how the project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security. Indicate if the project benefits users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee). Define and provide data to support the safety issue(s) that is being addressed by the project. If the project is located on the High Injury Network, please list the locations.
<b>Improves Reliability</b>	Describe how the project improves reliability, including less variable travel times and better headway adherence.
<b>Improves Travel Time</b>	Describe how the project results in trip time reduction.
<b>Accessibility and Connectivity</b>	Describe how the project increases transit accessibility and/or connectivity.
<b>EP 2 Muni Rail Core Capacity</b> Please fill out all questions in this section for projects that fall under the Muni Rail Core Capacity program in the Prop L Expenditure Plan.	
<b>Safety</b>	Describe how the project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security. Indicate if the project benefits users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee). Define and provide data to support the safety issue(s) that is being addressed by the project. If the project is located on the High Injury Network, please list the locations.
<b>Increases Capacity</b>	Describe how the project increases passenger capacity. Does the project meet FTA's Core Capacity minimum threshold of a 10% capacity increase?
<b>Improves Reliability</b>	Describe how the project improves rail service reliability, including less variable travel times and better headway adherence.

<b>EP 3 BART Core Capacity</b>		
Please fill out all questions in this section for projects that fall under the BART Core Capacity program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security. Indicate if the project benefits users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee). Define and provide data to support the safety issue(s) that is being addressed by the project. If the project is located on the High Injury Network, please list the locations.
<b>Increases Capacity</b>		Describe how the project increases passenger capacity through the existing Transbay Tube.
<b>Improves Reliability</b>		Describe how the project improves transit service schedule adherence.
<b>Commensurate Alameda/Contra Costa County Contribution</b>		Have Alameda and Contra Costa Counties contributed or committed to a commensurate amount of funding?
<b>EP 5 Caltrain Downtown Rail Extension and Pennsylvania Alignment</b>		
Please fill out all questions in this section for projects that fall under the Caltrain Downtown Rail Extension and Pennsylvania Alignment program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security. Indicate if the project benefits users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee). Define and provide data to support the safety issue(s) that is being addressed by the project. If the project is located on the High Injury Network, please list the locations.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**

<b>EP 6 Muni Maintenance</b>		
Please fill out all questions in this section for projects that fall under the Muni Maintenance program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<b>Need (Asset Useful Life) (Vehicles Sub-program)</b>		Describe if the project replaces an asset at the end of its useful life or for transit vehicles addresses best practices for mid-life overhauls so that assets operate safely and reliably through the end of their useful life.
<b>Improves Efficiency of Transit Operations (Vehicles Sub-program)</b>		Describe how the project supports reliable transportation services and improved efficiency.
<b>Need (Asset Useful Life) (Facilities and Guideways Sub-program)</b>		Describe if the project replaces an asset at the end of its useful life.
<b>Improves Efficiency of Transit Operations (Facilities and Guideways Sub-program)</b>		Describe how the project supports reliable transportation services and improved efficiency.
<b>EP 7 BART Maintenance</b>		
Please fill out all questions in this section for projects that fall under the BART Maintenance program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<b>Need (Asset Useful Life)</b>		Describe if the project replaces an asset at the end of its useful life or overhauls/modernizes mid-life to either extend the useful life or so that assets operate safely and reliably through the end of their useful life.
<b>Improves Efficiency of Transit Operations</b>		Describe how the project supports reliable transportation services and improved efficiency.



<b>EP 8 Caltrain Maintenance</b>		
Please fill out all questions in this section for projects that fall under the Caltrain Maintenance program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<b>Need (Asset Useful Life)</b>		Describe if the project replaces an asset at the end of its useful life or for transit vehicles addresses best practices for mid-life overhauls so that assets operate safely and reliably through the end of their useful life.
<b>Improves Efficiency of Transit Operations</b>		Describe how the project supports reliable transportation services and improved efficiency.
<b>EP 9 Ferry Maintenance</b>		
Please fill out all questions in this section for projects that fall under the Ferry Maintenance program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<b>Need (Asset Useful Life)</b>		Describe if the project replaces an asset at the end of its useful life.
<b>Increases Capacity</b>		Describe how the project supports increased capacity at ferry terminals to accommodate increases in ferry ridership.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**

<b>EP 10 Transit Enhancements</b>		
Please fill out all questions in this section for projects that fall under the Transit Enhancements program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<b>System Access &amp; Connectivity</b>		Describe how the project improves customer access and/or transit connections.
<b>Improves Customer Experience</b>		Describe how the project improves or enhances the customer experience, particularly for disadvantaged communities.
<b>Increases Capacity</b>		Describe how the project increases transit capacity, such as purchase and rehab of historic streetcars, purchase of additional motor coaches, and paratransit vehicle expansion.
<b>EP 11 Bayview Caltrain Station</b>		
Please fill out all questions in this section for projects that fall under the Bayview Caltrain Station program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<b>EP 12 Mission Bay Ferry Landing</b>		
Please fill out all questions in this section for projects that fall under the Mission Bay Ferry Landing program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<b>EP 13 Next Generation Transit Investments</b>		
Please fill out all questions in this section for projects that fall under the Next Generation Transit Investments program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project improves safety for passengers, operators and/or employees, and how the project addresses a documented safety issue.
<b>TBD</b>		Criteria will be informed by discussions with project sponsors, and recommendations fro the San Francisco Transportation Plan, Connect SF Transit Investment Strategy and other plans.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**

<b>EP 14 Paratransit</b>		
Please fill out all questions in this section for projects that fall under the Paratransit program in the Prop L Expenditure Plan.		
<b>Safety (Operations and Capital Projects)</b>		Describe how the project improves safety and/or improves security. Describe if the project addresses documented safety issues and/or improves safety for multiple parties (e.g., passengers, operators/paratransit staff, pedestrians, and other street users).
<b>Improves Customer Experience (Capital Projects)</b>		Describe how the project improves the customer experience (e.g. provides more friendly options for payment).
<b>Replaces Asset at End of Useful Life (Capital Projects)</b>		Describe how project replaces vehicle or assets (e.g. debit card systems) at end of useful life. Vehicle projects should support electrification of the paratransit fleet, as appropriate.
<b>EP 15 Street Resurfacing, Rehabilitation, and Maintenance</b>		
Please fill out all questions in this section for projects that fall under the Street Resurfacing, Rehabilitation, and Maintenance program in the Prop L Expenditure Plan.		
<b>Safety (Repaving and Reconstruction of City Streets - Sub-program)</b>		If the project is located on the High Injury Network, please list the locations.
<b>Pavement Condition Index (Repaving and Reconstruction of City Streets - Sub-program)</b>		Specify if the project includes streets with identified maintenance requirements based on the Pavement Condition Index. Streets are categorized as requiring pavement preservation (PCI 60-80), resurfacing (PCI 50-60), or paving with base repair/reconstruction (PCI 0-50).
<b>Multi-modal Benefits (Repaving and Reconstruction of City Streets - Sub-program)</b>		List the streets in the project that are on transit routes and/or bicycle routes.
<b>Safety (Replacement of Street Repair and Cleaning Equipment - Sub-program)</b>		Describe how the project improves or mitigates a documented unsafe condition for employees.
<b>Need (Replacement of Street Repair and Cleaning Equipment - Sub-program)</b>		Is this project replacing assets at the end of their useful life? Has the department considered replacing the asset with clean fuel vehicles? If not, why not.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**

<b>EP 16 Pedestrian and Bicycle Facilities Maintenance</b> Please fill out all questions in this section for projects that fall under the Pedestrian and Bicycle Facilities Maintenance program in the Prop L Expenditure Plan.		
<b>Safety (Sidewalk Repair - Sub-program)</b>		Does the project include locations with reports of trip-and-fall accidents and locations with the highest likelihood of generating claims against the City and County of San Francisco?
<b>Proximity to Key Resources (Sidewalk Repair - Sub-program)</b>		Describe if the project includes locations in proximity to community assets serving vulnerable populations, bus stops, and areas with high pedestrian volumes.
<b>Safety (Bicycle and Pedestrian Facilities - Sub-program)</b>		If the project is located on the High Injury Network, please list the locations.
<b>Need (Bicycle and Pedestrian Facilities - Sub-program)</b>		Describe if the project replaces asset at end of its useful life or repairs or replaces damaged/work assets.
<b>EP 17 Traffic Signs and Signals Maintenance</b> Please fill out all questions in this section for projects that fall under the Traffic Signs and Signals Maintenance program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe and provide data showing how the project addresses documented safety issue(s) and/or reduces potential conflict between modes. Indicate if the project benefits multiple users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee). Indicate if project is located on the High Injury Network and provide location.
<b>Need (Asset Useful Life)</b>		State if the project is replacing an asset that has reached the end of useful life per industry-accepted levels.
<b>Signal Priority for Transit and/or Emergency Vehicles</b>		Describe how project reduces delays and improves reliability for transit and/or emergency vehicles.

<b>EP 18 Safer and Complete Streets</b>	
Please fill out all questions in this section for projects that fall under the Safer and Complete Streets program in the Prop L Expenditure Plan.	
<b>Safety (Capital Projects - Sub-program)</b>	Define and provide data to support the safety issue(s) that is being addressed by the project. Describe how the project addresses documented safety issue(s) and/or reduces potential conflict between modes. If project is on the High Injury Network indicate that and provide location.
<b>Benefits Multi-Modal Users (Capital Projects - Sub-program)</b>	Describe how the project directly benefits multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists).
<b>Proximity to Key Resources (Capital Projects - Sub-program)</b>	Describe if the project includes locations in proximity to community assets serving vulnerable populations, bus stops, and areas with high pedestrian volumes.
<b>Complete Streets Elements (Capital Projects - Sub-program)</b>	Describe the complete streets elements that are included in the project, calling out those improvements that provide enhancement over the previous condition and that go above and beyond improvements triggered by street repair or construction work such as providing ADA compliant curb ramps.
<b>Safety (Outreach and Education Programs - Sub-program)</b>	Describe how the project addresses documented safety issue(s) and provide data or research demonstrated effectiveness, as relevant.
<b>Safety (New Traffic Signals - Sub-program)</b>	Describe how the project addresses documented safety issue(s) and/or reduces potential conflict between modes. Provide data or research demonstrated effectiveness, as relevant.
<b>Supports Transit First (New Traffic Signals - Sub-program)</b>	Discuss how the project improves transit service and reduces delay for transit vehicles at intersections controlled by traffic signals.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**

<b>EP 19 Curb Ramps</b>		
Please fill out all questions in this section for projects that fall under the Curb Ramps program in the Prop L Expenditure Plan.		
<b>Safety</b>		
		If the project is located on the High Injury Network, please list the locations.
<b>Other Curb Ramp Prioritization: Disability Status of Requester, Condition of Existing Curb Ramps, Proximity to Key Resources, Proximity to Other Construction Project Locations</b>		Given the high volume of curb ramps locations anticipated in an annual allocation request, SFPW will describe how the curb ramps are prioritized, including disability status of requester, condition of existing curb ramps, proximity to key resources, proximity to other construction project locations, and location on the High Injury Network. At time of allocation, SFPW will need to confirm that it has prioritized locations consistent with the 5YPP criteria. If requested, SFPW shall provide SFCTA access to the data for the purposes of confirming that the prioritization criteria are applied as described.
<b>EP 20 Tree Planting</b>		
Please fill out all questions in this section for projects that fall under the Tree Planting program in the Prop L Expenditure Plan.		
<b>Canopy Coverage</b>		Priority will be given to tree planting in neighborhoods or areas with relatively low canopy coverage. Given the high volume of tree planting locations anticipated in an annual allocation request, SFPW will describe how the planting locations are prioritized, including canopy coverage and empty basins. At time of allocation, SFPW will need to confirm that it has prioritized locations consistent with the 5YPP criteria. If requested, SFPW shall provide SFCTA access to the data for the purposes of confirming that the prioritization criteria are applied as described.
<b>Empty Basins</b>		Priority will be given to tree planting in existing empty tree basins where trees are missing. Given the high volume of tree planting locations anticipated in an annual allocation request, SFPW will describe how the planting locations are prioritized, including canopy coverage and empty basins. At time of allocations, SFPW will need to confirm that it has prioritized locations consistent with the 5YPP criteria. If requested, SFPW shall provide SFCTA access to the data for the purposes of confirming that the prioritization criteria are applied as described.
<b>EP 21 Vision Zero Ramps</b>		
Please fill out all questions in this section for projects that fall under the Vision Zero Ramps program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project addresses documented safety issue(s), and/or reduces potential conflict between modes. Indicate if the project benefits users of multiple modes (e.g. pedestrian, cyclist, motorist, transit). Provide data to support the safety issue(s) that is being addressed by the project. If the project is located on the High Injury Network, please list the locations.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**

<b>EP 22 Managed Lanes and Express Bus</b> Please fill out all questions in this section for projects that fall under the Managed Lanes and Express Bus program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project addresses documented safety issue(s) and/or reduces potential conflict between modes.
<b>Improves Reliability</b>		Describe how the project improves transit service reliability, and if applicable, improves reliability for carpools.
<b>Improves Travel Time</b>		Describe how the project results in trip time reduction for transit and, if applicable, carpools.
<b>EP 23 Transformative Freeway and Major Street Projects</b> Please fill out all questions in this section for projects that fall under the Transformative Freeway and Major Street Projects program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project addresses documented safety issue(s) and/or reduces potential conflict between modes.
<b>TBD</b>		Criteria and/or program guidelines will be informed by the community engagement process, discussions with project sponsors, and recommendations from the San Francisco Transportation Plan, Connect SF Streets and Freeways Study and other plans.
<b>EP 24 Transportation Demand Management</b> Please fill out all questions in this section for projects that fall under the Transportation Demand Management program in the Prop L Expenditure Plan.		
<b>Safety</b>		Define and provide data to support the safety and/or security issue(s) that is being addressed by the project. Describe how the project addresses the documented issue(s).
<b>Mode Shift and/or Time Shift</b>		Describe how the project will lead to a shift in single-occupancy vehicle trips to more sustainable modes. Provide any evidence of effectiveness, including whether benefits of program continue after program completion.
<b>Cost-Effectiveness</b>		Discuss if project demonstrated cost-effectiveness as demonstrated by status as a Plan Bay Area high-performer, cost per single-occupancy vehicle trip reduced, or cost-effectively increasing person throughput, as applicable.

**Prop L Sales Tax Program  
Project Information Form (PIF) Template**

<b>Pilot Program Funding Plan</b>		For pilot programs, identify an ongoing funding plan should the program prove successful. Note the Transportation Authority will develop guidelines for pilots eligible to be funded by Prop L from this and other Prop L programs.
<b>EP 25 Neighborhood Transportation Program</b> Please fill out all questions in this section for projects that fall under the Neighborhood Transportation program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project addresses documented safety issue(s) and/or reduces potential conflict between modes. Indicate if the project benefits users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee). Define and provide data to support the safety issue(s) that is being addressed by the project.
<b>Pilot Program Funding Plan</b>		For pilot programs, identify an ongoing funding plan should the program prove successful. Note the Transportation Authority will develop guidelines for pilots eligible to be funded by Prop L from this and other Prop L programs.
<b>EP 26 Equity Priority Transportation Program</b> Please fill out all questions in this section for projects that fall under the Equity Priority Transportation program in the Prop L Expenditure Plan.		
<b>Safety</b>		Describe how the project addresses the documented safety issue(s), reduces potential conflict between modes, and/or increases security. Define and provide data to support the safety issue(s) that is being addressed by the project. If the project is located on the High Injury Network, please list the locations.
<b>Supports Equitable Access</b>		Describe how the project reduces disparities and gaps in equitable access to jobs and key services.
<b>Geographic Distribution</b>		Does this project include a plan or study in an Equity Priority Community that has not had a recent community-based transportation planning process?
<b>Limited Other Funding Options</b>		Does this project have other funding options (in Prop L or otherwise).
<b>Pilot Program Funding Plan</b>		For pilot programs, identify an ongoing funding plan should the program prove successful. Note the Transportation Authority will develop guidelines for pilots eligible to be funded by Prop L from this and other Prop L programs.



**Prop L Sales Tax Program  
Project Information Form (PIF) Template**

<b>EP 27 Development-Oriented Transportation</b> Please fill out all questions in this section for projects that fall under the Development-Oriented Transportation program in the Prop L Expenditure Plan.		
<b>Supports Increased Housing Density in Low-Density Neighborhoods</b>		Describe how the project will identify and/or enable project development and implementation of transportation improvements that support increased housing density in existing, primarily low-density neighborhoods. Transportation Authority staff will consult with the Planning Department to develop a definition of "low-density" neighborhoods for the purpose of applying this criterion.
<b>Priority Development Areas (PDAs)</b>		Does this project support development in adopted Priority Development Areas?
<b>EP 28 Citywide/Modal Planning</b> Please fill out all questions in this section for projects that fall under the Citywide/Modal Planning program in the Prop L Expenditure Plan.		
<b>Safety</b>		Define and provide data to support the safety issue(s) that is being addressed by the project. Describe how the project addresses the documented safety issue(s), reduces potential conflict between modes, and/or increases security. If the project is located on the High Injury Network, please list the locations.

**Attachment 2.**  
**Programs in the Prop L Expenditure Plan**

Board approval of a 5-Year Prioritization Program or 5YPP is a prerequisite for allocation of Prop L funds from that program. As part of the 5YPP development process, for some of the 28 programs, we have created sub-programs to help track minimum funding amounts established in the Expenditure Plan for certain projects types (e.g. Safe Routes to School education and outreach), to group like projects together to facilitate project ranking, and/or to help ensure funding is set aside for key priorities (e.g. transit vehicle replacement and capital maintenance).

1. Muni Reliability and Efficiency Improvements
2. Muni Rail Core Capacity
3. BART Core Capacity
4. Caltrain Service Vision: Capital System Capacity Investments
5. Caltrain Downtown Rail Extension and Pennsylvania Alignment
6. Muni Maintenance
  - Vehicles (sub-program)
  - Facilities and Guideways (sub-program)
7. BART Maintenance
8. Caltrain Maintenance
9. Ferry Maintenance
10. Transit Enhancements
11. Bayview Caltrain Station
12. Mission Bay Ferry Landing
13. Next Generation Transit Investments
14. Paratransit
15. Street Resurfacing, Rehabilitation and Maintenance
  - Repaving and Reconstruction of City Streets (sub-program)
  - Replacement of Street Repair and Cleaning Equipment (sub-program)
16. Pedestrian and Bicycle Facilities Maintenance
  - Sidewalk Repair (sub-program)
  - Bicycle and Pedestrian Facilities (sub-program)
17. Traffic Signs and Signals Maintenance
18. Safer and Complete Streets
  - Capital Projects (sub-program)
  - Outreach & Education Programs (sub-program)
  - New Traffic Signals (sub-program)
19. Curb Ramps
20. Tree Planting
21. Vision Zero Ramps
22. Managed Lanes and Express Bus
23. Transformative Freeway and Major Streets Projects
24. Transportation Demand Management
25. Neighborhood Transportation Program

**Attachment 2.**  
**Programs in the Prop L Expenditure Plan**

- 26. Equity Priority Transportation Program
- 27. Development Oriented Transportation
- 28. Citywide/Modal Planning



SFMTA

# Commuter Shuttle Program



San Francisco County Transportation Authority  
**Community Advisory Committee**

May 24, 2023, Item 13

# 386 Commuter Shuttles in San Francisco

- ❖ Have been in service for over a decade
- ❖ Licensed by the California Public Utilities Commission
- ❖ Legally allowed on San Francisco streets
- ❖ SFMTA Permit Program allows use of designated zones and shared Muni stops





# Commuter Shuttle Program History



- ❖ August 2014 to January 2016 – 18-month pilot
- ❖ February 21, 2017 - the SFMTA Board approved the Commuter Shuttle Program
- ❖ 2018 - Taxis, Access & Mobility Service Division assumed program administration

# Commuter Shuttle Program Goals

- ❖ Improved regulation of shuttles
- ❖ Better operation of city streets
- ❖ Address neighborhood concerns
- ❖ Minimize conflicts between users
- ❖ Recover costs of regulating shuttles



# Current Commuter Shuttle Program

- ❖ Commuter Shuttle vehicles are regulated by the California Public Utilities Commission
- ❖ Commuter Shuttles are private vehicles sponsored by employers used typically to transport employees to work sites
- ❖ SFMTA's Commuter Shuttle Program is voluntary
  - Opt-in program allows commuter shuttles to use designated zones for pick-up and drop-off and allows shared use of some Muni stops
  - Shuttle operators pay an \$8.60 fee for each pick-up/drop-off stop event





# 390 Current Commuter Shuttle Program

- ❖ 15 shuttle companies operate 882 shuttles
- ❖ There are 99 designated shuttle zones
  - 52 Shared Muni Stops
  - 5 Peak Time Extended Muni Stops
  - 42 Commuter Shuttle White Zones
- ❖ Permit and Stop fees set at legal maximum (cost-neutral)
- ❖ SFMTA issues administrative citations for 17 types of permit violations and parking citations for violations of parking requirements such as double parking, obstructing traffic and not pulling to curb.
- ❖ Stickers on Vehicles



# Shuttle Permit Terms

391

- ❖ Shuttles over 35 feet in length only allowed to operate on arterial streets
- ❖ Active loading only while at stops
- ❖ “How’s My Driving?” sticker
- ❖ GPS tracking data requirement
- ❖ Vehicle emissions standards
- ❖ Ridership reports



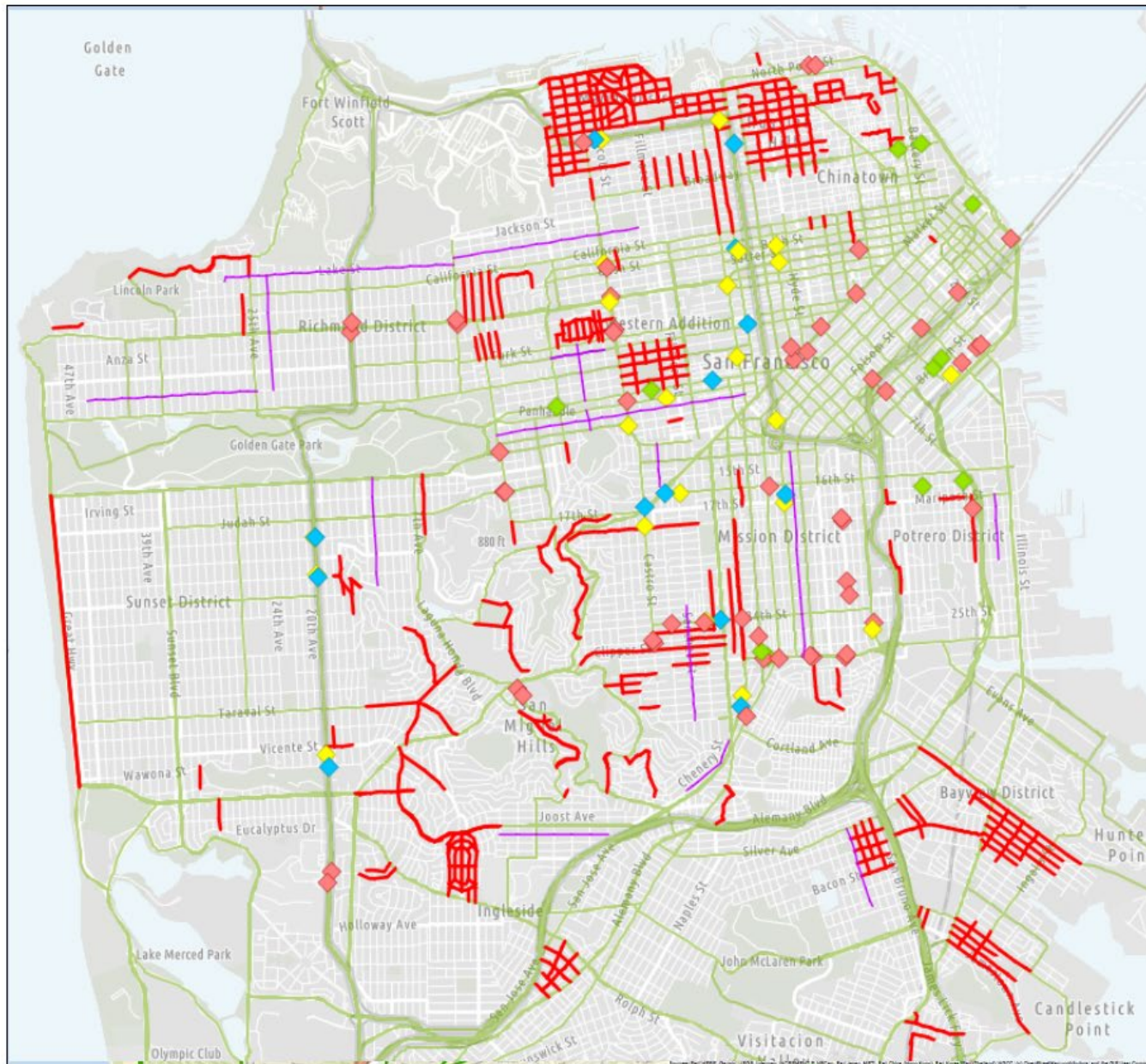
# Shuttle Permit Terms

- ❖ Active loading only
- ❖ No staging in zone
- ❖ Pull to front of zone
- ❖ Pull in to curb/no loading in travel lane
- ❖ No unpermitted vehicles in zone





# Commuter Shuttle Program Stop Locations & Permitted Streets Effective 1/23/2020



## Commuter Shuttle Stops

- Yellow Diamond: Morning Only
- Blue Diamond: Evening Only
- Green Diamond: Morning and Evening
- Red Diamond: Shared Muni Zone (all times)

## Commuter Shuttle Street Restrictions

- Red Line: 9+ Passenger Bus Prohibited
- Orange Line: 3+ tons Prohibited
- Brown Line: 3+ tons & 9+ Passenger Bus Prohibited
- Purple Line: 9+ tons Prohibited
- Green Line: Unrestricted Arterial
- Grey Line: Non-Arterial Street



Scale: 1:20,000

One Mile

Go Online Interactive Commuter Shuttle Map  
<https://www.sfmta.com/maps/commuter-shuttle-program-interactive-map>

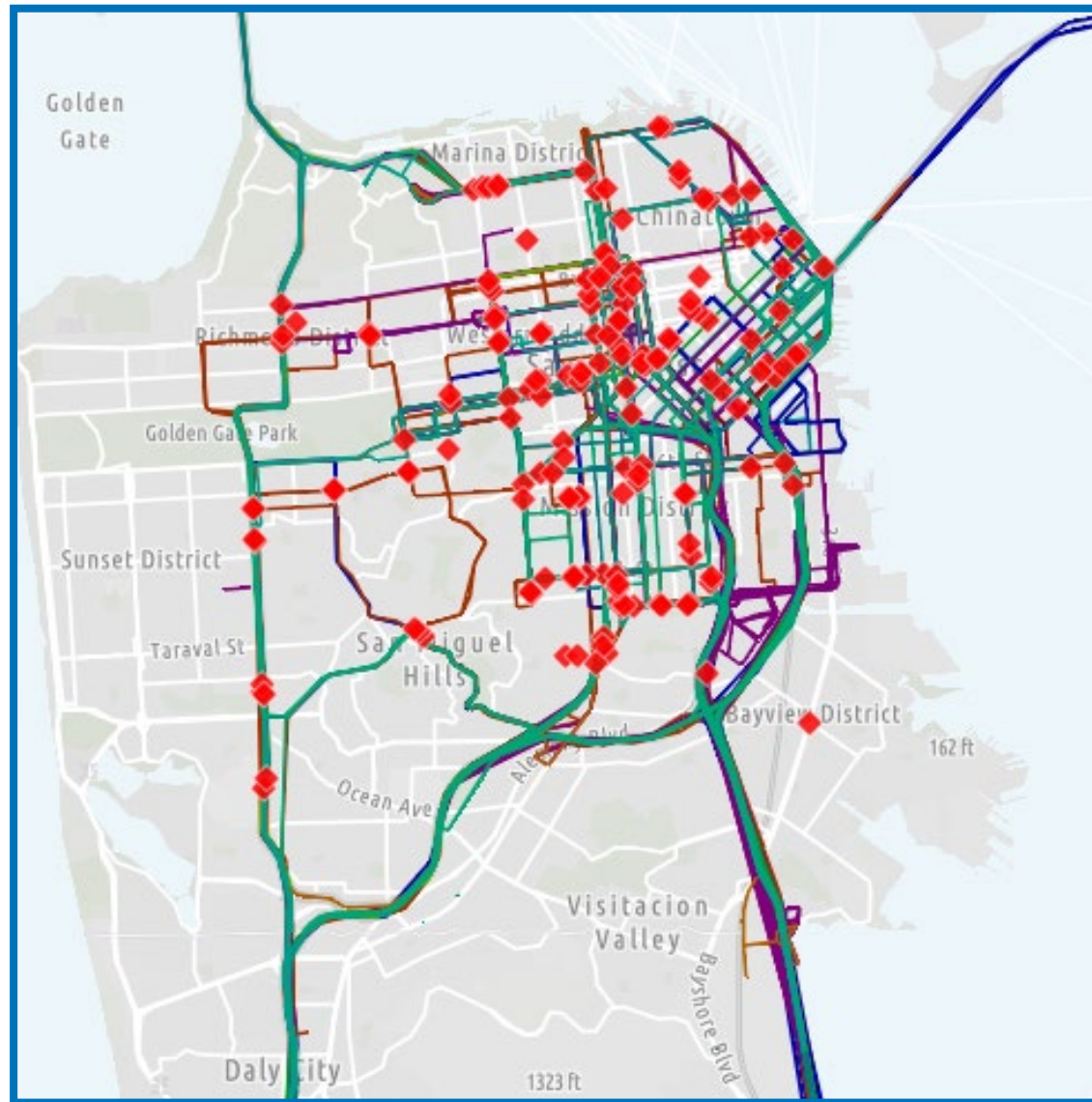


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# Commuter Shuttle Routes

- ❖ Within San Francisco
- ❖ Outside of San Francisco



# Enforcement Goals

- ❖ Ensure large shuttles don't travel small residential streets
- ❖ Only authorized stop locations used
- ❖ Ensure zones are clear for shuttle use
- ❖ Improve safety
  - Avoid shuttles blocking travel lanes, intersections, bike lanes
- ❖ Minimize transit impacts
  - In shared zones, ensure Muni can pull to curb

## Enforcement Priorities



# 396 Enforcement Tools

- ❖ Real-time GPS data, every 5 seconds
- ❖ Administrative penalties for permit violation
  - Staff & Investigators can issue
- ❖ Citations
  - Dedicated PCO team
  - Mobility Investigators



# Shuttle Administrative Penalties Observed Violations

## ❖ Administrative Violations

- ❖ SF Transportation Code, Div II, 914
- ❖ Non-compliance with Permit Terms
- ❖ Response to Complaints
- ❖ Issued by **Investigators**

## ❖ Parking violations

- ❖ California Vehicle Code
- ❖ SF Transportation Code, Div I, 7.2
- ❖ Issued by both **PCOs** and **Investigators**

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**New Issue Field Report**

TAS - Enforcer Screen Flow II EPT 1.82 s

\*Street Number

Complete this field.

Street

Street Name

\*Citation

Expired sticker

Driving on non-arterial streets

✓ Expired sticker

No sticker displayed

Different sticker on front and back of vehicle

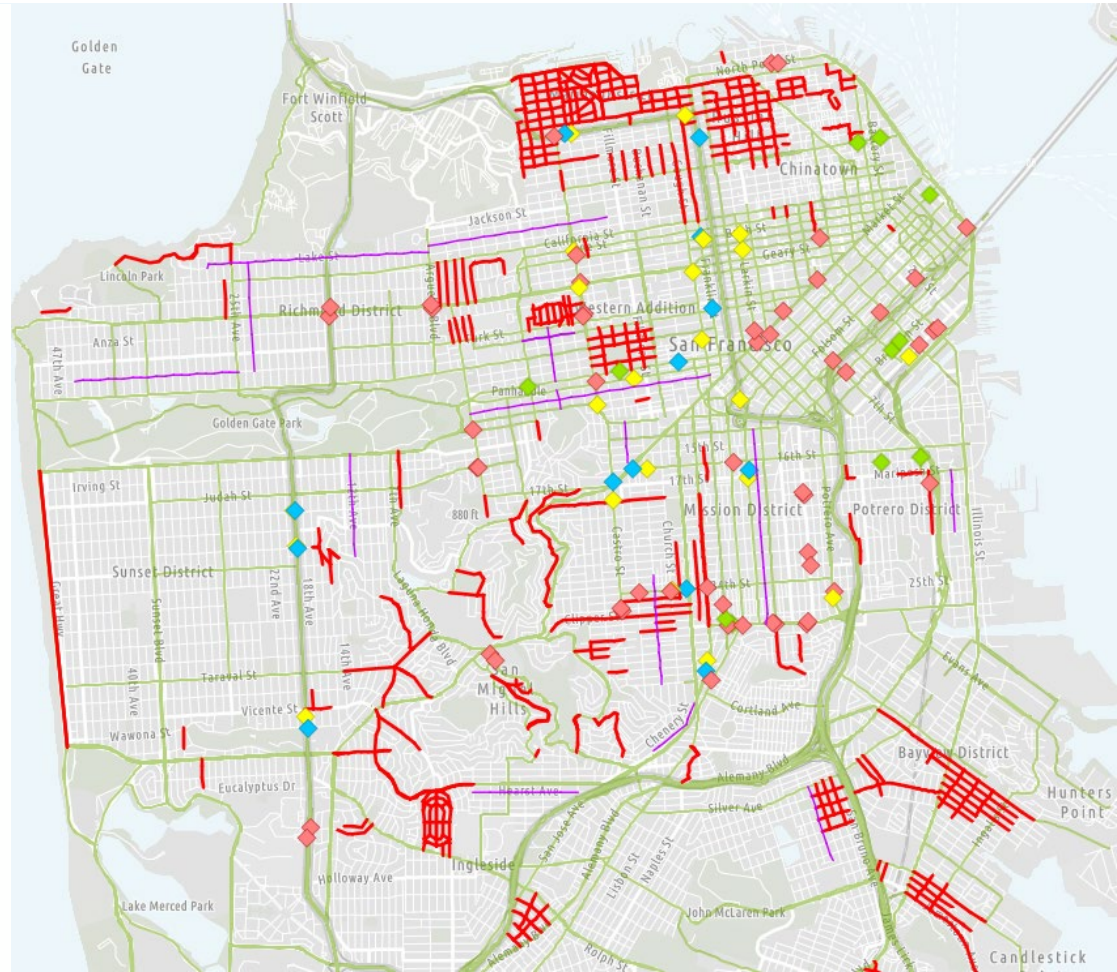
Citation Map 311 Investig... New Issue F... Cases Menu



# Shuttle Administrative Penalties – GPS-Automated

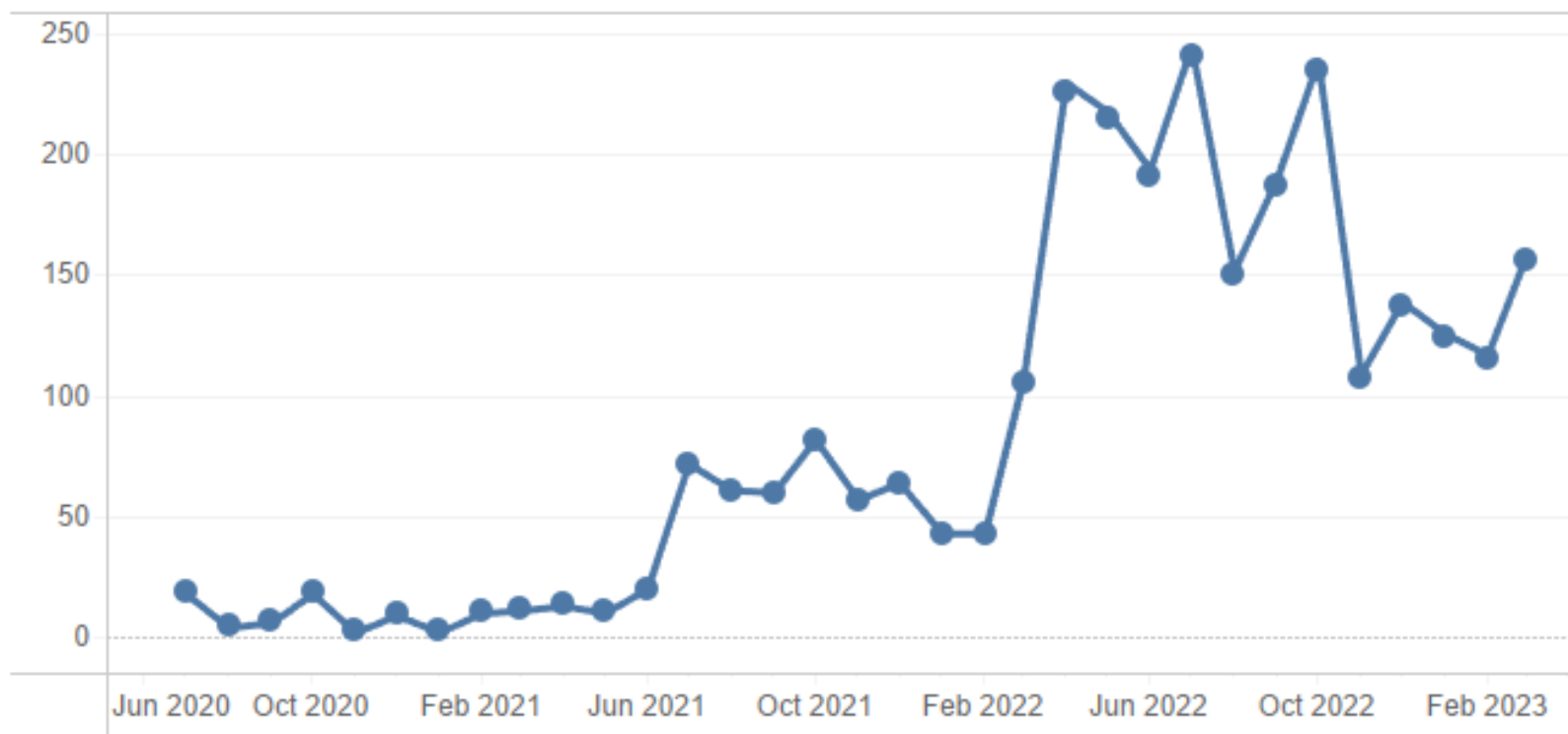
❖ The SFMTA's Commuter Shuttle Program includes a network of stops and five street designations:

1. **Green** – Arterial street data maintained by California Department of Transportation
2. **Red** – Streets with weight and passenger restriction
3. **White** – Non arterial street restrict shuttle > 35 feet
4. **Purple** – Slow Streets
5. Exempted Streets



# Commuter Shuttle Program Administrative Penalties

Shuttle Admin Penalty



# Commuter Shuttle Program Fees & Fines

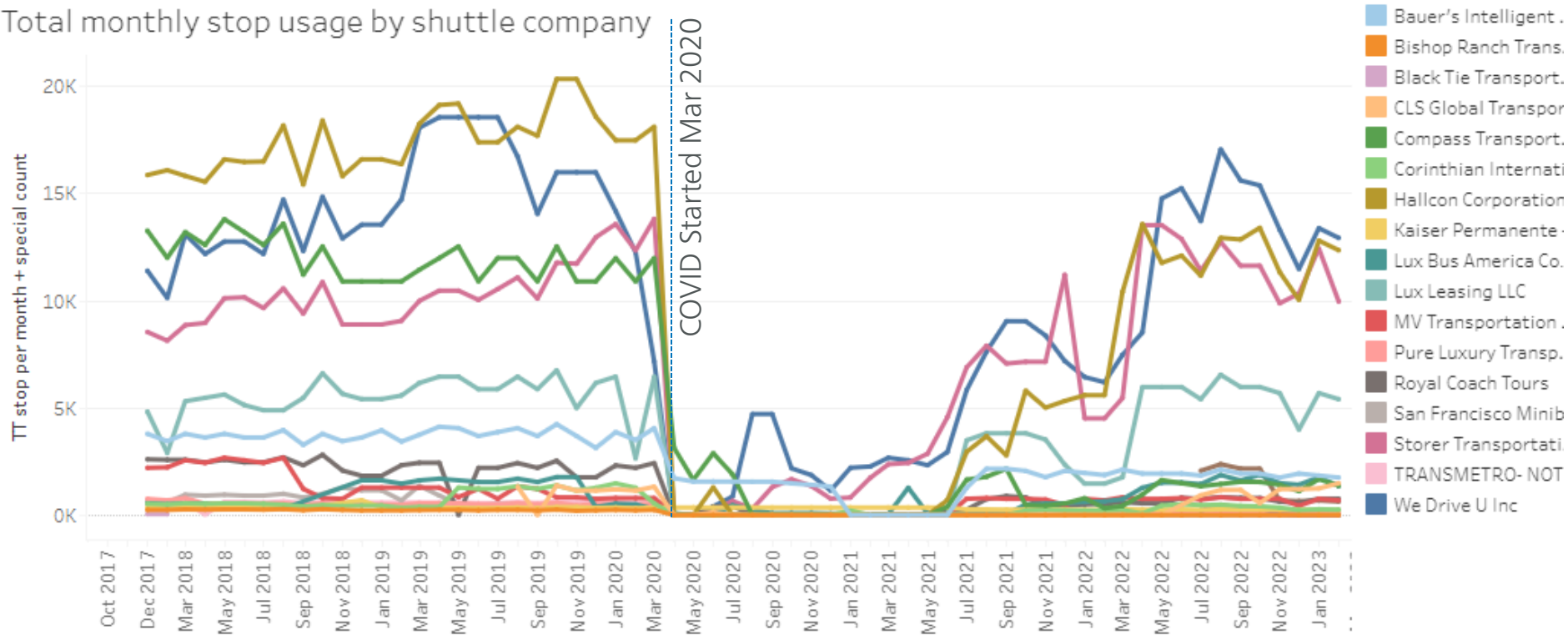
Year (FY)	Activities	Grand Total
2019	Commuter Shuttle Administrative Penalties*	\$1,068,500
	Commuter Shuttle Permit Fees	\$7,544,690
	Commuter Shuttle Parking Fines	\$1,181,137
<b>2019 Total</b>		<b>\$9,794,327</b>
2020	Commuter Shuttle Administrative Penalties*	\$670,750
	Commuter Shuttle Permit Fees	\$5,710,655
	Commuter Shuttle Parking Fines	\$1,036,821
<b>2020 Total</b>		<b>\$7,418,226</b>
2021	Commuter Shuttle Administrative Penalties	\$29,000
	Commuter Shuttle Permit Fees	\$557,218
	Commuter Shuttle Parking Fines	\$1,760
<b>2021 Total</b>		<b>\$587,978</b>
2022	Commuter Shuttle Administrative Penalties	\$286,500
	Commuter Shuttle Permit Fees	\$3,218,499
	Commuter Shuttle Parking Fines	\$91,281
<b>2022 Total</b>		<b>\$3,596,280</b>

# Estimated Commuter Shuttle Passengers Ridership by Permittee FY23 (year to date)

Company Name	Avg Daily Boardings in SF
Bauer's Intelligent Transportation	100
CLS Global Transportation	50
Compass Transportation	109
Corinthian International Parking Services	23
Hallcon (Loop Transportation)	1,036
Kaiser Permanente	200
Lux Bus America	109
Lux Leasing	975
Mosaic Global Transportation	15
MV Transportation Mission Bay	580
Pure Luxury Transportation	7
Royal Coach Tours	108
Storer Transit Systems	70
Storer Transportation Service	549
We Drive U	430
<b>TOTAL 4,361</b>	

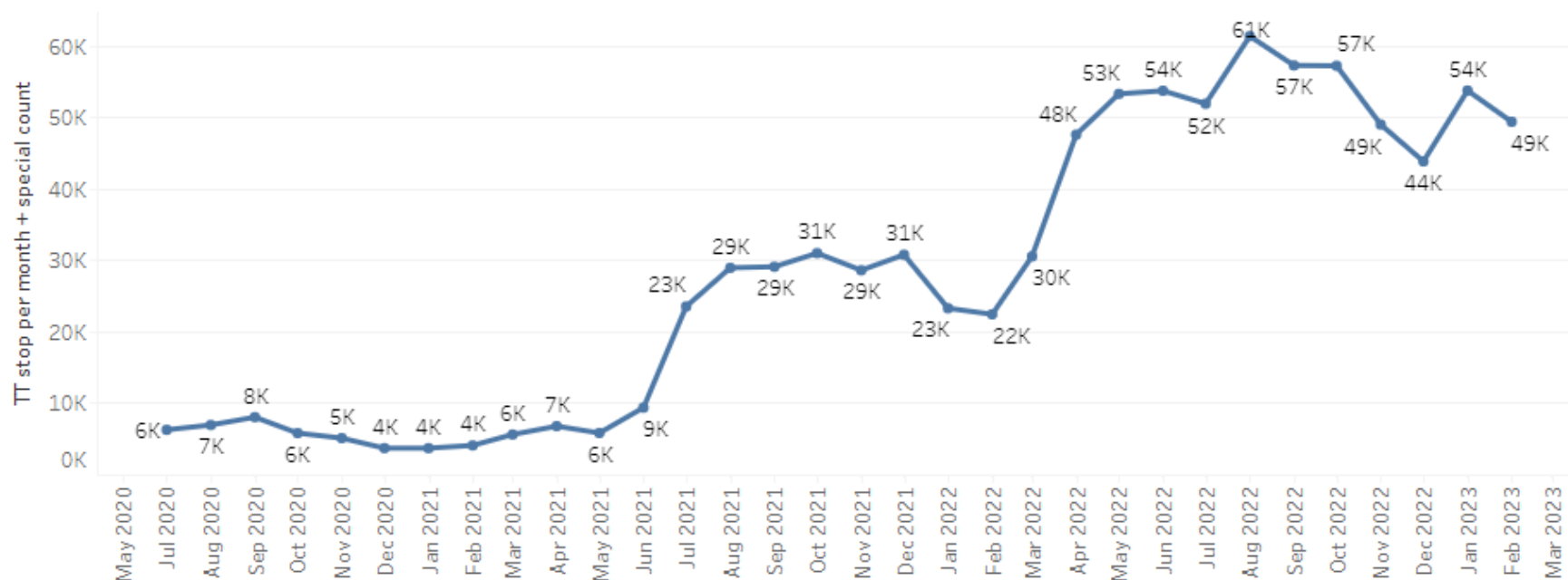
# Total Monthly Stops by Company

Total monthly stop usage by shuttle company



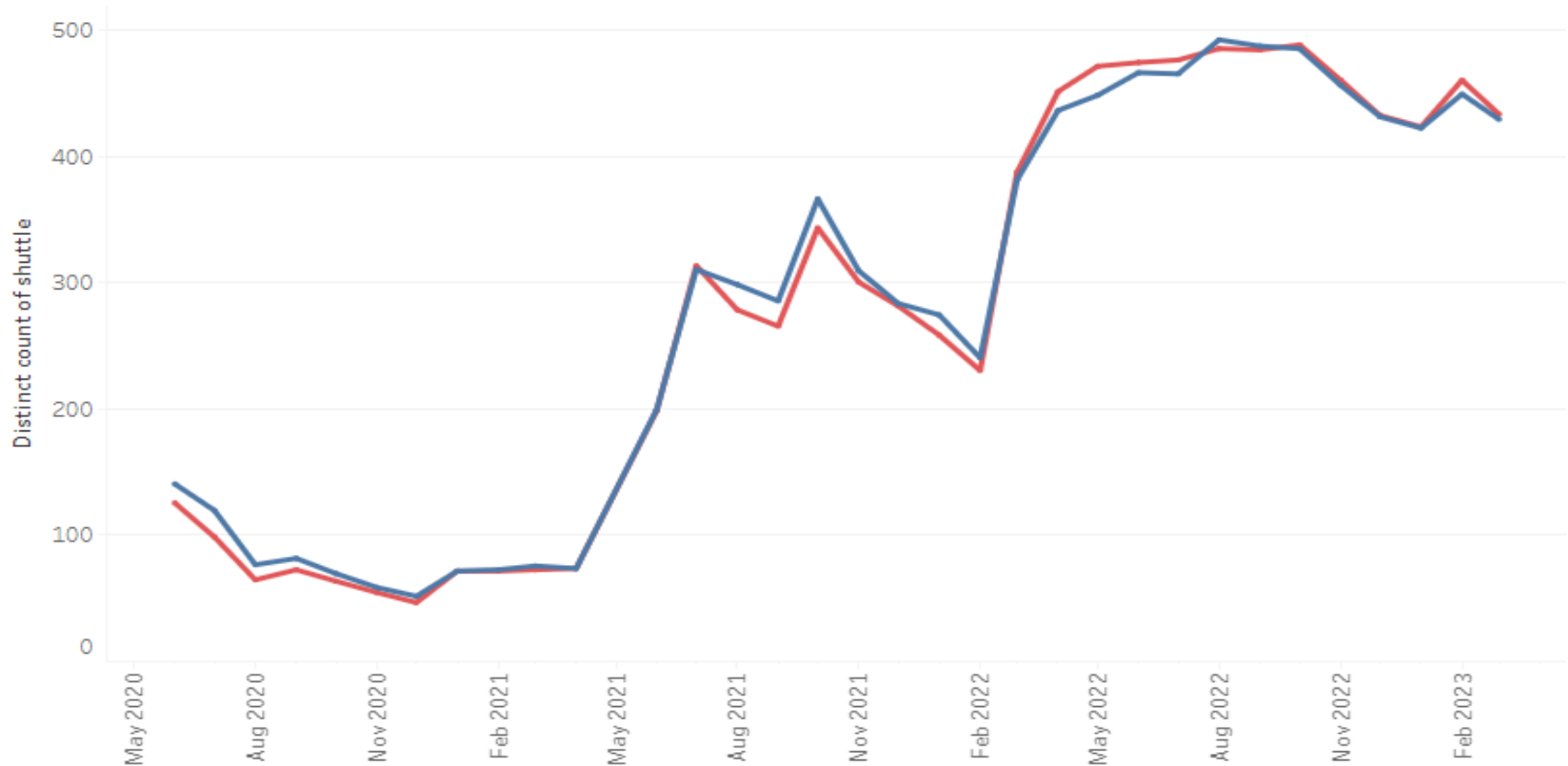
# Total Monthly Stops

Total monthly stop usage for all shuttle companies



# Commuter Shuttle Program – Shuttle Operated in AM & PM

Total distinct count of lic# in AM & PM by month



**Q&A**

**Thank You!**