



Agenda

COMMUNITY ADVISORY COMMITTEE Meeting Notice

DATE: Wednesday, April 23, 2025, 6:00 p.m.

LOCATION: Hearing Room, Transportation Authority Offices

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MEMBERS: Kat Siegal (Chair), Najuawanda Daniels (Vice Chair), Sara Barz, Phoebe Ford, Zameel Imaduddin, Sean Kim, Jerry Levine, Venecia Margarita, Austin Milford-Rosales, Sharon Ng, and Rachael Ortega

Remote Access to Information and Participation

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

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

1. Call to Order
2. Chair's Report – **INFORMATION**
3. Approve the Minutes of the March 26, 2025 Meeting – **ACTION*** **5**
4. Adopt a Motion of Support to Allocate \$861,500 in Prop L Funds, with Conditions, for Two Requests and Amend the Prop K Standard Grant Agreement for the Ortega Street Improvements [NTIP Capital] Project (Project) and Release \$280,000 in Funds Held in Reserve for the Project's Construction, with Conditions – **ACTION*** **15**
 Projects: Prop L: SFMTA: Embarcadero and Jefferson Quick-Build (\$744,000). District 5 Daylighting [NTP] (\$117,500).
5. State and Federal Legislation Update – **INFORMATION*** **77**
6. Adopt a Motion of Support to Amend the Adopted Fiscal Year 2024/25 Budget to Decrease Revenues by \$3,517,851 and Decrease Expenditures by \$8,877,808 for a Total Net Increase in Fund Balance of \$5,359,957 – **ACTION*** **81**
7. Preliminary Fiscal Year 2025/26 Budget and Work Program – **INFORMATION*** **89**
8. Vision Zero Freeway Ramps Study Update – **INFORMATION*** **133**

Other Items

9. 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.

10. Public Comment

11. Adjournment

*Additional Materials

Next Meeting: May 28, 2025

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

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San Francisco
County Transportation
Authority



DRAFT MINUTES

Community Advisory Committee

Wednesday, March 26, 2025

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:01 p.m.

CAC members present at Roll: Najuawanda Daniels, Phoebe Ford, Sean Kim, Jerry Levine, Sharon Ng, Rachael Ortega, and Kat Siegal (7)

CAC Members absent at Roll: Sara Barz, (entered during Item 2), Venecia Margarita, (entered during Item 2), and Austin Milford-Rosales (3)

2. Chair's Report - INFORMATION

Chair Siegal reported that at yesterday's Transportation Authority Board meeting, several Board members and staff had presented highlights from a study tour on New York City's Congestion Relief Zone, which had been in operation since January 5. She said that the program had reduced traffic congestion, shortened commute times for private vehicles and buses, and increased transit ridership and foot traffic. She reported that the U.S. Department of Transportation was seeking to end the program, with a deadline set for late April, while New York's Metropolitan Transportation Authority (NY MTA) had a pending lawsuit. She said there was a slide deck on the trip available on the Transportation Authority's website, with more details on the NY MTA website.

Chair Siegal reported that amendments to Senate Bill (SB) 63, the Connect Bay Area Act, were published yesterday, adding substantive language to authorize a regional transportation revenue measure for the November 2026 ballot. She explained that the measure, which was proposed by the Metropolitan Transportation Commission (MTC) or a citizens initiative, aimed to stabilize and improve Bay Area transit, focusing on AC Transit, BART, Caltrain, and Muni. She stated that staff from BART and Caltrain had provided updates on financial outlooks, ridership growth, cost reductions, and efficiency improvements, while Transportation Authority staff had reviewed SB 63.

Chair Siegal reported that staff had planned for SFMTA to return to the CAC in May to provide an update on the Muni Funding Working Group and efforts to address project deficits through regional, local, and non-revenue strategies.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the February 26, 2025 Meeting - ACTION

4. Adopt a Motion of Support to Adopt a Motion of Support to Exercise Contract Option for On-Call Project Management and Engineering Services in an Amount Not to Exceed \$2,700,000, for a Combined Total Contract Amount Not to Exceed



\$10,700,000 – ACTION

Member Levine reflected on a concern raised by Member Margarita at the prior meeting regarding the new signal at Monterey Boulevard. He stated that the signal was costly and would take time to implement. He suggested an alternative approach of installing speed bumps after the off-ramp, which would be accompanied by warning signs, as a simpler, more cost-effective, and quicker solution to enhance pedestrian safety.

Member Barz said that subsequent to the CAC meeting, she had met with SFMTA's Paul Stanis to discuss traffic issues on Monterey Boulevard and that SFMTA had expressed willingness to consider additional interventions beyond the quick-build toolkit to address high traffic volume and speed. She concluded by saying she had planned to record traffic activity to provide to SFMTA to aide with their assessment.

Member Barz moved to approve the Consent Agenda, seconded by Member Margarita.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Kim, Levine, Margarita, Ng, Ortega, and Siegal (9)

Absent: CAC Member Milford-Rosales (1)

End of Consent Agenda

5. Adopt a Motion of Support to Approve Programming Priorities for Up to \$4,565,603 in San Francisco's Estimated Fiscal Year 2025/26 State Transit Assistance County Block Grant Funds, with Conditions – ACTION

Projects: SFMTA: Paratransit Program (\$3,300,000). BART: Elevator Attendant Program (up to \$1,265,603)

Mike Pickford, Senior Transportation Planner, presented the item per the staff memorandum.

Member Kim stated that he did not see elevator attendants in all the MUNI stations, and then asked what kind of authority the elevator attendants have.

Mr. Pickford clarified that given limited resources, the elevator attendant program was just for the four downtown shared stations: Embarcadero, Montgomery, Powell, and Civic Center.

Mili Choudhury, Senior Manager of Social Services Partnerships BART, stated that elevator attendants were trained to de-escalate situations and if a situation escalated to a certain point where the police or a station agent needed to be called over, the elevator attendants had the tools to do so.

Member Kim followed up by raising concerns about the deficits that BART was facing and suggested that cutting the elevator attendant program could save money that could be put toward something else like preventing service cuts.

Ms. Choudhry stated that there was data showing that this program did deter a lot of negative activity in elevators such as drug usage that could cause the elevators to be



out of commission. She said that deterring those more minor incidents saved operational costs day to day in the high traffic stations.

Member Barz asked how the agencies measured Paratransit and Elevator Attendant Programs. She commented that she regularly used the elevators with a stroller and appreciated that the elevators stayed operational but was simply curious about how effectiveness of the program is measured.

Mr. Pickford stated that the packet had some information on the metrics that BART measured and invited Ms. Choudhry to add on.

Ms. Choudhry elaborated by saying that BART looked at the times that the elevators were not operational and at the maintenance that was required for the elevators without attendants.

Mr. Pickford explained that similarly for the SFMTA Paratransit program there were statistics that could be found in the packet for performance indicators such as the number of trips taken as well as breakdowns for some of the sub programs mentioned in the presentation.

Member Barz said that she saw that there were between 300,000 and 600,000 Paratransit trips a year and asked if there was any benchmarking against other paratransit systems.

Jonathan Chang, Paratransit Manager at SFMTA, stated that every paratransit program was unique so it was difficult to compare, for example the East Bay had a paratransit program that covered Alameda and Contra Costa counties. He said that SFMTA's Paratransit program provided traditional van service, but also provided an on-demand same day taxi service. He added that SFMTA conducted a customer satisfaction survey annually and last year found a 90% satisfaction rate on both service and the survey trip.

Vice Chair Daniels asked if there were any plans to bring the elevator attendant program on board permanently.

Pam Herhold, BART's Assistant General Manager for Performance and Budget, stated that while it had been discussed, given the current financial situation it was in the best interest to consider to work with nonprofit partners for this type of service and it might be something to revisit later when financials were stabilized.

Member Margarita asked about the potential of expanding the program to the 16th and 24th Street stations considering the situations that had happened at those stations recently.

Ms. Choudhry stated that while BART had been considering expanding to those stations, BART did not have the financial capacity at that time to do so, but that BART would consider doing so in the future.

There was no public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Kim, Levine, Margarita, Ng, Ortega, and Siegal (9)



Absent: CAC Member Milford-Rosales (1)

6. Adopt a Motion of Support to Adopt the Final Prop L Strategic Plan – ACTION

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

Member Levine inquired whether there were any partnerships with UCSF, the Giants, or the Warriors regarding the Mission Bay Ferry Landing project.

Anna LaForte, Deputy Director for Policy and Programming, responded that private partnerships were in place. She added that in the coming months, the CAC was expected to review an allocation request for the project that would contain an updated funding plan for the project. Additionally, she noted that WETA had received a federal grant from the Environmental Protection Agency to support the ferry landing at Mission Bay.

Member Levine followed up, asking whether CAC would see specific funding contributions from private partnerships.

Ms. LaForte stated that she would review the information in the 5YPP and provide an update.

Member Ortega sought clarification on programming and cash flow changes outlined, asking whether the total funding remained the same while the timing of fund distribution was delayed.

Ms. Walley confirmed that the programming amount was fully preserved, and allocations could be requested in full, but the reimbursement schedule - which drove financing, was delayed.

Member Ortega noted that, in procurement industry terms, this had been described as extending the net payment period.

Member Ford asked whether delaying cash flow would impact project delivery, increase financing costs, or both.

Ms. LaForte responded that delaying cash flow while maintaining programming ensured that the agency received the full grant amount. She added that spending could begin once the board approved the allocation and that the timing of reimbursements was coordinated with project sponsors, noting that sometimes other project funds might be available to draw from earlier, allowing sales tax funds to be reimbursed later. She noted that the Mission Bay Ferry Landing project had significantly delayed cash flow, requiring the Transportation Authority to work closely with the sponsor before staff recommended the extended cash flow.

Maria Lombardo, Chief Deputy Director, added that Transportation Authority staff typically aimed to align reimbursement schedules with project schedules and noted that sponsors often billed more slowly than allowed by the approved cash flow schedule. She also explained that in some cases - such as the Mission Bay Ferry Landing and The Portal, the project sponsor was willing to extending the cash flow schedule to enable a larger sales tax funding amount.

Member Barz asked, referencing slide 20 in the staff presentation, whether future projects would face significant scope reductions due to funding changes, such as



whether there would be 20% fewer curb ramps, for example.

Ms. LaForte acknowledged that programming reductions were occurring due to a lower revenue projection and that may lead to reduced project scopes and /or fewer projects being delivered in the future. She added that the next few years would determine the scope of future projects in the following 5YPP period (years 6 to 10 of the Prop L program) and said that factors such as timing of invoicing, actual debt levels, and revenue trends would influence available funding for projects. She said that while fewer funds were expected, a clearer picture would emerge when the 5YPPs were updated starting in Fall 2027.

Member Margarita asked how the Transportation Authority determined which programs had not advanced, specifically referencing the Neighborhood Transportation Program and Equity Priority Transportation.

Ms. LaForte stated that the Transportation Authority largely aimed for equitable reductions across programs rather than prioritizing certain programs. She explained that programs that advanced more in the first five years had seen greater reductions in year six on, while those that advanced less had experienced smaller reductions.

Ms. Lombardo added that program advancement decisions had been established through the five-year project list process working with project sponsors and ultimately approved by the Board. She said that the Final Strategic Plan effort sought to ensure that nearly all programs retained a proportional share of total funds, as set by the voter approved Expenditure Plan.

Member Margarita asked whether programs would receive additional funding if more resources became available in Fall 2027.

Ms. LaForte confirmed that the hope was that revenues would come in higher than projected and that the Transportation Authority would be able to restore funding through the next 5YPP update. She reiterated that funding had been preserved as approved in the first five years through the 5YPPs.

Chair Seigal asked whether the 5YPP and Strategic Plan process was always a two-year process or if it had been unusually long this time due to being the first under Prop L.

Ms. LaForte confirmed that this process took longer because it was the first Prop L Strategic Plan and 5YPP update. She noted that there was carryforward from the prior measure, Prop K, that required consideration when determining available funds for new Expenditure Plan programs and that the process was further complicated by the introduction of several new programs under Prop L. In addition, she noted that the MUNI Maintenance 5YPP amendment had been just approved at the last meeting.

Chair Seigal inquired whether there were regular check-ins between five-year periods or if adjustments were made only as needed in response to revenue fluctuations.

Ms. LaForte stated interim updates could be made when necessary. For example, she said that when the COVID-19 pandemic affected San Francisco, the Transportation Authority undertook an off-cycle Strategic Plan amendment to align revenues with economic conditions and ensure sufficient funding for ongoing projects while working on reauthorization of the sales tax measure.



There was no public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Kim, Levine, Margarita, Ng, Ortega, and Siegal (9)

Absent: CAC Member Milford-Rosales (1)

7. BART Financial Outlook / Regional Transportation Measure – INFORMATION*

Pamela Herhold, BART's Assistant General Manager, presented the item.

Member Ortega asked about the BayPass program for corporations, citing past issues with Caltrain's all-or-nothing buy-in model. She recalled her employer rejecting the program due to cost and instead offered employees a tax-exempt purchase option. She asked whether BART's BayPass program followed a similar model or allowed partial buy-in for companies.

Ms. Herhold explained that BART's BayPass pricing was customized for each company based on employee transit usage. Companies with lower transit ridership received lower pricing than those with higher ridership. She stated that the BayPass team worked individually with companies to set attractive rates while reflecting potential transit costs and that the goal was to maximize ridership and break even rather than generate revenue. She welcomed suggestions for companies to engage with.

Ms. Herhold also mentioned that BART was considering an accumulator fare system, used by other Bay Area transit agencies, where riders would receive free trips after a set number of rides. She noted that this could not be implemented under the current Clipper system but was being explored for the new system (Clipper 2.0). She stated that those were the two ways BART planned to improve the system in the future.

Member Ortega asked if BayPass included the ferry.

Ms. Herhold stated that BayPass included all transit operators, including Water Emergency Transportation Authority (WETA) and Golden Gate Ferry.

Member Ortega stated that many of her coworkers preferred taking the ferry, as it was easier for them to travel from Alameda to San Francisco compared to BART.

Member Levine asked about the status of reauthorization of federal transportation funding, noting that a significant portion of funding was dedicated to older rail systems like BART and Muni.

Ms. Herhold clarified that they do not receive federal funds for operations but have applied for and received other federal capital grants. She said that some grants were currently on hold as the administration reviewed their guidelines, while others were proceeding as planned.

Member Levine asked if this was being factored into revenue projections.

Ms. Herhold stated that no potential grant funds had been revised or removed from projections and that the capital forecast included funds that were secured, with a separate category for those identified but not yet secured. She expressed hope that no funds would be removed from the funding outlook.



Member Ford raised a question about the \$400 million saved on new BART railcars that was mentioned in the presentation, asking whether it could be recaptured and reallocated or if it would return to another funding pool. She also asked about the impact of BART's extension to Silicon Valley, specifically the high cost of the tunnels in San Jose, on the agency's funding outlook and maintenance of the system and whether BART was pursuing capital grants for infill stations to shift from a park-and-ride model to a more urban, point-to-point transit system.

Ms. Herhold explained that there were three main funding partners for the BART railcar project that realized the cost savings: Santa Clara Valley Transportation Authority (VTA), MTC, and BART. She noted that funding saved was credited back proportionately to VTA and MTC while BART utilized its portion of savings to avoid using operating funds to capital projects which was especially helpful during the early years of the pandemic. She noted that VTA was responsible for the San Jose extension, including capital and operating costs, and stated that infill stations were not feasible given the current financial situation and the required capital, maintenance and operations costs.

Chair Siegal asked if operating costs related to BART police were typical compared to similar transit agencies and if costs were expected to decrease as a result of the new fare gates on the system.

Ms. Herhold noted that the police budget was around \$120 million per year, possibly exceeding 10% of BART's annual budget. She stated there were challenges in comparing budgets, as many agencies contract for or rely on city police services whereas BART requires dedicated coverage given it operates across five counties and over 30 cities. She expressed hope that police budget increases would not be substantial in the future. Additionally, she highlighted the difficulty of recruiting and retaining officers, emphasizing the need to offer competitive pay in the Bay Area, acknowledging the significant cost but deeming it necessary. She said she hoped the need would decrease as fare gates were rolled out to other stations, but BART had not discussed the impact on police department staffing.

Chair Siegal asked if BART had considered making fares free for children over four to help families and make the system more affordable, and whether BART had evaluated the potential associated increase in ridership and revenues.

Ms. Herhold explained that fares were free for children up to age four, with a youth discount available for those ages five to 18 while those 19 and older paid full fare. She stated that BART was currently focused on the rollout of Clipper 2.0, but the system was designed to be flexible to accommodate potential pilot programs encouraging group travel and other innovative programs that could be rolled out later.

Chair Siegal encouraged exploring options to grow ridership, noting that cost, particularly for families crossing the bay, was a significant concern according to feedback she'd received from commuters.

Ms. Herhold agreed, stating that introducing young people to transit and familiarizing them with tapping and using fare gates was a good practice.

During public comment, Edward Mason stated he has observed private commuter buses at the Fremont, South Fremont, and Millbrae stations using parking lots and suggested marketing BART to these companies to create a revenue stream. He stated



that while BART was working with some companies, he believed there was a moral responsibility for these companies to contribute to BART and use buses as shuttles to work sites rather than having the shuttle buses running on freeways.

8. Caltrain Financial Outlook / Regional Transportation Measure – INFORMATION*

Jason Baker, Caltrain's Director of Government and Community Affairs, presented the item.

Member Ortega acknowledged that her question was addressed earlier but expressed concern about company buy-in, particularly on the peninsula. Despite the proposed solution being strong, she remained worried that tech companies, amid various cuts, might not engage. She suggested that companies consider breaking up large programs to better encourage participation from businesses on the peninsula.

Member Ortega also shared concerns about bike cars on Caltrain, noting that they often overfill. She said her partner, who takes Caltrain daily, bikes to 4th and King instead of 22nd Street Station due to bike overcrowding. She specifically mentioned the "last mile" issue, where commuters like her partner must bike additional distances, and also suggested that shuttle services should be better coordinated with train schedules. She recommended adding more bike cars to accommodate more commuters and improving shuttle services, particularly in the Peninsula, to address these issues. She also emphasized the importance of fostering partnerships to improve commuter experience.

Mr. Baker stated that they were re-evaluating the GoPass program to ensure it met the needs of companies and current ridership. He suggested improving education for shuttle drivers about real-time Caltrain arrivals. Regarding the bike car, he explained that the trains were limited to seven cars, one of which was specifically for bikes, but they would work on better education and oversight with riders.

Member Ortega asked if it was possible to run seven cars with two designated as bike cars, or if the issue was a lack of cars. She asked whether the train cars could be swapped.

Mr. Baker stated that the trains were one piece with no way to swap in an additional bike car.

Member Daniels noted the projected seven-year hiring freeze under cost containment and asked if Caltrain had implemented any layoffs or planned to do so.

Mr. Baker stated that the extended hiring freeze aligned with the current budget. He said while serious questions about the workforce might arise, there was no specific plan for layoffs.

Member Ford commented that the polling results were just shy of the 66% threshold, meaning new voter-approved funding would likely require a citizen ballot initiative, which only needs a 50% threshold. She referenced San Francisco's Prop C as an example of a citizen initiative and asked how grassroots efforts could be engaged to lower the threshold.

Mr. Baker acknowledged the importance of the citizen initiative's threshold, emphasizing its relevance. He noted that MTC and Senators Weiner and Arreguín were focusing on a simple majority approach based on polling data. While Caltrain



was not currently considering this for its own measure, Mr. Baker said Caltrain might consider it if a backup measure became necessary. He mentioned that polling in San Francisco and San Mateo for previous measures like Measure RR had fluctuated, peaking at 69% on the ballot despite earlier polls at 63% and 66%. Mr. Baker also highlighted the significant effort and cost required to gather the signatures needed for a measure.

Member Ford commented on Caltrain's Billie Eilish train and supported this approach noting that the Atlanta transit system successfully leveraging this strategy to attract new riders by doing something similar with a Taylor Swift theme. She also stated that the improved Caltrain schedule made it a viable alternative for her. However, she highlighted the lack of level loading on the bike car, especially for larger e-bikes, as a significant issue contributing to congestion, with more people riding e-bikes. She then asked whether the Union Pacific agreement for track right-of-way work in the freight industry was renegotiable or if it was fixed.

Mr. Baker stated that everything was renegotiable with enough funding, but currently, there were no plans to renegotiate given constrained resources. He stated Caltrain ideally would have wanted to electrify south of Gilroy but acknowledged it wasn't possible at the time. He also noted pilot programs for battery electric trains that don't require overhead catenary as something that was being explored.

Member Ford expressed the opinion that freight should be electrified and supported joining India in leading the electric freight train market with overhead catenary.

Chair Siegal asked for clarification on the one-eighth cent sales tax, confirming if it was mentioned as a backup option, not an addition.

Mr. Baker stated that if there were a regional measure in the counties involved and/or contributions from other counties, such as San Mateo and Santa, Caltrain would not proceed with a separate one-eighth sales tax. He said Caltrain had polled a potential measure for three counties for 30 years with a one-eighth cent sales tax, using language similar to Measure RR.

Chair Siegal asked what percentage of the deficit that would cover.

Mr. Baker explained that the measure would cover the operating deficit based on Measure RR currently bringing in about \$120 million, and it would also allow for some capital improvements. He said the recent Caltrain poll included two parcel taxes: a five-cent per square foot tax and a nine-cent tax and that the five-cent tax raised around \$120 million, similar to the one-eighth-cent sales tax. He said that while the two-thirds threshold was not reached, the poll results showed over 50% support, even with the margin of error.

During public comment, Edward Mason reiterated the issue of commuter buses in San Francisco, highlighting a culture of convenience where commuters prefer direct corporate buses over other options. He argued that companies should recognize their moral responsibility for climate change, as many buses run empty, contributing to pollution. He suggested that companies collaborate to create a combined Muni-Caltrain fare to make public transportation more appealing and convenient, aiming to change commuters' reliance on convenient, but environmentally harmful, options.

During public comment, Roland Lebrun acknowledged Caltrain as a strong funding



partner, noting its track record. He mentioned that Measure B would not have passed without it, but the current 52% support in Santa Clara County was due to the lack of viable Caltrain service south of San Jose, despite three tax measures (2000, 2016, and 2020). He concluded that membership contributions, terminated after Measure RR, should be restored. Regarding BayPass, he proposed transitioning Caltrain to four-car trains with front and rear cabs, one bathroom car, and one bike car, which could be coupled for large events. He also praised India's freight transportation capabilities.

9. State and Federal Legislation Update – INFORMATION*

Martin Reyes, Principal Transportation Planner, presented the item per the memorandum.

Member Kim asked what San Francisco's sales tax rate would have been if the regional revenue measure had introduced a new half-cent or a full-cent sales tax for the city.

Mr. Reyes had responded that a half-cent sales tax would have increased San Francisco's sales tax rate to just above nine percent [from 8.65% to 9.15%], while a full-cent sales tax would have resulted in a higher total rate [9.65%].

Chair Siegal asked for more information on the legislative schedule for the bill and how much time a citizen initiative had to qualify for the ballot.

Mr. Reyes responded that the region would need to decide on certain aspects of the revenue measure including duration and the sales tax rate in San Francisco by July 31, 2025. Mr. Reyes added that signature gathering for a citizen initiative could begin in January 2026 and continue through May 2026.

During public comment, Roland Lebrun suggested that the financial efficiency be applied to all five counties instead of just the counties participating in the revenue measure.

Other Items

10. Introduction of New Business - INFORMATION

There were no new items introduced.

11. Public Comment

During public comment, Edward Mason proposed a solution to part of the fiscal dilemma by suggesting an electricity utility tax and a surcharge on large commercial users and data centers, exempting residential users. He highlighted the strain on the electrical grid caused by AI, autonomous vehicles, and large commercial users. He pointed out that data centers, such as those in Santa Clara County, consume significant electricity, even when in a dormant state. He also noted delays in power access from PG&E, which further exacerbated the issue. His recommendation was to generate revenue through a surcharge on these large users.

During public comment, Roland Lebrun expressed appreciation for the staff, acknowledging their role in saving the Zoom transcript.

12. Adjournment

The meeting was adjourned at 8:22 p.m.



Memorandum

AGENDA ITEM 4

DATE: April 17, 2025

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 05/13/2025 Board Meeting: Allocate \$861,500 in Prop L Funds, with Conditions, for Two Requests and Amend the Prop K Standard Grant Agreement for the Ortega Street Improvements [NTIP Capital] Project (Project) and Release \$280,000 in Funds Held in Reserve for the Project's Construction, with Conditions

RECOMMENDATION ☐ Information ☒ Action

Allocate \$861,500 in Prop L funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:

1. Embarcadero and Jefferson Quick-Build (\$744,000)
2. District 5 Daylighting [NTP] (\$117,500)

Amend the Prop K Standard Grant Agreement (SGA) for the SFMTA's Ortega Street Improvements [NTIP Capital] project to update the scope, schedule, budget and funding plan to reflect completion of design and add construction phase details, and to release \$280,000 in sales tax funds held in reserve for construction.

SUMMARY

Attachment 1 lists the two allocation requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. Attachment 6 summarizes the SFMTA's requested amendment to the Prop K SGA for Ortega Street Improvements. We are recommending concurrent release of \$280,000 for construction held in reserve and a waiver of Prop K policy prohibiting reimbursement of construction costs incurred prior to release of construction funds by the Transportation Authority Board.

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



SFMTA will attend the meeting to answer any questions the Board may have regarding these requests.	
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DISCUSSION

Attachment 1 summarizes the two recommended sales tax allocation requests, including information on proposed leveraging (i.e., stretching Prop L sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop L Expenditure Plan. Attachment 2 includes brief project descriptions and Attachment 3 summarizes the staff recommendations for these requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is included in Attachment 5, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

Attachment 6 includes a summary of the recommended amendment to the SGA for the Ortega Street Improvements project, along with an updated allocation request form for that project.

FINANCIAL IMPACT

The recommended action would allocate \$861,500 in Prop L funds and release \$280,000 in previously allocated Prop K funds. The allocations and proposed SGA amendment would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop L Fiscal Year 2024/25 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocations, appropriations, and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Transportation Authority's FY 2024/25 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The CAC will consider this item at its April 23, 2025, meeting.



SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L Allocation Summaries - FY 2024/25
- Attachment 5 - Allocation Request Forms (2)
- Attachment 6 - Proposed SGA Amendment for Ortega Street Improvements

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	18	SFMTA	Northern Embarcadero and Jefferson Quick-Builds	\$ 744,000	\$ 744,000	83%	0%	Design, Construction	3
Prop L	25	SFMTA	District 5 Daylighting [NTP]	\$ 117,500	\$ 117,500	78%	0%	Construction	5
TOTAL				\$ 861,500	\$ 861,500				

Footnotes

- ¹ "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline (e.g. Safer and Complete Streets and Neighborhood Transportation Program).
- ² Acronym: SFMTA (San Francisco Municipal Transportation Agency)
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
18	SFMTA	Northern Embarcadero and Jefferson Quick- Builds	\$ 744,000	Requested funds will fund the design and construction phases for quick-build safety projects along The Embarcadero (Bay Street to Chestnut Street) and Jefferson Street (Hyde Street to Powell Street) on the High Injury Network. Quick-build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. Planned safety improvements include protected bikeways, turn calming treatments, and crosswalk enhancements. The quick-build project on Jefferson Street is expected to be open for use by March 2026. The Northern Embarcadero quick-build is expected to be completed by September 2027.
25	SFMTA	District 5 Daylighting [NTP]	\$ 117,500	District 5 Neighborhood Transportation Program funds will be used for daylighting at approximately 235 locations in accordance with AB 413, which prohibits vehicle parking within 20 feet of crosswalks. Daylighting is a proven safety treatment that improves visibility at intersections for people crossing the street by removing visual obstructions near crosswalks. This treatment typically involves restricting parking near intersections to create clearer sightlines, reducing the risk of collisions and enhancing overall street safety. Separately, SFMTA will also implement red curbs at intersections on the High Injury Network and at locations near school zones using previously allocated Prop L sales tax funds and TNC Tax funds. Between the previously allocated funds and the currently request, SFMTA will use Prop L funds to paint red curbs at all other intersections in District 5, making it the first fully daylit district in the City. See attached allocation request form for a map and list of locations. The project is expected to be open for use by March 2026.
TOTAL			\$861,500	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
18	SFMTA	Northern Embarcadero and Jefferson Quick-Builds	\$ 744,000	Special Condition: The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5-Year Prioritization Program (5YPP) to add the subject project with funds from the Active Communities Plan Implementation placeholder. This project is included in The North Star Index of the SFMTA's Biking and Rolling Plan (formerly Active Communities Plan). The 5YPP amendment also includes a cost neutral exchange of cash flow capacity with funds programmed to Signal Upgrade Contract 66 construction to make capacity available for the subject request. Construction of Contract 66 is advancing more slowly than was anticipated at the time the funds were programmed, so this exchange will not result in delayed implementation of Contract 66. See attached 5YPP amendment for details.
25	SFMTA	District 5 Daylighting [NTP]	\$ 117,500	Special Condition: The recommended allocation is contingent upon amendment of the Neighborhood Transportation Program 5YPP to add the subject project with funds from the Neighborhood Program (NTP) Project Placeholder. See attached 5YPP amendment for details.
TOTAL			\$ 861,500	

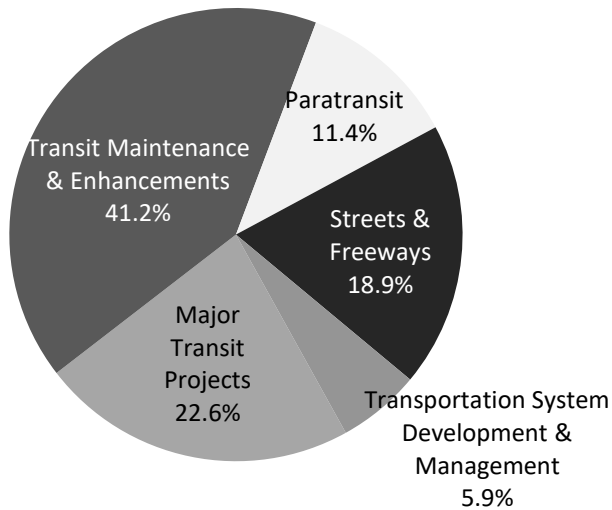
¹ See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2024/25

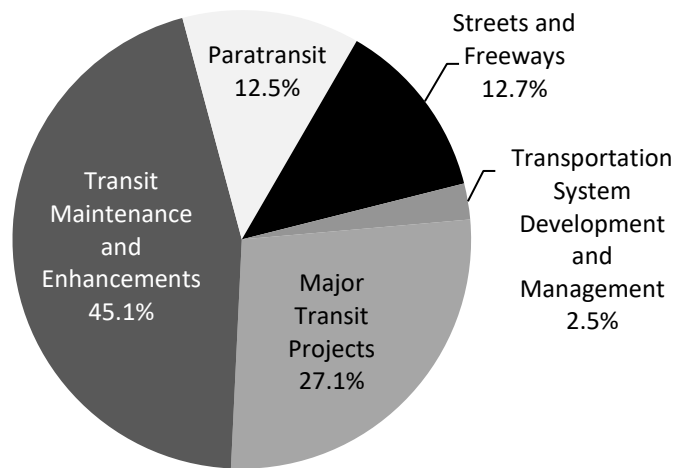
PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 101,696,672	\$ 28,365,072	\$ 44,413,282	\$ 21,513,318	\$ 7,405,000	\$ -
Current Request(s)	\$ 861,500	\$ -	\$ 479,500	\$ 324,000	\$ 58,000	\$ -
New Total Allocations	\$ 102,558,172	\$ 28,365,072	\$ 44,892,782	\$ 21,837,318	\$ 7,463,000	\$ -

The above table shows maximum annual cash flow for all FY 2024/25 allocations and appropriations approved to date, along with the current recommended allocations.

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Northern Embarcadero and Jefferson Quick-Builds
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	\$744,000
Supervisory District	District 03

REQUEST

Brief Project Description

This request is for funding to implement quick-build safety improvements along The Embarcadero (Bay Street to Chestnut Street) and Jefferson Street (Hyde Street to Powell Street). Quick-Build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. Safety improvements include protected bikeways, painted safety zones, loading zones, and more.

Detailed Scope, Project Benefits and Community Outreach

Quick-Build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. While quick-build projects are limited in scope, they offer the opportunity to implement safety improvements more quickly than a typical design-bid-build process. Quick-build projects are primarily implemented entirely by City crews, rather than with contractors, and include paint, signs, minor signal modifications and timing updates, plastic delineators, meter placement, concrete islands, curb ramps, and minor pavement improvements.

To help expedite the delivery of safer streets, the SFMTA seeks funding to continue implementing quick-build improvements on San Francisco's High Injury Network. The allocation request supports the implementation of the program as described below. Planned safety improvements include traffic control measures such as protected bikeways, signal modifications, painted safety zones, adjustments to parking regulations, changes to the configuration of traffic lanes, and other changes.

This program is aligned with the strong and consistent demand for immediate safety improvements on critical streets citywide, heard through the development of the Vision Zero Action Strategy and from past hearings on the Vision Zero Quick-Build program at the SFMTA Board and the Transportation Authority. The program will continue expanding on the initial work of the Vision Zero Quick-Build program to bring traffic safety improvements to high-risk areas throughout the city. Projects will be developed and implemented with strong community engagement and work that can be primarily completed by in-house SFMTA and Public Works crews.

Jefferson Street Quick-Build Project

- Extents: Hyde Street to Powell Street
- Scope: This project is a continuation of efforts to improve streets in the Fisherman's Wharf and Pier 39 area, as requested by community stakeholders, to promote Fisherman's Wharf vitality, address traffic safety concerns, connect major landmarks by filling in gaps in the active transportation network, and provide opportunities for placemaking. This project would complement and support SF Port with their efforts towards the Fisherman's Wharf revitalization project. Through this project, SFMTA staff would be working with the merchant community and SF Port to further study potential circulation, parking, and intersection improvements that support complete streets, overall traffic safety, as well as liaise with any future community-initiated street activation. Quick-build treatments to further these goals may include refreshing crosswalks, installing turn calming treatments, introducing turn restrictions, installing wayfinding, and adding bike connections from Jefferson Street to North Point Street on side streets. These treatments would be more specifically identified and evaluated for feasibility during the project's design phase.

Northern Embarcadero Quick-Build Project

- Extents: Bay Street to Chestnut Street
- Scope: The Northern Embarcadero Quick-Build Project would improve waterfront safety and access for all users between Chestnut Street and Bay Street by right-sizing the northbound travel lanes (from 3 to 2 to match the rest of the Embarcadero corridor), adding loading capacity for the busy Alcatraz Landing curb zone, improving wayfinding, and exploring other potential comfort and safety upgrades to the northern Embarcadero corridor while retaining flexibility for SF Port operations. The project would build upon prior Embarcadero Enhancement Program outreach to engage key SF Port and neighborhood stakeholders throughout the design, implementation, and evaluation phases. The project would also leverage and complement longer-term planning efforts including the SFMTA-led Embarcadero Connectivity Plan and Port of San Francisco Waterfront Resiliency Program. See attached project information for additional details.

Outreach and Engagement

- Both quick-build projects will focus on engaging small businesses, merchant community (e.g. Fisherman's Wharf CBD, Pier 39, Pier 33), advocates, and city partners (e.g. SF Port). Outreach activities would include targeted stakeholder meetings, site walks, and one-on-one discussions to address operational needs of specific businesses or properties. Project teams will maintain ongoing communication via email updates, phone calls, stakeholder meetings, and site visits to ensure feedback is incorporated into design refinements.
- Broader public outreach methods include posting public notices along project corridors, maintaining a project email subscription list, sending periodic subscription updates, sharing multilingual project materials, distributing printed factsheets, sending mailers to all addresses within the project area, promoting project milestones on social media, and tabling at neighborhood events.
- Project teams will coordinate closely with other city efforts and partner agencies, such as SF Port and SFPUC, to align timelines, share community feedback, and minimize construction impacts to the neighborhood.

Project Location

The Embarcadero from Bay Street to Chestnut Street and Jefferson Street from Hyde Street to Powell Street

Is this project in an Equity Priority Community?	Yes
Does this project benefit disadvantaged populations?	Yes

Project Phase(s)

Design Engineering (PS&E), Construction (CON)

Justification for Multi-phase Request

Multi-phase allocation is recommended given short duration design phase for the project and overlapping design and construction phases as work is conducted at various locations. Improvements are expected to move quickly from design to construction, as they do not require major street reconstruction and will be implemented by city crews and/or on-call contractors.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$744,000.00

Justification for Necessary Amendment

This request includes an amendment to the Safer and Complete Streets 5YPP to program \$744,000 from the Active Communities Plan Implementation Placeholder to the subject project. To make sufficient cash flow available to meet the project schedule, SFMTA requests a cost neutral exchange that would delay cash flow programmed the Contract 66 New Traffic Signals project, while making cash flow available sooner to the subject project. Contract 66 construction is delayed slightly versus the anticipated schedule at the time of programming, so this exchange will not impact implementation of Contract 66. SFMTA considers the implementation of these two quick-build corridor projects along The Embarcadero and Jefferson Street to be in alignment with the Biking and Rolling Plan and both projects are included in the plan's North Star Index. The projects directly support the plan's core principles and policy frameworks.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Northern Embarcadero and Jefferson Quick-Builds
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2025	Oct-Nov-Dec	2026
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2025		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2027
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2027

SCHEDULE DETAILS

Anticipated project schedule:

Jefferson Quick-Build:

- Design Phase: June 2025 - December 2025
- Construction Phase: December 2025 - March 2026

Embarcadero Quick-Build

- Design Phase: September 2025 - June 2026
- Construction Phase: June 2027 - September 2027

Embarcadero Street project would be coordinated with nearby SFPUC outfall project.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Northern Embarcadero and Jefferson Quick-Builds
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$744,000	\$0	\$0	\$744,000
Phases In Current Request Total:	\$744,000	\$0	\$0	\$744,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$284,000	\$284,000	Prior experience with SFMTA labor
Construction	\$460,000	\$460,000	Prior experience with SFMTA labor and materials
Operations	\$0		
Total:	\$744,000	\$744,000	

% Complete of Design:	0.0%
As of Date:	03/20/2025
Expected Useful Life:	10 Years

Typical Unit Cost Estimates for Quick-Build Project Elements

Notes

- Unit costs do not include contingency. 20% contingency will be added to project construction cost estimates.
- Unit costs do not include escalation.
- Specific elements of individual project may be higher or lower than typical costs based on field conditions.
- Quick-build projects may include other elements not listed below, based on specific project needs.

Typical Unit Costs - SFMTA Paint Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	12" Crosswalk Lines / Stop Bars	Lin Ft	\$9.56
2	4" Broken White or Yellow	Lin Ft	\$2.73
3	4" Solid White or Yellow	Lin Ft	\$4.80
4	6" Broken White	Lin Ft	\$3.95
5	6" Solid White	Lin Ft	\$6.00
6	8" Broken White or Yellow	Lin Ft	\$5.40
7	8" Solid White or Yellow	Lin Ft	\$7.04
8	Double Yellow	Lin Ft	\$9.41
9	Two Way Left Turn Lanes (ea line)	Lin Ft	\$6.26
10	Raised Pavement Markers (White or Yellow)	Each	\$22.01
11	Per Block Fees	Each	\$1,521.96
12	Parking Stalls (Angle Stalls or "T"s)	Each	\$52.92
13	Bus Zones	Lin Ft	\$11.65
14	a. Ped Ramp Painting (inside Metro Dist.)	Int.	\$574.84
15	b. Ped Ramp Painting (outside Metro Dist.)	Int.	\$385.05
16	Color Curb Painting	Lin Ft	\$15.33
17	Green Sharrow Backing - thermoplastic	Sq Ft	\$24.02
18	Green/Red Lane - thermoplastic	Sq Ft	\$24.02
19	Bike box	Sq Ft	\$24.02
20	Khaki paint for Painted Safety Zones	Sq Ft	\$24.02
21	Methacrylate pavement legends	Sq Ft	\$18.25

Typical Unit Costs - SFMTA Sign and Signal Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Street Name Signs	Each	\$ 300.00
2	Street Cleaning Signs	Each	\$ 300.00
3	TANSAT	Each	\$ 300.00
4	Blue Zone Signs	Each	\$ 300.00
5	Bike Lane Signs	Each	\$ 300.00
6	Lane Assignments	Each	\$ 300.00
7	Safe-Hit Posts	Each	\$ 100.00
8	4' turn restriction black & yellow raised bumps	Each	\$465.35
9	Wheel Stops (4" x 6" x 48" - Rubber)	Each	\$465.35
10	3.5" x 5.5" x 18" Pavement Bars (concrete)	Bar ft	\$93.07
11	Bike Rack	Each	\$ 370.00
12	Bike 8" Signals R/Y/G	Each	\$ 2,000.00
13	Extinguishable NTOR	Each	\$ 4,000.00

Typical Unit Costs - SFMTA Meter Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Parking Meter Relocation	Each	\$ 735.00
2	Parking Meter Removal	Each	\$ 115.00
3	Furnish New Ground Numbers	Each	\$ 68.00
4	Furnish New Pole, Sign, and Decal	Each	\$ 155.00
5	Furnish New Multi Space Meter Unit	Each	\$ 9,000.00

Typical Unit Costs - SFPW

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Bikeway buffer median island	Lin Ft	\$65.00
2	Protected corner median island	Each	\$15,000.00



Quick-Build Tasks by Location (Prop L Funding Requested)

#	Name (Limits)	Supervisory District	Anticipated Scope Details	Funds Requested
1	The Embarcadero (Bay Street to Chestnut Street)	3	Separated bikeways, road diet, pedestrian safety improvements, parking and loading reconfiguration to be determined with further evaluation during project design phase	\$ 334,000
2	Jefferson Street (Hyde Street to Powell Street)	3	Pedestrian safety improvements, wayfinding, turn calming measures, and bike facility connections to be determined with further evaluation during project design phase	\$ 410,000
Total				\$ 744,000

Note: Pedestrian safety improvements may include the following treatments, to be determined during further evaluation during project design phase: continental crosswalks, daylighting, painted safety zones, slow turn wedges, hardened centerlines, advanced limit lines, pedestrian head start signal timing, leading pedestrian intervals



Quick-Build Tasks by Phase

		Funds Requested		
#	Vision Zero Quick-Build Task	Design	Construction	Total
1	The Embarcadero (Bay Street to Chestnut Street)	\$ 134,000	\$ 200,000	\$ 334,000
2	Jefferson Street (Hyde Street to Powell Street)	\$ 150,000	\$ 260,000	\$ 410,000
		\$ 284,000	\$ 460,000	\$ 744,000
		Total DES	Total CON	Total

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Northern Embarcadero and Jefferson Quick-Builds
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$744,000	Total PROP L Recommended	\$744,000

SGA Project Number:		Name:	Northern Embarcadero and Jefferson Quick-Builds Design
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2027
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-218	\$190,000	\$94,000	\$284,000

Deliverables

- Quarterly progress reports shall include detailed updated information on the scope, schedule, budget, and expenditures for each corridor, as well as project delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery. SFMTA will report on number of intersections, locations, and treatments per location.
- SFMTA shall provide regular project evaluation updates. Publication of project evaluations via SFMTA's Safe Streets Evaluation program will be accepted to fulfill this deliverable, so long as the corridors included in this request are addressed.
- Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page or copy of work order).

Special Conditions

- The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5YPP to add the subject project with funds from the Active Communities Plan Implementation placeholder and a cost neutral exchange of cash flow capacity with funds programmed to Signal Upgrade Contract 66 construction to make capacity available for the subject request. See attached 5YPP amendment for details.

SGA Project Number:		Name:	Northern Embarcadero and Jefferson Quick-Builds Construction
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2028
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	FY2027/28	Total
PROP L EP-218	\$172,000	\$230,000	\$58,000	\$460,000

Deliverables

1. Quarterly progress reports shall include detailed updated information on the scope, schedule, budget, and expenditures for each corridor, as well as project delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery. SFMTA will report on number of intersections, locations, and treatments per location.
2. SFMTA shall provide regular project evaluation updates. Publication of project evaluations via SFMTA's Safe Streets Evaluation program will be accepted to fulfill this deliverable, so long as the corridors included in this request are addressed.
3. For every quarter during which project construction activities are happening, provide 2-3 photos of existing conditions, work being performed and work completed.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5YPP to add the subject project with funds from the Active Communities Plan Implementation placeholder and a cost neutral exchange of cash flow capacity with funds programmed to Signal Upgrade Contract 66 construction to make capacity available for the subject request. See attached 5YPP amendment for details.

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

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Northern Embarcadero and Jefferson Quick-Builds
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$744,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

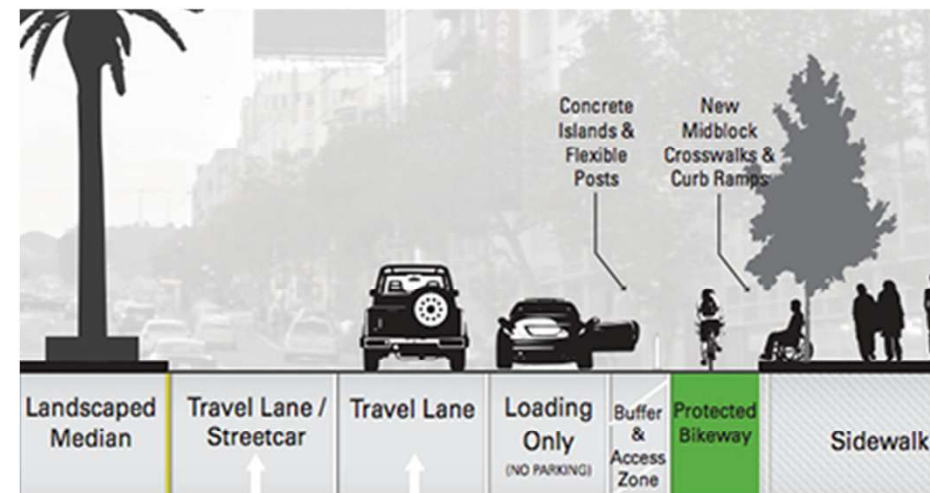
Initials of sponsor staff member verifying the above statement:
ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jennifer Wong	Michael Lee
Title:	Transportation Planner	1823 - Senior Administrative Analyst
Phone:	(415) 701-4551	(415) 646-2175
Email:	jennifer.wong@sfmta.com	michael.lee@sfmta.com

Proposed Project Summary

- **Top 311 complaint location** regarding blocked bike lanes (pre-pandemic data)
- Add protection for the **northbound bike lane** between Chestnut and Bay streets
 - *Closes an important gap from Pier 27 toward Fisherman's Wharf*
- Formalize and **improve loading** safety and accessibility at Alcatraz Landing
- Right-size the vehicle travel lanes (from 3 to 2) to **match rest of corridor**
 - *No significant travel time delay is expected due to relatively low traffic volumes*
- **Proposed funding request** in fall 2024 via SFMTA's Vision Zero Quick-Build Program
- **Re-engage Port tenants** and stakeholders in 2025 for potential implementation in 2025/2026.



A quick-build project for Northern Embarcadero would focus on improving safety where there is high vehicle loading demand

Embarcadero Enhancement Program

Northern Embarcadero Quick-Build

Pier 27 to Pier 29



Existing Conditions

- A third northbound (NB) vehicle lane picks up within the intersection of Sansome/Chestnut and becomes two left-turn lanes and two through-lanes at Bay St
- NB daily traffic volume is ~11,000 vehicles per day (October 2023 data)
- Extra lane is not well utilized and invites speeding: prevailing speeds are 33mph (over the speed limit)



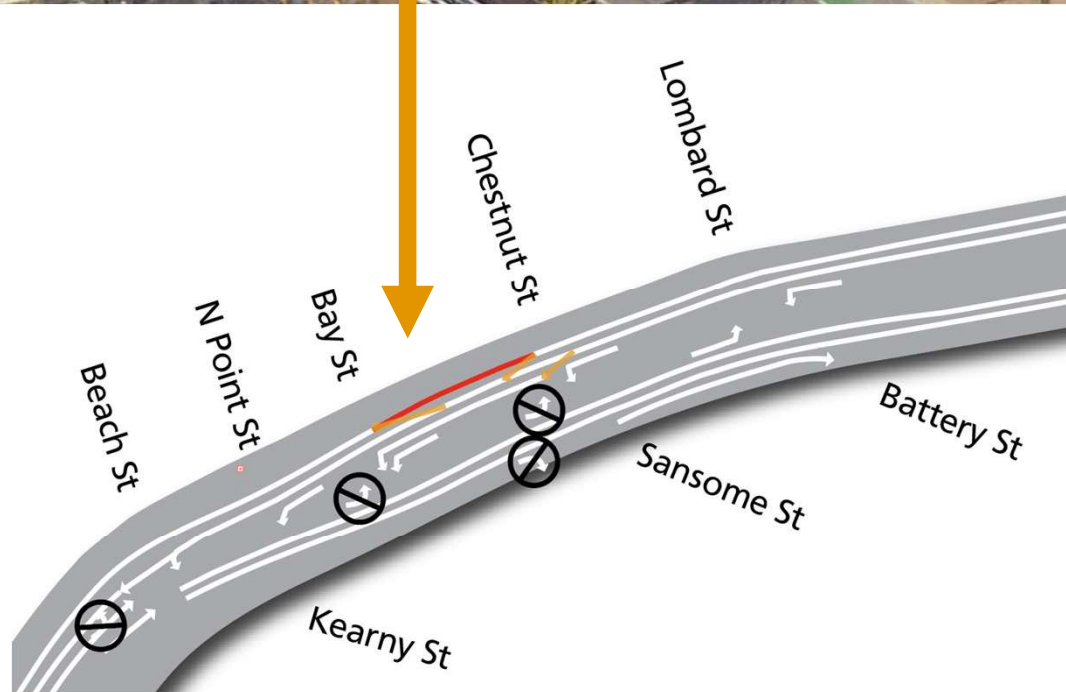
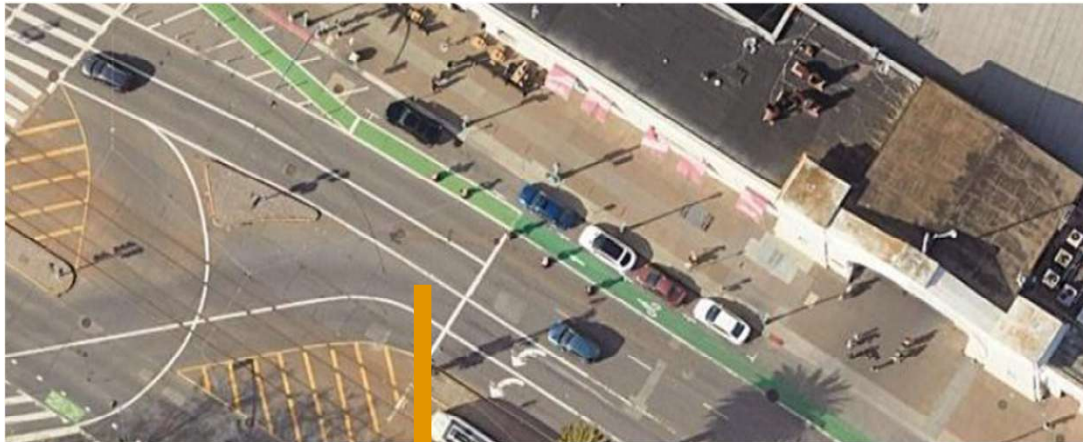
Proposed Conditions

The project would maintain two existing NB travel lanes and repurpose the third (excess) travel lane as a protected bikeway and improved loading zone at Alcatraz Landing. NB vehicle movements at Sansome would not be affected.

Embarcadero Enhancement Program

Northern Embarcadero Quick Build

Bay Street Approach



Existing Conditions (NB)

- Two left-turn lanes and two through-lanes at Bay Street
- Approx. 650 vehicles approaching Bay Street in peak hour with 2-in-3 vehicles turning left onto Bay Street (September 2023 data)

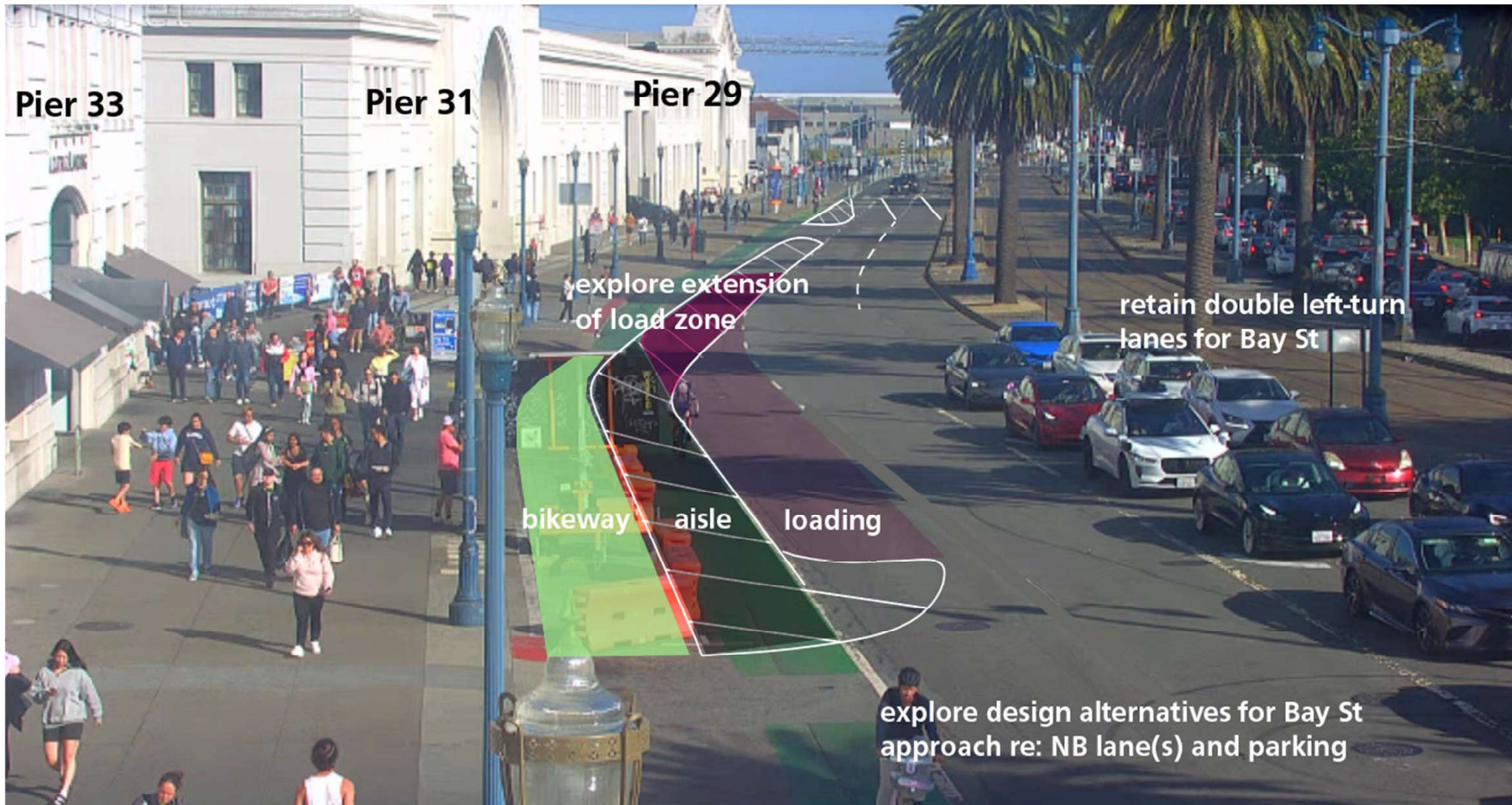
Proposed Conditions (NB)

- Maintain two left-turn lanes
- Explore design alternatives that maintain two northbound travel lanes throughout
 - May require added restrictions for/loss of up to five metered parking spaces
- Explore design alternative with **two receiving NB lanes** and one approach lane
 - Should not result in substantial travel delay given relatively low volumes
 - Maintains better curb access at Pier 33
- Explore tweaks to previous Pier 35 quick-build if there is consensus on a better design

Embarcadero Enhancement Program

Northern Embarcadero Quick Build

Alcatraz Landing Load Zone



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

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending May 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
Subprogram: Capital Projects									
SFMTA	5th Street Corridor Improvements	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	7th Ave Bikeway	PS&E	Programmed		\$50,000				\$50,000
SFMTA	7th Ave Bikeway	CON	Programmed			\$100,000			\$100,000
SFMTA	Active Communities Plan Implementation ^{4,5}	TBD	Programmed		\$1,256,000				\$1,256,000
SFMTA	Active Communities Plan Implementation ⁵	TBD	Programmed			\$3,750,000			\$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed				\$3,750,000		\$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed					\$3,750,000	\$3,750,000
SFMTA	13th Street Safety Project ⁴	CON	Allocated		\$2,350,000				\$2,350,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds ⁵	PS&E	Pending		\$284,000				\$284,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds ⁵	CON	Pending		\$460,000				\$460,000
SFMTA	Central Embarcadero Enhancement (OBAG Match)	PS&E	Allocated	\$200,000					\$200,000
SFMTA	District 4 Street Improvements ³	CON	Programmed	\$268,000					\$268,000
SFMTA	District 4 Street Improvements - Kirkham Street ³	CON	Allocated		\$352,000				\$352,000
SFMTA	District 4 Street Improvements - 41st Avenue ³	PS&E	Allocated		\$80,000				\$80,000
SFMTA	Golden Gate Greenway (Tenderloin) ¹	PS&E	Allocated	\$140,000					\$140,000
SFMTA	Golden Gate Greenway (Tenderloin) ¹	CON	Programmed		\$960,000				\$960,000
SFMTA	Howard Streetscape	CON	Programmed		\$2,000,000				\$2,000,000
SFPW	Market Octavia Living Alleys Phase 1B	CON	Programmed			\$700,000			\$700,000
SFMTA	Page Slow Street	PS&E	Programmed		\$407,000				\$407,000
SFMTA	Page Slow Street	CON	Programmed			\$593,000			\$593,000
SFMTA	Safe Streets Evaluation Program	PLAN	Allocated		\$450,000				\$450,000
SFMTA	Safe Streets Evaluation Program	PLAN	Programmed				\$400,000		\$400,000
SFMTA	School Traffic Calming Program ²	PS&E	Programmed	\$0					\$0

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

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending May 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	School Traffic Calming Program ²	PLAN	Allocated	\$220,000					\$220,000
SFMTA	School Traffic Calming Program ²	CON	Allocated	\$1,780,000					\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed		\$220,000				\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed		\$1,780,000				\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed			\$220,000			\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed			\$1,780,000			\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed				\$220,000		\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed				\$1,780,000		\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed					\$220,000	\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed					\$1,780,000	\$1,780,000
SFPW	Sickles Avenue Streetscape	CON	Programmed		\$1,300,000				\$1,300,000
SFMTA	Slow Streets Implementation ¹	CON	Programmed		\$200,000				\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed		\$200,000				\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed			\$200,000			\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed				\$200,000		\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed					\$200,000	\$200,000
SFMTA	SoMa Arterial Traffic Calming	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	Tenderloin Protected Intersections	CON	Programmed			\$250,000			\$250,000
SFMTA	Valencia Street Bikeway Improvements	CON	Programmed				\$1,000,000		\$1,000,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Allocated	\$100,000					\$100,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Programmed		\$100,000				\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Allocated	\$100,000					\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed			\$100,000			\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed					\$100,000	\$100,000
SFCTA	Yerba Buena Island Multi-Use Path	CON	Programmed			\$1,000,000			\$1,000,000

Subprogram: Outreach and Education Projects

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

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending May 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	

FOOTNOTES:

- ¹ 5YPP amendment to fund Golden Gate Greenway (Tenderloin) with \$140,000 in FY23/24 for design (Resolution 2024-041, 5/21/2024):

Slow Streets Implementation: Reduced from \$200,000 to \$0 in Fiscal Year 2023/24 for design and increased from \$0 to \$200,000 in FY24/25 for design.

Golden Gate Greenway (Tenderloin): Reduced from \$1,000,000 to \$960,000 in FY2024/25 for construction.

Golden Gate Greenway (Tenderloin): Increased from \$100,000 to \$140,000 in FY2023/24 for design.

- ² 5YPP amendment to fund School Traffic Calming Program with \$220,000 in FY23/24 for planning and update cash flow in School Traffic Calming Program construction in FY23/24 (Resolution 2024-046, 6/25/2024):

School Traffic Calming, FY23/24 Design: Reduced from \$220,000 to \$0 in FY23/24.

School Traffic Calming, FY23/24 Planning: Added project with \$220,000 in FY23/24. Delayed \$30,000 cash flow from FY24/25 to FY25/26.

School Traffic Calming, FY23/24 Construction: Advanced \$30,000 in FY24/25 cash flow and reduced FY25/26 cash flow from \$700,000 to \$670,000.

- ³ 5YPP amendment to fund District 4 Street Improvements (Resolution 2025-015, 10/22/2024)

District 4 Street Improvements: Reduced placeholder FY23/24 programming line from \$700,000 to \$268,000

District 4 Street Improvements - Kirkham Street: Added project in FY24/25 programming line for \$352,000 for construction

District 4 Street Improvements - 41st Avenue: Added project in FY24/25 programming line for \$80,000 for design

- ⁴ 5YPP amendment to fund 13th Street Safety Project (Resolution 2025-021, 11/19/2024)

Active Communities Plan Implementation (FY25): Reduced from \$4,350,000 to \$2,000,000 in FY2024/25

13th Street Safety Project: Added project with \$2,350,000 in FY2024/25 for construction.

- ⁵ 5YPP amendment to fund Northern Embarcadero and Jefferson Quick-Builds (Resolution 2025-0xx, 5/25/2025)

Active Communities Plan Implementation (FY25): Reduced programming from \$2,000,000 to \$1,256,000 in FY2024/25.

Northern Embarcadero and Jefferson Quick-Builds: Added project in FY2024/25 with \$744,000 in programming (\$284,000 design, \$460,000 construction). Cash flow capacity made available through a cost-neutral cash flow exchange with Contract 66 New Traffic Signals and Active Communities Plan Implementation FY25 and FY26 placeholders as described below:

Contract 66 New Traffic Signals: Reduced cash flow from \$1,100,000 to \$356,000 in FY 2024/25 and increased from \$0 to \$744,000 in FY 2027/28.

Active Communities Plan Implementation (FY26): Reduced cash flow from \$750,000 to \$6,000 in FY2027/28; increased from \$1,000,000 to \$1,744,000 in FY2028/29.

Active Communities Plan Implementation (FY25): Increased cash flow from \$0 to \$744,000 in FY2027/28; reduced from \$1,000,000 to \$256,000 in FY2028/29.

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

Safer and Complete Streets (EP 18)

Cash Flow (Maximum Annual Reimbursement)

Pending May 2025 Board

Project Name	Phase	Fiscal Year										Total
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	
5th Street Corridor Improvements	CON				\$500,000	\$500,000						\$1,000,000
7th Ave Bikeway	PS&E		\$25,000	\$25,000								\$50,000
7th Ave Bikeway	CON			\$50,000	\$50,000							\$100,000
Active Communities Plan Implementation ^{4, 5}	TBD			\$0	\$0	\$0	\$256,000	\$1,000,000				\$1,256,000
Active Communities Plan Implementation ⁵	TBD					\$6,000	\$1,744,000	\$1,000,000	\$1,000,000			\$3,750,000
Active Communities Plan Implementation	TBD						\$750,000	\$1,000,000	\$1,000,000	\$1,000,000		\$3,750,000
Active Communities Plan Implementation	TBD							\$750,000	\$1,000,000	\$1,000,000	\$1,000,000	\$3,750,000
13th Street Safety Project ⁴	CON					\$2,350,000						\$2,350,000
Northern Embarcadero and Jefferson Quick-Builds ⁵	PS&E			\$190,000	\$94,000							\$284,000
Northern Embarcadero and Jefferson Quick-Builds ⁵	CON			\$172,000	\$230,000	\$58,000						\$460,000
Central Embarcadero Enhancement (OBAG Match)	PS&E	\$50,000	\$150,000									\$200,000
District 4 Street Improvements ³	CON		\$134,000	\$134,000								\$268,000
District 4 Street Improvements - Kirkham Street ³	CON		\$176,000	\$176,000								\$352,000
District 4 Street Improvements - 41st Avenue ³	PS&E		\$40,000	\$40,000								\$80,000
Golden Gate Greenway (Tenderloin) ¹	PS&E		\$140,000									\$140,000
Golden Gate Greenway (Tenderloin) ¹	CON			\$210,000	\$500,000	\$250,000						\$960,000
Howard Streetscape	CON			\$500,000	\$500,000	\$1,000,000						\$2,000,000
Market Octavia Living Alleys	CON				\$350,000	\$350,000						\$700,000
Page Slow Street	PS&E			\$200,000	\$207,000							\$407,000
Page Slow Street	CON					\$500,000	\$93,000					\$593,000
Safe Streets Evaluation Program	PLAN		\$250,000	\$200,000								\$450,000
Safe Streets Evaluation Program	PLAN				\$200,000	\$200,000						\$400,000
School Traffic Calming Program ²	PS&E		\$0	\$0								\$0

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

Safer and Complete Streets (EP 18)

Cash Flow (Maximum Annual Reimbursement)

Pending May 2025 Board

Project Name	Phase	Fiscal Year										Total
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	
School Traffic Calming Program ²	PLAN		\$70,000	\$100,000	\$50,000							\$220,000
School Traffic Calming Program ²	CON		\$30,000	\$670,000	\$1,080,000							\$1,780,000
School Traffic Calming Program	PS&E			\$100,000	\$120,000							\$220,000
School Traffic Calming Program	CON				\$700,000	\$1,080,000						\$1,780,000
School Traffic Calming Program	PS&E				\$100,000	\$120,000						\$220,000
School Traffic Calming Program	CON					\$700,000	\$1,080,000					\$1,780,000
School Traffic Calming Program	PS&E					\$100,000	\$120,000					\$220,000
School Traffic Calming Program	CON						\$700,000	\$1,080,000				\$1,780,000
School Traffic Calming Program	PS&E						\$100,000	\$120,000				\$220,000
School Traffic Calming Program	CON							\$700,000	\$1,080,000			\$1,780,000
Sickles Avenue Streetscape	CON		\$300,000	\$1,000,000								\$1,300,000
Slow Streets Implementation ¹	CON		\$60,000	\$140,000								\$200,000
Slow Streets Implementation	CON			\$100,000	\$100,000							\$200,000
Slow Streets Implementation	CON				\$100,000	\$100,000						\$200,000
Slow Streets Implementation	CON					\$100,000	\$100,000					\$200,000
Slow Streets Implementation	CON						\$100,000	\$100,000				\$200,000
SoMa Arterial Traffic Calming	CON			\$120,000	\$520,000	\$360,000						\$1,000,000
Tenderloin Protected Intersections	CON				\$125,000	\$125,000						\$250,000
Valencia Street Bikeway Improvements	CON					\$500,000	\$500,000					\$1,000,000
Vision Zero Left Turn Reduction Program	CON		\$50,000	\$50,000								\$100,000
Vision Zero Left Turn Reduction Program	CON				\$50,000	\$50,000						\$100,000
Vision Zero Speed Limit Reduction	CON		\$100,000									\$100,000
Vision Zero Speed Limit Reduction	CON				\$100,000							\$100,000
Vision Zero Speed Limit Reduction	CON						\$100,000					\$100,000
Yerba Buena Island Multi-Use Path	CON				\$500,000	\$500,000						\$1,000,000

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	District 5 Daylighting [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Neighborhood Transportation Program
Current PROP L Request:	\$117,500
Supervisory District	District 05

REQUEST

Brief Project Description

The SFMTA requests Prop L funds for daylighting at approximately 235 intersections in District 5, in accordance with Assembly Bill 413, which prohibits vehicle parking within 20 feet of crosswalks. Daylighting is a proven safety treatment that improves visibility at intersections for people crossing the street. Neighborhood Program funds would enable District 5 to become the first fully daylit district in the City.

Detailed Scope, Project Benefits and Community Outreach

The SFMTA requests District 5 Neighborhood Program funds to paint curbs red in accordance with AB 413, which prohibits vehicle parking within 20 feet of crosswalks. Daylighting is a proven safety treatment that improves visibility at intersections for people crossing the street by removing visual obstructions near crosswalks. This treatment typically involves restricting parking near intersections to create clearer sightlines, reducing the risk of collisions and enhancing overall street safety. SFMTA will implement red curbs at intersections on the High Injury Network (Phase 1) and at locations near school zones (Phase 2) using previously allocated Prop L sales tax funds and TNC Tax funds. SFMTA will use requested Prop L funds to paint red curbs at all other intersections in District 5 (Phase 3), making it the first fully daylit district in San Francisco.

District 5 has the smallest number of intersections in Phase 3, with only 235 intersections requiring daylighting with red paint. The SFMTA would prioritize these locations in District 5, with enhanced outreach to business corridors and neighbors.

The Transportation Authority’s Neighborhood Transportation Program (NTP) is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Equity Priority Communities and other neighborhoods with high unmet needs.

Project Location

Various intersections within District 5

Is this project in an Equity Priority Community?	Yes
Does this project benefit disadvantaged populations?	Yes

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$117,500.00

Justification for Necessary Amendment

Funding this request requires reducing programmed NTP placeholder funds by \$117,500.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	District 5 Daylighting [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	District 5 Daylighting [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-225: Neighborhood Transportation Program	\$0	\$117,500	\$0	\$117,500
Phases In Current Request Total:	\$0	\$117,500	\$0	\$117,500

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$117,500	\$117,500	Recent work
Operations	\$0		
Total:	\$117,500	\$117,500	

% Complete of Design:	100.0%
As of Date:	03/14/2025
Expected Useful Life:	10 Years

San Francisco County Transportation Authority

Prop L/Prop AA/TNC Tax Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Daylighting					
235 intersections daylight	\$ 117,500	100%	\$ -	\$ 117,500	\$ -
TOTAL CONSTRUCTION PHASE	\$ 117,500		\$ -	\$ 117,500	\$ -

UNIT COST
\$500

Assumptions: Cost to daylight one intersection is \$500. This cost includes labor and construction management as well as supplies like paint per intersection.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	District 5 Daylighting [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$117,500	Total PROP L Recommended	\$117,500

SGA Project Number:		Name:	District 5 Daylighting [NTP]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2027
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	Total
PROP L EP-225	\$117,500	\$117,500

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first QPR (due July 31, 2025) Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Neighborhood Transportation Program 5YPP to add the subject project with funds from the Neighborhood Program (NTP) Project Placeholder. See attached 5YPP amendment for details.

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

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	District 5 Daylighting [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

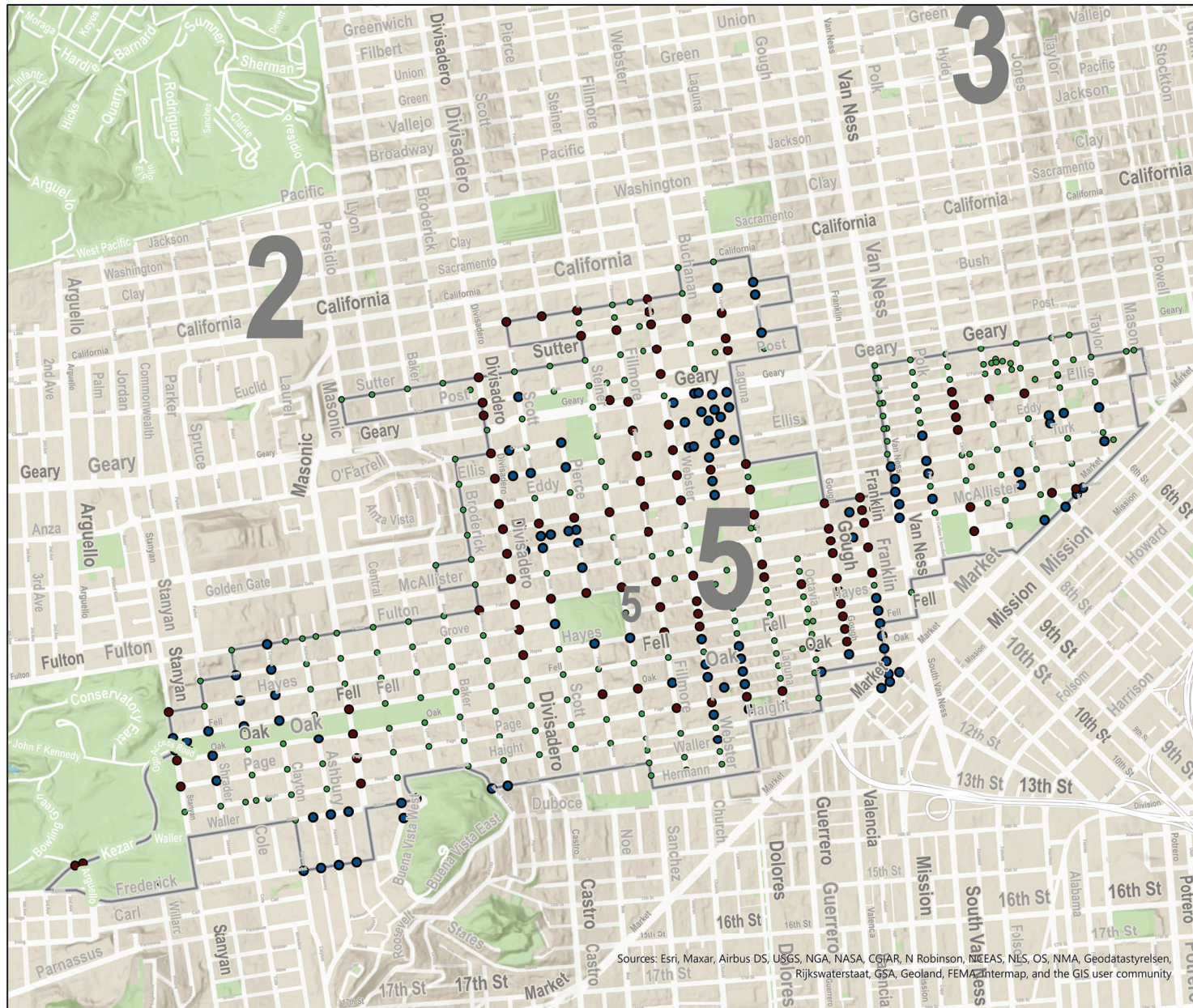
Current PROP L Request:	\$117,500
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Shannon Hake	Michael Lee
Title:	Team Leader/Project Manager	1823 - Senior Administrative Analyst
Phone:	(415) 646-2238	(415) 646-2175
Email:	shannon.hake@sfmta.com	michael.lee@sfmta.com



District 5 Daylighting

Eligible intersections

April 2025

The intersections in this map are the remaining for daylighting in District 5 after the HIN Quick-Build Toolkit and Vision Zero Schools Daylighting efforts.

Legend

- Supervisor districts
- HIN Quick-Build Toolkit intersections
- Vision Zero Schools Daylighting Intersections
- D5_Intersections_NTIP



0.2

miles

Scale 1:16,267

Date Saved: 4/7/2025

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."



D5 Intersections NTP
LEAVENWORTH AT MCALLISTER
GOLDEN GATE AT JONES
FULTON AT UNITED NATIONS AT HYDE
HYDE AT MCALLISTER
GOLDEN GATE AT LEAVENWORTH
GOLDEN GATE AT HYDE
GOLDEN GATE AT LARKIN
VAN NESS AT HAYES
POLK AT MCALLISTER AT DR CARLTON B GOODLETT
POLK AT GOLDEN GATE
IVY AT FRANKLIN
MASON AT OFARRELL
OFARRELL AT ELWOOD
TURK AT JONES
TURK AT TAYLOR
TAYLOR AT ELLIS
JONES AT STEVELOE
ANTONIO AT JONES
HYDE AT TURK
TURK AT LEAVENWORTH
LEAVENWORTH AT EDDY
ELLIS AT JONES
OFARRELL AT TAYLOR
SHANNON AT OFARRELL
JONES AT OFARRELL
GEARY AT JONES
SHANNON AT GEARY
TURK AT DODGE
EDDY AT HYDE
OFARRELL AT ADA
HARLEM AT OFARRELL
OFARRELL AT HYDE
TURK AT LARKIN
LARKIN AT OFARRELL
OFARRELL AT LEAVENWORTH
GEARY AT LEAVENWORTH
AMITY AT ADA
MABEL AT HYDE
HYDE AT GEARY
GEARY AT LARKIN
MYRTLE AT LARKIN
POLK AT WILLOW
ELLIS AT POLK
OFARRELL AT POLK

OLIVE AT POLK
ALICE B TOKLAS AT MYRTLE AT POLK
POLK AT GEARY
LARCH AT VAN NESS
VAN NESS AT EDDY
VAN NESS AT WILLOW
VAN NESS AT ELLIS
OFARRELL AT VAN NESS
OLIVE AT VAN NESS
VAN NESS AT ALICE B TOKLAS
GEARY AT VAN NESS AT GEARY
ROSE AT LAGUNA
WEBSTER AT GERMANIA
GERMANIA AT FILLMORE
WALLER AT FILLMORE
WEBSTER AT WALLER
HAIGHT AT WEBSTER
FILLMORE AT HAIGHT
FILLMORE AT LAUSSAT
OCTAVIA AT ROSE
LILY AT OCTAVIA
LAGUNA AT LILY
HICKORY AT OCTAVIA
FELL AT LAGUNA
FELL AT OCTAVIA
HAYES AT OCTAVIA
OCTAVIA AT LINDEN
LAGUNA AT LINDEN
OCTAVIA AT IVY
BUCHANAN AT LINDEN
LAGUNA AT HAYES
BUCHANAN AT HAYES
GROVE AT LAGUNA
IVY AT LAGUNA
IVY AT BUCHANAN
BUCHANAN AT GROVE
OCTAVIA AT BIRCH
FULTON AT OCTAVIA
MCALLISTER AT LAGUNA
FELL AT WEBSTER
LAGUNA AT REDWOOD
WEBSTER AT GOLDEN GATE
WEBSTER AT MCALLISTER
MCALLISTER AT FILLMORE
GERMANIA AT STEINER

WALLER AT STEINER
LAUSSAT AT STEINER
HAIGHT AT STEINER
PAGE AT STEINER
PIERCE AT HAIGHT
PIERCE AT PAGE
HAIGHT AT SCOTT
DIVISADERO AT HAIGHT
OAK AT SCOTT
SCOTT AT PAGE
PAGE AT DIVISADERO
SCOTT AT FELL
DIVISADERO AT OAK
HAIGHT AT BAKER AT BUENA VISTA
BRODERICK AT HAIGHT
PAGE AT BRODERICK
BRODERICK AT OAK
FILLMORE AT FELL
FELL AT STEINER
PIERCE AT FELL
STEINER AT GROVE
STEINER AT GOLDEN GATE
MCALLISTER AT STEINER
STEINER AT EDDY
DIVISADERO AT FELL
HAYES AT SCOTT
FELL AT BRODERICK
BRODERICK AT HAYES
BRODERICK AT GROVE
SCOTT AT MCALLISTER
EDDY AT PIERCE
BRODERICK AT MCALLISTER
GOLDEN GATE AT BRODERICK
EDDY AT SCOTT
BRODERICK AT TURK
PAGE AT BAKER
BAKER AT OAK
PAGE AT CENTRAL
PAGE AT LYON
OAK AT CENTRAL
OAK AT LYON
HAIGHT AT ASHBURY
HAIGHT AT CENTRAL
ASHBURY AT PAGE
FELL AT ASHBURY

CENTRAL AT FELL
BAKER AT FELL
BAKER AT HAYES
BAKER AT GROVE
BAKER AT FULTON
FELL AT LYON
LYON AT GROVE
LYON AT HAYES
HAYES AT CENTRAL
GOLDEN GATE AT BAKER
BRODERICK AT EDDY
ELLIS AT BRODERICK
FULTON AT LYON
CENTRAL AT GROVE
CENTRAL AT FULTON
MASONIC AT HAYES
GROVE AT MASONIC
HAYES AT ASHBURY
MASONIC AT FULTON
GROVE AT ASHBURY
ATALAYA AT FULTON
CLAYTON AT WALLER
HAIGHT AT CLAYTON
BELVEDERE AT HAIGHT
COLE AT HAIGHT
CLAYTON AT PAGE
OAK AT CLAYTON
COLE AT HAIGHT
COLE AT PAGE
COLE AT OAK
SHRADER AT HAIGHT
STANYAN AT HAIGHT
SHRADER AT HAYES
GROVE AT SHRADER
ASHBURY AT FULTON AT HEMWAY
LOYOLA AT FULTON
COLE AT FULTON
BUCHANAN AT POST
SUTTER AT BUCHANAN
BUCHANAN AT PINE
LAGUNA AT CALIFORNIA
BUCHANAN AT CALIFORNIA
GEARY AT WEBSTER
POST AT FILLMORE
ELLIS AT STEINER

GEARY AT STEINER
OFARRELL AT STEINER
AVERY AT POST
FILLMORE AT WILMOT
ORBEN AT PINE
SUTTER AT FILLMORE
PINE AT FILLMORE
STEINER AT POST
POST AT PIERCE
SCOTT AT GEARY
OFARRELL AT SCOTT
DIVISADERO AT GEARY
SCOTT AT SUTTER
SUTTER AT PIERCE
STEINER AT SUTTER
WILMOT AT STEINER
OFARRELL AT BRODERICK
SUTTER AT BRODERICK
BAKER AT SUTTER
LYON AT SUTTER
SUTTER AT PRESIDIO
BREEN AT MCALLISTER
BUSH AT COTTAGE
SUTTER AT COTTAGE
LAGUNA AT OAK
OCTAVIA AT OAK
LAGUNA AT HICKORY
WILLOW AT VAN NESS
VAN NESS AT OLIVE
MYRTLE AT VAN NESS
LINDEN AT OCTAVIA
BREEN
DODGE
OPAL
STEVELOE
ANTONIO
HARLEM
AMITY
MABEL
ADA
HICKORY
REDWOOD
ELLIS
ELLIS
OCTAVIA

HEMLOCK
ERKSON
WILLARD
BANNEKER AT GROVE
BANNEKER
MCALLISTER AT FRIENDSHIP
FRIENDSHIP AT FULTON
FULTON AT BUCHANAN
BUCHANAN AT MCALLISTER
BUCHANAN AT GOLDEN GATE
LARCH AT LAGUNA

Total: 235

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

Neighborhood Transportation Program (EP 25)

Programming and Allocations to Date

Pending May 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated	\$100,000					\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Allocated	\$100,000					\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated		\$100,000				\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed		\$100,000				\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed			\$100,000			\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed			\$100,000			\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed				\$100,000		\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed				\$100,000		\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed					\$100,000	\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed					\$100,000	\$100,000
Any	Neighborhood Program (NTP) Project Placeholder ^{1,2,3,4,5,6,7}	TBD	Programmed	\$948,355					\$948,355
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed		\$2,000,000				\$2,000,000
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed			\$1,850,000			\$1,850,000
SFCTA	Walter U Lum Place Public Space Study [NTP] ¹	PLAN/CER	Appropriated	\$236,000					\$236,000
SFMTA	Walter U Lum Place Public Space Study [NTP] ¹	PLAN/CER	Allocated	\$114,000					\$114,000
SFCTA	Inner Sunset Multimodal Safety and Access Study [NTP] ¹	PLAN/CER	Appropriated	\$265,000					\$265,000
SFMTA	Inner Sunset Multimodal Safety and Access Study [NTP] ¹	PLAN/CER	Allocated	\$85,000					\$85,000
SFMTA	Great Highway Gateway [NTP] ²	PLAN/CER	Allocated		\$159,145				\$159,145
SFPW	Clement Street Intersection Improvements ²	PS&E	Allocated		\$25,000				\$25,000
SFPW	Clement Street Intersection Improvements ²	CON	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] ³	PLAN/CER	Allocated		\$50,000				\$50,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] ³	PS&E	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] ³	CON	Allocated		\$550,000				\$550,000
SFMTA	Lincoln Way Traffic Signals [NTP] ⁴	PS&E	Allocated		\$500,000				\$500,000
SFMTA	Duboce Triangle Slow Streets Study [NTP] ⁵	PLAN/CER	Allocated		\$250,000				\$250,000

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
 Neighborhood Transportation Program (EP 25)
 Programming and Allocations to Date
 Pending May 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Monterey Boulevard Pedestrian Safety Improvement ⁶ [NTP]	PS&E	Allocated		\$60,000				\$60,000
SFMTA	Monterey Boulevard Pedestrian Safety Improvement ⁶ [NTP]	CON	Allocated		\$290,000				\$290,000
SFMTA	District 5 Daylighting [NTP] ⁷	CON	Pending		\$117,500				\$117,500

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
 Neighborhood Transportation Program (EP 25)
 Programming and Allocations to Date
 Pending May 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
Total Programmed in 2023 5YPP				\$1,848,355	\$4,401,645	\$2,050,000	\$200,000	\$200,000	\$8,700,000
Total Allocated and Pending				\$900,000	\$2,301,645	\$0	\$0	\$0	\$3,201,645
Total Unallocated				\$948,355	\$2,100,000	\$2,050,000	\$200,000	\$200,000	\$5,498,355
Total Programmed in 2023 Strategic Plan				\$4,050,000	\$2,200,000	\$2,050,000	\$200,000	\$200,000	\$8,700,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$2,201,645	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ 5YPP amendment to fund Walter U Lum Place Public Space Study [NTP] and Inner Sunset Multimodal Safety and Access Study [NTP] (Resolution 2024-014, 10/24/2023):
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$3,850,000 to \$3,150,000.
 Walter U Lum Place Public Space Study: Added project with \$350,000 in FY2023/24.
 Inner Sunset Multimodal Safety and Access Study [NTP Planning]: Added project with \$350,000 in FY2023/24.
- ² 5YPP amendment to fund Great Highway Gateway and Clement Street Intersection Improvements (Resolution 2025-011, 9/24/2024):
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$3,150,000 to \$2,865,855.
 Great Highway Gateway: Added project with \$159,145 in FY2024/25.
 Clement Street Intersection Improvements: Added projects with \$25,000 PS&E and \$125,000 CON in FY2024/25.
- ³ 5YPP amendment to fund District 11 Traffic Calming and Sideshow Deterrence [NTP] (Resolution 2025-025, 12/17/2024):
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$2,865,855 to \$2,165,855.
 District 11 Traffic Calming and Sideshow Deterrence [NTP]: Added project with \$700,000 in FY2024/25.
- ⁴ 5YPP amendment to fund Lincoln Way Traffic Signals [NTP] (Resolution 2025-029, 2/25/2025):
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$2,165,855 to \$1,665,855.
 Lincoln Way Traffic Signals [NTP]: Added project with \$500,000 in FY2024/25.
- ⁵ 5YPP amendment to fund Duboce Triangle Slow Streets Study [NTP] (Resolution 2025-029, 2/25/2025):
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$1,665,855 to \$1,415,855.
 Duboce Triangle Slow Streets Study [NTP]: Added project with \$250,000 in FY2024/25.
- ⁶ 5YPP amendment to fund Monterey Boulevard Pedestrian Safety Improvement [NTP] (Resolution 2025-038, 3/25/2025):
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$1,415,855 to \$1,065,855.
 Monterey Boulevard Pedestrian Safety Improvement [NTP]: Added project with \$350,000 in FY2024/25.
- ⁷ 5YPP amendment to fund District 5 Daylighting [NTP] (Resolution 2025-0xx, 5/25/2025):
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$1,065,855 to \$948,355
 District 5 Daylighting [NTP]: Added project with \$117,500 in FY2024/25.

Attachment 6a
Proposed Grant Amendment - Ortega Street Improvements

Resolution	Prop K SGA Number	Project Name (Project Sponsor)	Need for Amendment and Project Description	Recommendations
23-37	139-907171	Ortega Street Improvements [NTIP Capital] (SFMTA)	<p>SFMTA requests amendment of the Standard Grant Agreement (SGA) for the subject project to update the scope, schedule, budget and funding plan to reflect completion of design and add in construction phase details, along with concurrent release of \$280,000 in sales tax funds held in reserve for construction.</p> <p>This project will construct traffic calming street improvements on Ortega Street between 19th Avenue and 47th Avenue. These improvements will create a priority pedestrian and bicycle route on a neighborhood street. Various traffic calming features are included in the project to improve traffic safety, comfort and calmness, and make the local street more inviting for neighborhood scale travel by walking and bicycling. The project is expected to be open for use by July 2025.</p> <p>See proposed amended allocation request form (Attachment 6b) for additional details.</p>	<p>Special Conditions:</p> <p>1. The recommended amendment is contingent upon SFCTA Board release of \$280,000 in sales tax funds held in reserve for construction of the subject project through approval of Resolution 23-37. Note: SFMTA has satisfied the requirements to release the construction funds including completion of design, SFMTA Board adoption of the project, and submittal of an updated Allocation Request Form for the construction phase of the project.</p> <p>2. The recommended amendment is contingent upon a waiver of Prop K policy prohibiting reimbursement of construction costs incurred prior to release of construction funds by the Transportation Authority Board. Note: SFMTA started the construction phase in September 2024, following completion of the design phase but prior to Board releasing the construction funds held in reserve. At this time, the construction phase is nearly 75% complete.</p>

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Ortega Street Improvements [NTIP Capital] (Amendment)
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	N/A
Current Request:	\$280,000 (Amendment to prior allocation)
Supervisory District	District 04

REQUEST

Brief Project Description

This project will construct traffic calming street improvements on Ortega Street between 19th Avenue and 47th Avenue. These improvements will create a priority pedestrian and bicycle route on a neighborhood street. Various traffic calming features are included in the project to improve traffic safety, comfort and calmness, and make the local street more inviting for neighborhood scale travel by walking and bicycling.

Detailed Scope, Project Benefits and Community Outreach

In March 2023, through approval of Resolution 23-37 (Standard Grant Agreement 139-907171), the Transportation Authority allocated \$50,000 in sales tax funds, with conditions, to SFMTA for the design phase of the Ortega Street Improvements project and put \$280,000 on reserve for the construction phase. The resolution specified that the construction funds may be released by the Transportation Authority Board following completion of design, SFMTA Board adoption of the project, and submittal of an updated Allocation Request Form including the proposed scope, schedule, cost, and funding plan for the proposed recommendations to be implemented with Prop K sales tax funds. SFMTA staff has completed the aforementioned actions and is requesting release of the construction funds for the Ortega Street Improvements project as described in the Scope section below.

Scope

Implementation of traffic calming street improvements on Ortega Street between 19th Avenue and 47th Avenue will create a priority pedestrian and bicycle route on a neighborhood street. Various traffic calming features are included in the project to improve traffic safety, comfort and calmness, and make the local street more inviting for neighborhood scale travel by walking and bicycling.

Over the last several years, SFMTA staff engaged in a planning and concept design process to improve Ortega Street. In coordination with community members in the Sunset neighborhood, such as schools and residents on and around Ortega Street, SFMTA staff developed a design for Ortega Street. The project team also coordinated with other stakeholders like the San Francisco Fire Department and the District 4 Supervisor's office to ensure that they were aware of project progress. and supported the outreach and design process.

After completion of the conceptual design and environmental approval, staff received legislative approval in summer 2024 for the project. The final approved design includes the below elements (also see attached map):

- Speed cushions on Ortega Street between: 22nd Avenue and 23rd Avenue, 23rd Avenue and 24th Avenue, 28th Avenue and 29th Avenue, 29th Avenue and 30th Avenue, 30th Avenue and 31st Avenue, 31st Avenue and 32nd Avenue, 35th Avenue and 36th Avenue, 39th Avenue and 40th Avenue, and 40th Avenue and 41st Avenue
- A raised crosswalk on the west leg of Ortega and 37th Avenue
- Intersection daylighting at all intersections in the project area
- Installation or upgrade of crosswalks at 15 intersections in the project area to continental crosswalks
- Conversion of existing two-way stop-controlled intersections to four-way stop-controlled intersections on Ortega Street at 33rd and 34th avenues
- Painted safety zones at the intersection of Ortega Street at 40th Avenue on the northeast corner

Following legislative approval, project staff proceeded to detailed design, working with SF Public Works. City forces will construct the traffic calming devices on Ortega Street

Schedule Update

The schedule has been revised from the original request to reflect what happened during detailed design and the overall project delivery process. The project was delayed due to longer than expected review by SF Fire Department and development of a new speed cushion design detail. A new speed cushion design was developed to improve the experience for bicyclists based on feedback from community members. These two tasks created additional delay, which delayed the planned construction start date. All of these issues encountered during project delivery and detailed design phase, have been documented in quarterly reports.

Request for Policy Waiver to Allow Retroactive Reimbursement of Construction Costs

The recommended amendment is contingent upon a waiver of Prop L policy prohibiting reimbursement of construction costs incurred prior to release of construction funds by the Transportation Authority Board. SFMTA started the construction phase in September 2024, prior to Board approval to release the construction funds. At this time, construction is nearly 75% complete and SFMTA anticipates the project will be done by July 2025.

The Transportation Authority's Neighborhood Program (NTIP) is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects. Commissioner Engardio has expressed support for using \$330,000 in District 4 NTIP funds for this project.

Project Location

Ortega Street between 19th Avenue and 47th Avenue

Is this project in an Equity Priority Community?	No
Does this project benefit disadvantaged populations?	No

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	
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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Ortega Street Improvements [NTIP Capital] (Amendment)
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2021	Oct-Nov-Dec	2023
Environmental Studies (PA&ED)			Apr-May-Jun	2024
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2023	Jul-Aug-Sep	2024
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2024		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2025
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2025

SCHEDULE DETAILS

Project Initiation and Management

Task Timeline: September 2023 to July 2025 (ongoing)

Primary Responsible Party: SFMTA staff

Detailed Design

Task Timeline: Fall 2023 – August 2024

Primary Responsible Party: SFMTA staff and SF Public Works

Construct Speed Cushions and Raised Crosswalk

Task Timeline: January 2025 – June 2025

Primary Responsible Party: SF Public Works

Implement Intersection Daylighting, Painted Safety Zones Continental Crosswalks, and Signs

Task Timeline: September 2024 to June 2025

Primary Responsible Party: SFMTA staff

Construction and Implementation Communications and Outreach
Task Timeline: February 2024 to July 2025
Primary Responsible Party: SFMTA staff

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Ortega Street Improvements [NTIP Capital] (Amendment)
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-225: Neighborhood Transportation Program	\$0	\$0	\$280,000	\$280,000
Phases In Current Request Total:	\$0	\$0	\$280,000	\$280,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$0	\$280,000	\$280,000
Prop K	\$0	\$0	\$50,000	\$50,000
Funding Plan for Entire Project Total:	\$0	\$0	\$330,000	\$330,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$50,000		Based on prior similar work
Construction	\$280,000	\$280,000	Based on prior similar work
Operations	\$0		
Total:	\$330,000	\$280,000	

% Complete of Design:	100.0%
As of Date:	06/21/2024
Expected Useful Life:	30 Years

San Francisco County Transportation Authority

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of Task Total	SFPW	SFMTA
1. Design Implementation				
Task 1: Speed cushions and raised crosswalk	\$ 98,000	50%	\$ 85,750.00	\$ 12,250.00
Task 2: New or refreshed crosswalks	\$ 37,240	19%		\$ 37,240.00
Task 3: New or refreshed red zones (daylighting)	\$ 43,120	22%		\$ 43,120.00
Task 4: Khaki paint (painted safety zone)	\$ 3,920	2%		\$ 3,920.00
Task 5: Safe hit posts (painted safety zone)	\$ 3,920	2%		\$ 3,920.00
Task 6: Paint and signs	\$ 9,800	5%		\$ 9,800.00
Subtotal	\$ 196,000	100%		
3. Construction Management/Support	\$ 74,200	38%	\$ 34,132.00	\$ 40,068.00
4. Other Direct Costs *	\$ -			
5. Contingency	\$ 9,800	5%	\$ 4,900.00	\$ 4,900.00
TOTAL CONSTRUCTION PHASE	\$ 280,000		\$ 124,782.00	\$ 155,218.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Ortega Street Improvements [NTIP Capital] (Amendment)
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$280,000	Total PROP L Recommended	\$280,000

SGA Project Number:	139-907171	Name:	Ortega Street Improvements [NTIP Capital]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2026
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP K	\$200,000	\$80,000	\$280,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, improvements completed to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. Within 30 days of execution of the SGA Sponsor shall provide a photo documenting compliance with the Prop K attribution requirements as described in the SGA; and upon completion of the project Sponsor shall provide 2-3 photos of underway and completed work.

Special Conditions

1. The recommended amendment is contingent upon SFCTA Board release of \$280,000 in sales tax funds previously set aside for construction of the subject project through approval of Resolution 23-37.

2. The recommended amendment is contingent upon a waiver of Prop L policy prohibiting reimbursement of construction costs incurred prior to release of construction funds by the Transportation Authority Board.

Notes

1. Progress reports will be shared with the District 4 Commissioner.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	15.15%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Ortega Street Improvements [NTIP Capital] (Amendment)
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$280,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Brian Liang	Kathryn Studwell
Title:	Transportation Planner	Grant Administration Manager
Phone:	(415) 646-4306	(415) 517-7015
Email:	brian.liang@sfmta.com	kathryn.studwell@sfmta.com



Approved Ortega Street Neighborway Design

Ortega Street between 23rd Avenue and 19th Avenue



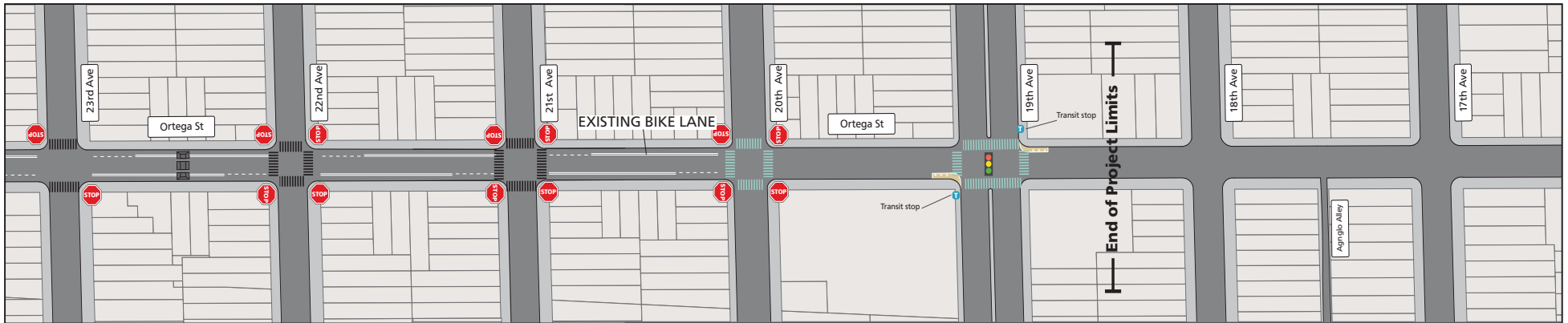
← Westbound towards Great Highway

Eastbound towards 19th Avenue →

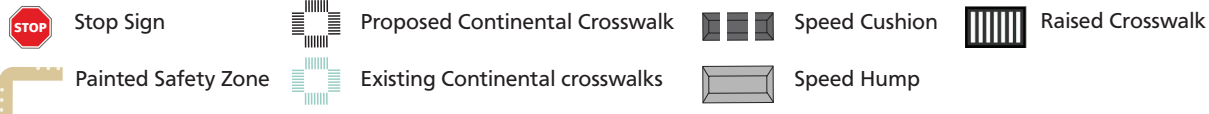
Existing



Proposed



Legend





Approved Ortega Street Neighborway Design

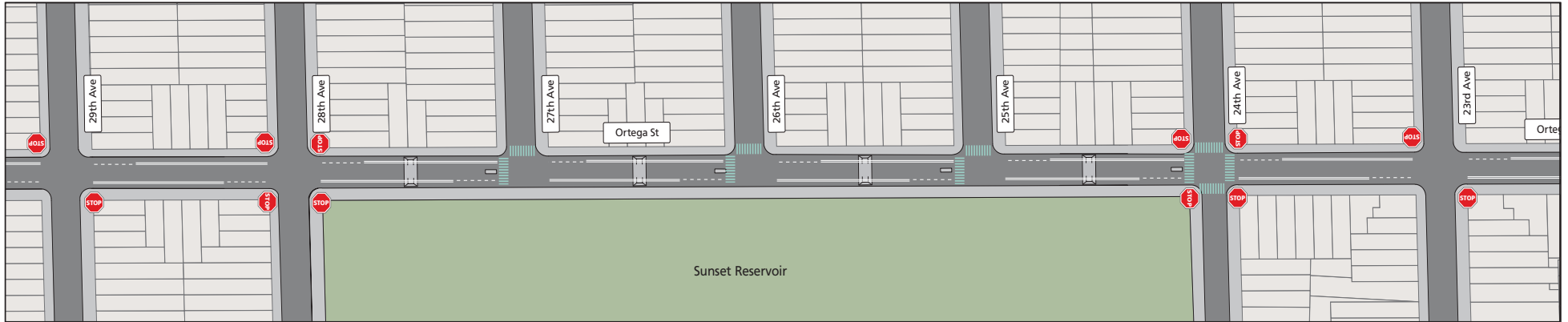
Ortega Street between 29th Avenue and 23rd Avenue



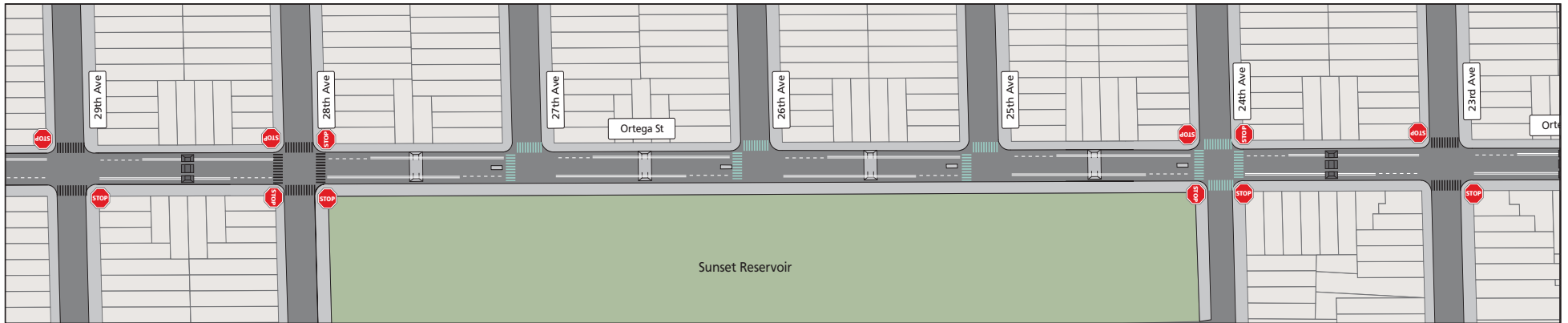
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Eastbound towards 19th Avenue →

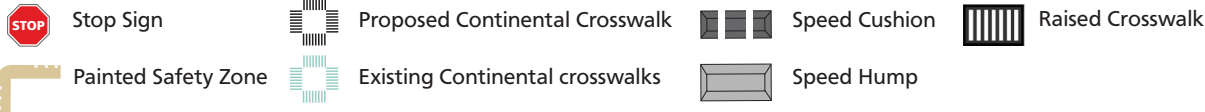
Existing



Proposed



Legend





Approved Ortega Street Neighborway Design

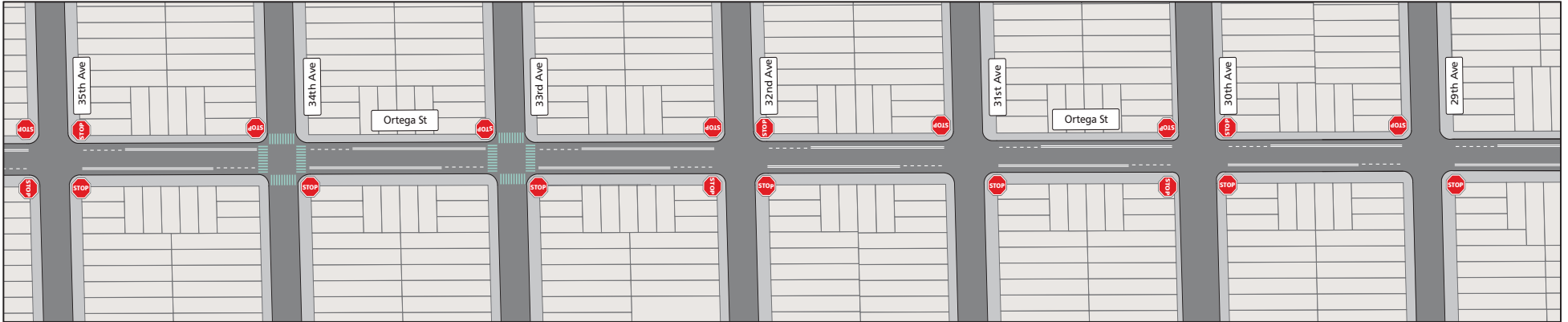
Ortega Street between 35th Avenue and 29th Avenue



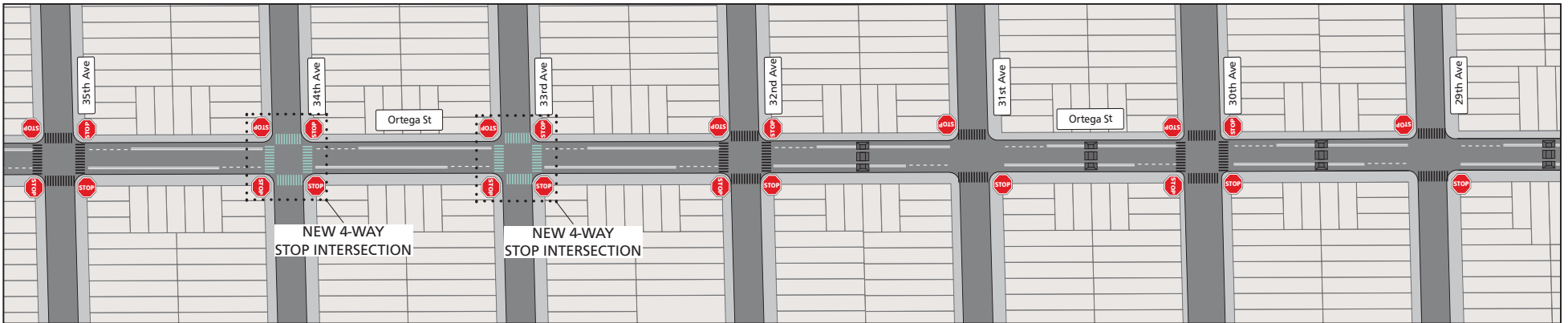
← Westbound towards Great Highway

Eastbound towards 19th Avenue →

Existing



Proposed



Legend

- Stop Sign
- Proposed Continental Crosswalk
- Speed Cushion
- Raised Crosswalk
- Painted Safety Zone
- Existing Continental crosswalks
- Speed Hump



Approved Ortega Street Neighborway Design

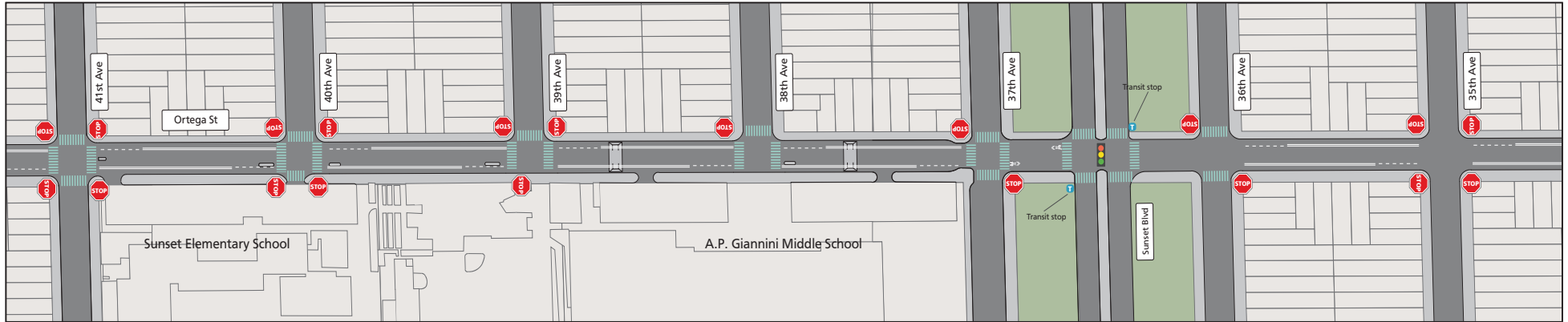
Ortega Street between 41st Avenue and 35th Avenue



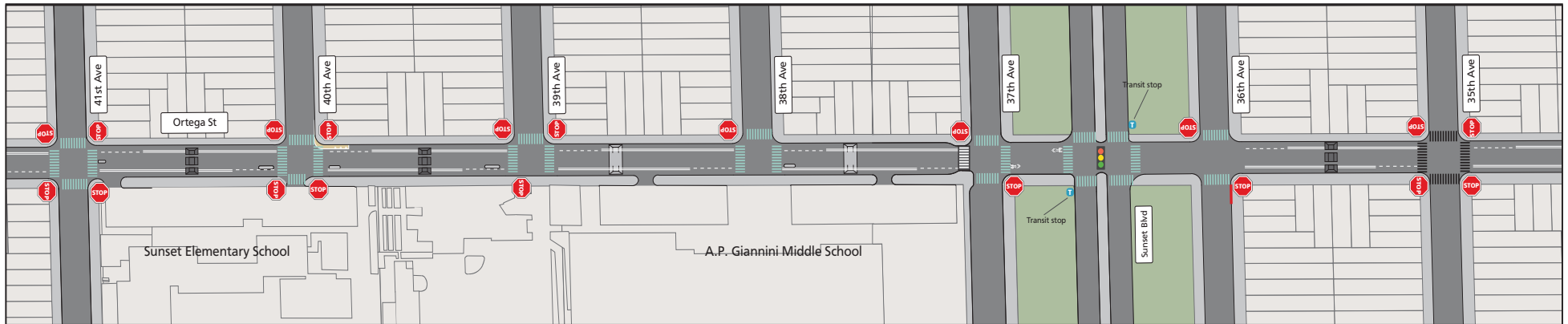
← Westbound towards Great Highway

Eastbound towards 19th Avenue →

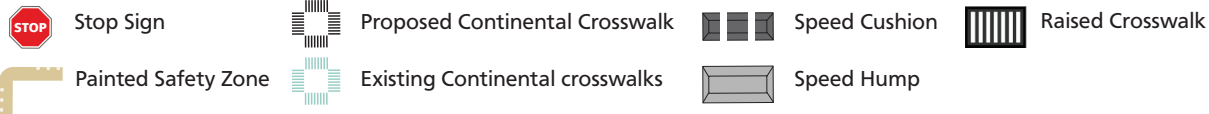
Existing



Proposed



Legend





Approved Ortega Street Neighborway Design

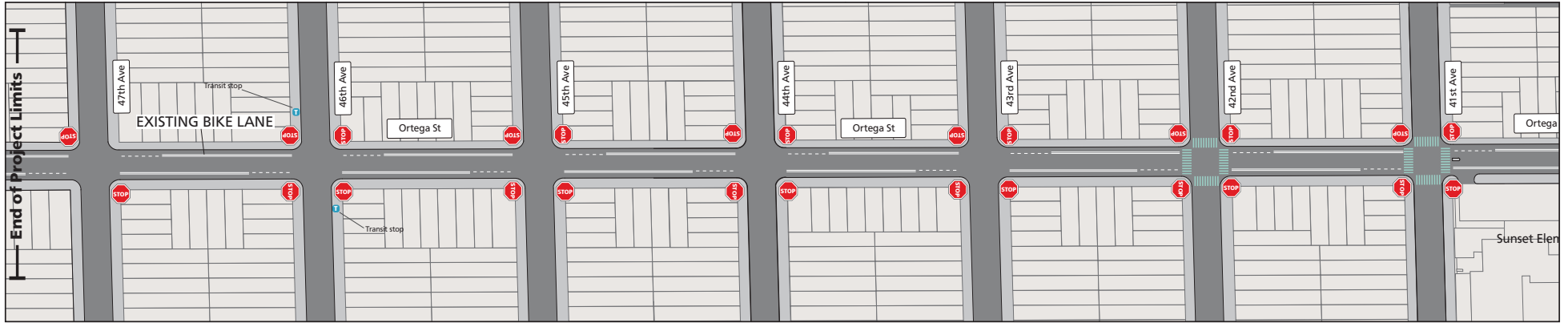
Ortega Street between 47th Avenue and 41st Avenue



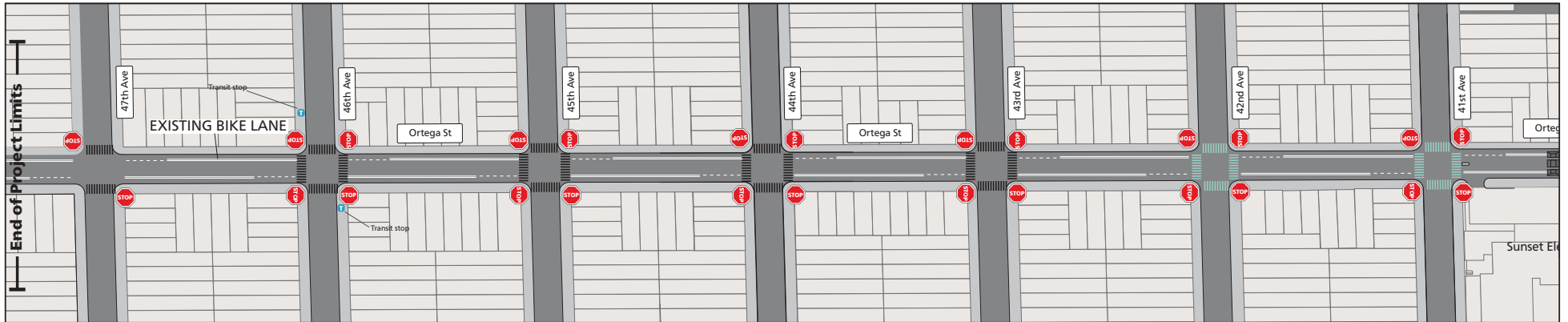
← Westbound towards Great Highway

Eastbound towards 19th Avenue →

Existing



Proposed



Legend

- Stop Sign
- Proposed Continental Crosswalk
- Speed Cushion
- Raised Crosswalk
- Painted Safety Zone
- Existing Continental crosswalks
- Speed Hump

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San Francisco
County Transportation
Authority



AGENDA ITEM 5

STATE LEGISLATION - APRIL 2025

(Updated March 27, 2025)

(presented to SFCTA Board on April 8, 2025)

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

Staff is recommending approval of a new support position on Senate Bill (SB) 63 (Wiener, Arreguín) as shown in **Table 1** on the following page. The Board previously adopted a Support in Concept position on the bill when it was only an intent bill.

Table 2 shows the status of active bills on which the Board has already taken a position or that staff has been monitoring as part of the Watch list.



Table 1. Recommended New Positions

Recommended Positions	Bill # Author	Title and Summary
<p>Support (Board previously adopted a Support in Concept position through Res. 25- 34)</p>	<p>SB 63 Wiener D, Arreguín D</p>	<p>San Francisco Bay area: local revenue measure: transportation funding.</p> <p>Establishes a Transportation Revenue Measure District (District) with jurisdiction extending through the counties of Alameda, Contra Costa, and San Francisco and authorizes a retail transactions and use tax of 0.5% in the District (except in San Francisco where the rate may be as high as 1.0%) that may be imposed either by the Metropolitan Transportation Commission (MTC) or by a qualified voter initiative subject to voter approval at the November 3, 2026 statewide general election. The Legislature intends to determine the exact tax rates and tax duration (which may range from 10 – 15 years) by July 31, 2025 through discussions with stakeholders. The counties of San Mateo and Santa Clara may opt into the District by July 31, 2025.</p> <p>District revenues may be used to fund transit operations for AC Transit, BART, Caltrain and SFMTA, transit transformation initiatives led by MTC, and public transportation expenses for several transit operators in the East Bay. Expenditures of District revenues will be informed by a Transit Operations Financial Responsibility and Implementation Plan (T-FRIP), which will be collaboratively developed by local and regional stakeholders and transit operators by July 31, 2025.</p> <p>Directs MTC, upon approval of a measure, to complete an independent third-party financial efficiency review of AC Transit, BART, Caltrain and Muni and initiatives included in the 2021 Bay Area Transit Transformation Action Plan or any successor plan to identify one-time and ongoing cost reduction opportunities.</p> <p>Authorizes MTC to condition receipt of District revenues on transit operators' compliance with Regional Network Management policies and programs.</p> <p>Amends Public Utilities Code to allow the county transportation authorities in San Mateo and San Francisco to introduce a retail transactions and use tax of up to 1.0% in increments of 0.125%, as opposed to the currently permitted 0.5% or 1.0% increments.</p>



Table 2. Bill Status for Positions Taken in the 2025-26 Session

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

Adopted Positions / Monitoring Status	Bill # Author	Bill Title	Update to Bill Status ¹ (as of 03/27/2025)
Support	AB 891 Zbur D	San Francisco Bay area toll bridges: tolls: transit operating expenses. Establish a state Quick-Build Project Pilot Program within Caltrans's maintenance program.	<i>Assembly Transportation</i>
	SB 71 Wiener D	California Environmental Quality Act: exemptions: transit projects. Makes permanent the existing California Environmental Quality Act (CEQA) exemptions for specified types of sustainable transportation plans and projects.	<i>Senate Transportation</i>
Support in Concept	SB 63 Wiener D, Arreguín D	San Francisco Bay area: local revenue measure: transportation funding. Authorizes MTC to pursue a regional revenue measure for transit.	<i>Senate Rules</i>
Watch	AB 939 Schultz D	The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026. Places a \$20 billion state transportation bond measure on the November 2026 ballot.	<i>Assembly Transportation</i>

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

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 6

DATE: April 17, 2025

TO: Transportation Authority Board

FROM: Cynthia Fong – Deputy Director for Finance and Administration

SUBJECT: 05/13/2025 Board Meeting: Amend the Adopted Fiscal Year 2024/25 Budget to Decrease Revenues by \$3,517,851 and Decrease Expenditures by \$8,877,808 for a Total Net Increase in Fund Balance of \$5,359,957

RECOMMENDATION ☐ Information ☒ Action

Amend the adopted Fiscal Year (FY) 2024/25 budget to decrease revenues by \$3,517,851 and decrease expenditures by \$8,877,808 for a total net increase in fund balance of \$5,359,957.

SUMMARY

Every year, we present the Board with any adjustments to the adopted annual budget. This revision is an opportunity to take stock of significant changes in revenue trends, recognize large grant amounts spent or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for material unforeseen expenditures. In June 2024, through Resolution 24-47, the Board adopted the FY 2024/25 Annual Budget and Work Program.

The effect of the proposed amendment on the adopted FY 2024/25 Budget in the aggregate line item format specified in the Fiscal Policy is shown in Attachments 1 and 3. A comparison of revenues and expenditures to prior year actual and adopted budgeted numbers is presented in Attachment 2.

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

BACKGROUND

The budget revision is an opportunity for us to revise revenue projections and expenditure line items to reflect new information or requirements identified in the



months elapsed since the adoption of the annual budget. Our Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. The revisions typically take place after completion of the annual fiscal audit, which certifies actual expenditures and carryover revenues.

DISCUSSION

The proposed budget amendment reflects a decrease of \$3.5 million in revenues and a decrease of \$8.9 million in expenditures for a total net increase of \$5.4 million in fund balance. Detailed budget revisions for the Treasure Island Mobility Management Agency (TIMMA) will be presented as a separate item at future TIMMA Committee and TIMMA Board meetings.

Revenue and expenditure revisions are mainly related to the decrease in federal, state and other program revenues and expenditures in the TIMMA program, and the decrease in the Prop D Traffic Congestion Mitigation (TNC) Tax capital expenditures.

TIMMA. Budgeted revenues for the federal Ferry Boat Discretionary grant funds with matching funds from the state Affordability Housing and Sustainable Communities grant funds are projected to decrease by \$3.1 million, from \$3.3 million to \$191,819, due to the postponement of corresponding capital project costs for the Treasure Island Ferry Terminal Enhancements project from FY 2024/25 to FY 2025/26. The original budget assumed construction activities for the project would begin in FY 2024/25, which will be deferred to FY 2025/26 due to finalizing the construction cost estimates, drawings and Buy America compliance requirements for federal bid process. We anticipate advertising for construction services in late April 2025 and award of a contract in July 2025. Construction is planned to start Fall 2025.

In addition, budgeted revenues for federal Advanced Transportation and Congestion Management Technologies Deployment grant funds with matching funds from Treasure Island Community Development LLC will be deferred to FY 2025/26 and are projected to decrease in FY 2024/25 by \$443,976, from \$641,118 to \$180,142, for work related to the toll and affordability program. Budgeted expenditures for capital project costs for this effort are also projected to decrease by the same amount. In FY 2024/25, staff will continue work to update the project's National Environmental Policy Act clearance; however, work on the toll and affordability program will resume in FY 2025/26.



TNC Tax. Capital Project Costs for the TNC Tax Program in FY 2024/25 are expected to decrease by \$5.4 million, or 54.4%, as compared to the adopted budget. The funds have been allocated to two San Francisco Municipal Transportation Agency (SFMTA) projects that have been slow to seek reimbursement requests: SFMTA's FY 2023/24 and FY 2024/25 Application Based Residential Traffic Calming Program, which is having significant project delivery issues, and SFMTA's Vision Zero Quick-Build Program, which is progressing; however, SFMTA has been slow to submit reimbursement requests.

FINANCIAL IMPACT

The proposed amendment to the FY 2024/25 budget would decrease revenues by \$3,517,851 and decrease expenditures by \$8,877,808 for a total net increase in fund balance of \$5,359,957, as described above. The proposed amendment will result in an ending budgetary negative fund balance of \$8,768,347.

CAC POSITION

The Community Advisory Committee will consider this item at its April 23, 2025, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed Budget Amendment
- Attachment 2 - Proposed Budget Amendment - Comparison of Revenues and Expenditures
- Attachment 3 - Proposed Budget Amendment - Line Item Detail



**San Francisco
County Transportation
Authority**

**Attachment 1
Proposed Fiscal Year 2024/25 Budget Amendment**

	Proposed Budget Amendment by Fund						Proposed Fiscal Year 2024/25 Budget Amendment
	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	
Revenues:							
Sales Tax Revenues	\$ 108,308,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,308,000
Vehicle Registration Fee	-	-	-	4,545,508	-	-	4,545,508
Traffic Congestion Mitigation Tax	-	-	-	-	-	8,500,000	8,500,000
Interest Income	622,416	-	760	26,491	-	835,978	1,485,645
Program Revenues	-	65,918,659	681,176	-	371,961	-	66,971,796
Total Revenues	108,930,416	65,918,659	681,936	4,571,999	371,961	9,335,978	189,810,949
Expenditures							
Capital Project Costs	135,265,000	68,260,379	764,583	10,341,345	217,723	4,575,000	219,424,030
Administrative Operating Costs	7,826,196	4,917,804	47,445	227,275	368,926	180,000	13,567,646
Debt Service Costs	24,983,500	-	-	-	-	-	24,983,500
Total Expenditures	168,074,696	73,178,183	812,028	10,568,620	586,649	4,755,000	257,975,176
Other Financing Sources (Uses):	57,525,788	7,259,524	-	-	214,688	-	65,000,000
Net change in Fund Balance	\$ (1,618,492)	\$ -	\$ (130,092)	\$ (5,996,621)	\$ -	\$ 4,580,978	\$ (3,164,227)
Budgetary Fund Balance, as of July 1	\$ (42,865,093)	\$ -	\$ 922,951	\$ 15,244,055	\$ -	\$ 21,093,967	\$ (5,604,120)
Budgetary Fund Balance, as of June 30	<u>\$ (44,483,585)</u>	<u>\$ -</u>	<u>\$ 792,859</u>	<u>\$ 9,247,434</u>	<u>\$ -</u>	<u>\$ 25,674,945</u>	<u>\$ (8,768,347)</u>



**San Francisco
County Transportation
Authority**

**Attachment 2
Proposed Fiscal Year 2024/25 Budget Amendment
Comparison of Revenues and Expenditures**

Category	Fiscal Year 2024/25 Adopted Budget	Proposed Fiscal Year 2024/25 Budget Amendment	Variance from Fiscal Year 2024/25 Adopted Budget	% Variance
Sales Tax Revenues	\$ 108,308,000	\$ 108,308,000	\$ -	0.0%
Vehicle Registration Fee	4,545,508	4,545,508	-	0.0%
Traffic Congestion Mitigation Tax	8,500,000	8,500,000	-	0.0%
Interest Income	1,485,645	1,485,645	-	0.0%
Program Revenues				
Federal	34,084,667	31,403,579	(2,681,088)	-7.9%
State	24,891,514	24,276,739	(614,775)	-2.5%
Regional and other	11,513,466	11,291,478	(221,988)	-1.9%
Total Revenues	193,328,800	189,810,949	(3,517,851)	-1.8%
Capital Project Costs	228,301,838	219,424,030	(8,877,808)	-3.9%
Administrative Operating Costs				
Personnel expenditures	10,231,638	10,231,638	-	0.0%
Non-Personnel expenditures	3,336,008	3,336,008	-	0.0%
Debt Service Costs	24,983,500	24,983,500	-	0.0%
Total Expenditures	266,852,984	257,975,176	(8,877,808)	-3.3%
Other Financing Sources (Uses)	65,000,000	65,000,000	-	0.0%
Net change in Fund Balance	\$ (8,524,184)	\$ (3,164,227)	\$ 5,359,957	
Budgetary Fund Balance, as of July 1	\$ (5,604,120)	\$ (5,604,120)		
Budgetary Fund Balance, as of June 30	\$ (14,128,304)	\$ (8,768,347)		



	Proposed Budget Amendment by Fund						Proposed Fiscal Year 2024/25 Budget Amendment
	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	
Revenues:							
Sales Tax Revenues	\$ 108,308,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,308,000
Vehicle Registration Fee	-	-	-	4,545,508	-	-	4,545,508
Traffic Congestion Mitigation Tax	-	-	-	-	-	8,500,000	8,500,000
Interest Income	622,416	-	760	26,491	-	835,978	1,485,645
Program Revenues							
Federal							
Advanced Transportation and Congestion Management Technologies Deployment	-	-	-	-	90,071	-	90,071
Congestion Mitigation and Air Quality Improvement Program - YBI Multi-Use Pathway Project	-	2,250,000	-	-	-	-	2,250,000
Ferry Boat Discretionary Funds - Treasure Island Ferry Terminal	-	-	-	-	153,455	-	153,455
Highway Bridge Program - Yerba Buena Island (YBI) Westside Bridges	-	20,000,000	-	-	-	-	20,000,000
Priority Conservation Area Program - YBI Multi-Use Path	-	239,718	-	-	-	-	239,718
Reconnecting Communities & Neighborhoods Program - Geary-Fillmore Underpass Study	-	697,076	-	-	-	-	697,076
Rebuilding American Infrastructure with Sustainability and Equity - YBI Westside Bridges	-	6,039,663	-	-	-	-	6,039,663
Safe Streets and Roads for All - Vision Zero Ramps Intersection Study Phase 3	-	183,762	-	-	-	-	183,762
Surface Transportation Program 3% Revenue and Augmentation	-	1,749,834	-	-	-	-	1,749,834
State							
Affordable Housing and Sustainable Communities - Treasure Island Ferry Terminal	-	-	-	-	38,364	-	38,364
Active Transportation Program - YBI Multi-Use Path	-	516,630	-	-	-	-	516,630
Planning, Programming & Monitoring SB45 Funds	-	199,000	-	-	-	-	199,000
Infill Infrastructure Grant Program - Hillcrest Road Improvement Project	-	15,615,423	-	-	-	-	15,615,423
Senate Bill 1 Local Partnership Program - I-280 SB Ocean Ave Off-Ramp Realignment Project	-	582,716	-	-	-	-	582,716
Senate Bill 1 Local Partnership Program - YBI Hillcrest Road Improvement Project	-	1,214,434	-	-	-	-	1,214,434
Senate Bill 1 Local Partnership Program - YBI Multi-Use Path	-	240,718	-	-	-	-	240,718
Senate Bill 1 Local Partnership Program - YBI Westside Bridges	-	3,038,436	-	-	-	-	3,038,436
Seismic Retrofit Proposition 1B - YBI Westside Bridges	-	2,591,212	-	-	-	-	2,591,212
Sustainable Communities - Brotherhood Way Safety and Circulation Plan	-	239,806	-	-	-	-	239,806
Regional and other							
BATA - I-80/YBI Interchange Improvement	-	7,860,680	-	-	-	-	7,860,680
BATA - YBI Westside Bridges	-	162,698	-	-	-	-	162,698
CNCA - Decarbonizing Downtown Business Deliveries Study	-	7,497	-	-	-	-	7,497
SFMTA - Travel Demand Modeling Assistance	-	75,000	-	-	-	-	75,000
SFPLN - In-Kind (Geary-Fillmore Underpass Study)	-	27,000	-	-	-	-	27,000
Treasure Island Community Development LLC - Ferry Exchange	-	-	-	-	90,071	-	90,071
TIDA - YBI Westside Bridges	-	2,387,356	-	-	-	-	2,387,356
Vehicle Registration Fee Revenues (TFCA)	-	-	681,176	-	-	-	681,176
Total Revenues	\$ 108,930,416	\$ 65,918,659	\$ 681,936	\$ 4,571,999	\$ 371,961	\$ 9,335,978	\$ 189,810,949



	Proposed Budget Amendment by Fund						Proposed Fiscal Year 2024/25 Budget Amendment	
		Congestion Management	Transportation Fund for Clean Air	Vehicle Registration Fee for Transportation Improvements	Treasure Island Mobility Management	Traffic Congestion Mitigation Tax		
	Sales Tax Program	Agency Programs	Program	Program	Agency Program	Program		
Expenditures:								
Capital Project Costs								
Individual Project Grants, Programs & Initiatives	\$ 133,000,000	\$ -	\$ 764,583	\$ 10,341,345	\$ -	\$ 4,500,000	\$ 148,605,928	
Technical Professional Services	2,265,000	68,260,379	-	-	217,723	75,000	70,818,102	
Administrative Operating Costs								
Personnel Expenditures								
Salaries	2,859,997	3,280,512	31,778	152,227	216,896	120,563	6,661,973	
Fringe Benefits	1,409,978	1,617,292	15,667	75,048	106,930	59,437	3,284,352	
Pay for Performance	285,313	-	-	-	-	-	285,313	
Non-personnel Expenditures								
Administrative Operations	2,989,008	20,000	-	-	42,000	-	3,051,008	
Equipment, Furniture & Fixtures	221,900	-	-	-	-	-	221,900	
Commissioner-Related Expenses	60,000	-	-	-	3,100	-	63,100	
Debt Service Costs								
Fiscal Charges	255,000	-	-	-	-	-	255,000	
Interest Expenses	9,603,500	-	-	-	-	-	9,603,500	
Bond Principal Payment	15,125,000	-	-	-	-	-	15,125,000	
Total Expenditures	\$ 168,074,696	\$ 73,178,183	\$ 812,028	\$ 10,568,620	\$ 586,649	\$ 4,755,000	\$ 257,975,176	
Other Financing Sources (Uses):								
Transfers in - Prop K Match to Grant Funding	-	7,259,524	-	-	214,688	-	7,474,212	
Transfers out - Prop K Match to Grant Funding	(7,474,212)	-	-	-	-	-	(7,474,212)	
Draw on Revolving Credit Agreement	65,000,000	-	-	-	-	-	65,000,000	
Total Other Financing Sources (Uses)	57,525,788	7,259,524	-	-	214,688	-	65,000,000	
Net change in Fund Balance	\$ (1,618,492)	\$ -	\$ (130,092)	\$ (5,996,621)	\$ -	\$ 4,580,978	\$ (3,164,227)	
Budgetary Fund Balance, as of July 1	\$ (42,865,093)	\$ -	\$ 922,951	\$ 15,244,055	\$ -	\$ 21,093,967	\$ (5,604,120)	
Budgetary Fund Balance, as of June 30	\$ (44,483,585)	\$ -	\$ 792,859	\$ 9,247,434	\$ -	\$ 25,674,945	\$ (8,768,347)	
Fund Reserved for Program and Operating Contingency	\$ 10,830,800	\$ -	\$ 68,118	\$ 454,551	\$ -	\$ 850,000	\$ 12,203,468	

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 7

DATE: April 18, 2025

TO: Transportation Authority Board

FROM: Cynthia Fong – Deputy Director for Finance and Administration

SUBJECT: 05/13/2025 Board Meeting: Preliminary Fiscal Year 2025/26 Budget and Work Program

RECOMMENDATION ☒ Information ☐ Action

None. This is an information item.

SUMMARY

The purpose of this memorandum is to present the preliminary Fiscal Year (FY) 2025/26 annual budget and work program and seek input. The proposed budget and work program will come back to the Board for adoption in June.

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

DISCUSSION

The preliminary FY 2025/26 Work Program includes activities in four major functional areas: 1) Plan, 2) Fund, 3) Deliver, and 4) Transparency and Accountability. These categories of activities are organized to efficiently address our designated mandates, including administering the Sales Tax program; functioning as the Congestion Management Agency (CMA) for San Francisco; acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program; administering the \$10 Prop AA vehicle registration fee program (Prop AA); administering the Prop D Traffic Congestion Mitigation Tax program (Transportation Network Company or TNC Tax); and operating as the Treasure Island Mobility Management Agency (TIMMA) for San Francisco. Our work program reflects the multi-disciplinary and collaborative nature of our roles in planning, funding, and delivering transportation projects and



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

Attachment 1 contains a description of our preliminary work program for FY 2025/26. Attachment 2 displays the preliminary budget in a format described in our Fiscal Policy. The division of revenues and expenditures into the Sales Tax program, CMA program, TFCA program, Prop AA program, TIMMA, and TNC Tax program in Attachment 2 reflects our six distinct responsibilities and mandates. Attachment 3 shows a comparison of revenues and expenditures to the prior year's actual and amended budgeted numbers. Attachment 4 shows a more detailed version of the preliminary budget. Attachment 5 shows our Board adopted agency structure and job positions. Attachment 6 provides additional descriptions and analysis of line items in the budget.

We have segregated our TIMMA function as a separate legal and financial entity effective July 1, 2017. The TIMMA FY 2025/26 Budget and Work Program will be presented as a separate item at the May and June TIMMA Committee and TIMMA Board meetings, respectively.

Revenues. Total revenues are projected to be \$196.7 million and are budgeted to increase by an estimated \$6.9 million from the FY 2024/25 Amended Budget, or 3.7%. Sales tax revenues, net of interest earnings, are projected to be \$108.4 million or 55.1% of revenues. This is an increase of \$79,600 or 0.1%, compared to the budgeted sales tax revenues of \$108.3 million for FY 2024/25. Based on sales tax receipts collected through January 2025 and in coordination with the City's Controller's Office, we project sales tax revenues for FY 2025/26 to remain relatively steady and in line with FY 2024/25 budgeted revenues. While the inflation rate is anticipated to rise, increased costs in essential non-taxable sectors (particularly housing, medical, and energy expenses) are limiting disposable income and reducing discretionary spending on taxable goods. TNC tax revenues are projected to be \$8.8 million or 4.5% of revenues. Program revenues are projected to be \$73.1 million or 37.2% of revenues. This is an increase of \$6.1 million compared to the budgeted program revenues of \$67.0 million for FY 2024/25, which is largely due to new federal grant funding for Treasure Island Connects, increased federal and state grant funding for Treasure Island Ferry Terminal Enhancements Project that was postponed from FY 2024/25, new federal grant funding for the San Francisco Network Management Study and new state grant funding for the Bayview Street Safety and Truck Relief Study.



Expenditures. Total expenditures are projected to be about \$248.2 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 \$210.6 million. Capital projects costs are 84.8% of total projected expenditures, with another 4.3% of personnel expenditures and 1.4% of non-personnel expenditures budgeted for administrative operating costs, and 9.5% for debt service and interest costs. Capital project costs in FY 2025/26 are budgeted to decrease by \$8.9 million, or 4.0%, from the FY 2024/25 amended budget, which is primarily due to lower capital project expenditures for the Sales Tax and CMA Programs. Most of the construction activities for the YBI Hillcrest Road Improvement Project will be completed in FY 2024/25, thus reflecting a decrease of \$7.9 million in capital project expenditures in FY 2025/26.

Debt service costs of \$23.5 million are for costs related to the assumed fees and interests related to the expected \$110 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. In October 2024, we entered into a new Revolving Credit Loan Agreement with U.S. Bank National Association for \$185 million to support the Transportation Authority's interim borrowing program. Our debt program has allowed us more flexibility and has enabled us to cost effectively accelerate delivery of the Prop K and L programs than we could do on a pay-go basis.

Other Financing Sources/Uses. The Other Financing Sources/Uses section of Attachment 6 - Line Item Detail for the FY 2025/26 preliminary budget includes anticipated drawdown from the Revolving Credit Loan Agreement. We had budgeted our first tranche for a \$65 million drawdown in our FY 2024/25 amended budget. The estimated level of sales tax capital expenditures for FY 2025/26 may trigger the need to drawdown up to an additional \$110 million, leaving \$10 million left to borrow in the \$185 million Revolving Credit Loan Agreement. We will continue to monitor capital spending closely during the upcoming year by reviewing approved cash flow schedules for allocations, actual reimbursements, and progress reports in tandem with ongoing conversations with project sponsors, particularly our largest grant recipient, the SFMTA. This line item also includes inter-fund transfers among the sales tax and CMA funds. These transfers represent Sales Tax appropriations to projects such as the YBI West Side Bridges, YBI Hillcrest Road Improvement Project, Geary-Fillmore Underpass Community Planning Study, San Francisco Freeway Network Study, and San Francisco Transportation Plan 2050+ projects.



Personnel. Assembly Bill No. 2561 (McKinnor) requires public agencies to present the status of vacancies and recruitment and retention efforts at a public hearing at least once per fiscal year. The FY 2025/26 budget reflects a budget of 44 full-time employees. There are three vacant positions which will be filled contingent upon securing sufficient funding and will be included in future year budgets or budget amendments.

In FY 2025/26, we anticipate conducting a comprehensive review of our job classifications, descriptions, base compensation and benefits is currently being conducted. The goal is to optimize personnel recruitment and retention by making every effort to compensate employees fairly and equitably and remain competitive with similar agencies in its compensation practices as the Transportation Authority's Personnel Manual calls for a periodic review of the Transportation Authority job classification structure. Changes to Personnel expenditures as a result of the revised job classifications and salary structure, if any, will be reflected in the FY 2025/26 mid-year budget amendment.

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 \$49.8 million in total fund balances, as a result of the anticipated \$110 million Revolving Credit Loan Agreement drawdown.

Next Steps. The preliminary FY 2025/26 budget will be presented for information to the Board at its May 13 meeting. The final proposed FY 2025/26 Annual Budget and Work Program will be presented to the Community Advisory Committee at its May 28 meeting and to the Board at its June 10 and 24 meetings. A public hearing will precede consideration of the FY 2025/26 Annual Budget and Work Program at the June 10 Board meeting.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Preliminary Work Program



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

Attachment 1

Proposed Work Program

The Transportation Authority's Fiscal Year (FY) 2025/26 Work Program includes activities in five divisions overseen by the Executive Director: 1) Policy and Programming, 2) Capital Projects, 3) Planning, 4) Technology, Data, and Analysis, and 5) Finance and Administration. The Executive Director is responsible for directing the agency in keeping with the annual Board-adopted goals, for the development of the annual budget and work program, and for the efficient and effective management of staff and other resources. Further, the Executive Director is responsible for regular and effective communications with the Board, the Mayor's Office, San Francisco's elected representatives at the state and federal levels and the public, as well as for coordination and partnering with other city, regional, state, and federal agencies. The agency's work program activities address the Transportation Authority's designated mandates and functional roles. These include: 1) serving as the transportation sales tax administrator; 2) serving as the Congestion Management Agency (CMA) for San Francisco; 3) acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program; 4) administering the \$10 Prop AA vehicle registration fee; and 5) administering the Prop D Traffic Congestion Mitigation Tax (TNC Tax) program. The Transportation Authority is also operating as the Treasure Island Mobility Management Agency (TIMMA). The TIMMA FY 2024/25 Work Program will be presented to the TIMMA Committee and TIMMA Board and highlights are included below.

The agency's work program activities address the Transportation Authority's designated mandates and functional roles. These include: 1) serving as the transportation sales tax administrator; 2) serving as the Congestion Management Agency (CMA) for San Francisco; 3) acting as the local program manager for the Transportation Fund for Clean Air (TFCA) program; 4) administering the \$10 Prop AA vehicle registration fee; and 5) administering the Prop D Traffic Congestion Mitigation Tax (TNC Tax) program. The Transportation Authority is also operating as the Treasure Island Mobility Management Agency (TIMMA). The TIMMA FY 2025/26 Work Program will be presented to the TIMMA Committee and TIMMA Board and highlights are included below.

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

PLAN

Long- range, countywide transportation planning and CMA-related policy, planning, and coordination are at the core of the agency's planning functions. The San Francisco Transportation Plan (SFTP) 2050, adopted in 2022, serves as the long-range transportation policy and investment blueprint for the city. Recommendations from SFTP 2050 provide the basis for our input into regional plans such as Plan Bay Area (PBA) 2050+, seeking to position San Francisco projects for discretionary funds and to shape regional policy that helps to support San Francisco's goals. In FY 2025/26, we will substantially complete SFTP 2050+, a limited and focused update to SFTP 2050. SFTP 2050+ will adjust the 30-year investment

Attachment 1

Proposed Work Program

plan based on updated information, technical analysis, and stakeholder outreach, and will update policy recommendations. We will also continue to implement recommendations from SFTP 2050 through 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 including resilience planning and driverless ride-hail services.

Most of the FY 2025/26 activities listed below are multi-divisional efforts, often led by the Planning or Capital Projects divisions in close coordination with the Technology, Data, and Analysis, and Policy and Programming divisions. Proposed activities include:

Active Congestion Management

- **Congestion Management Program Microsite and San Francisco Congestion Tracker Expansion.** We will release an on-line interactive version of our 2025 Congestion Management Program (CMP) that will allow decision-makers and the public to interactively access key citywide system performance metrics. We will expand the San Francisco Congestion Tracker to incorporate new data sources such as roadway volumes at key cordons, as well as local and regional transit ridership, and report a wider range of metrics and insights. We will continue with monthly updates to the San Francisco Congestion Tracker (<https://congestion.sfcta.org/>).
- **Innovative Travel Demand Management (TDM).** We will complete the **TDM Market Analysis**, which will recommend corridor -scale travel markets suited to TDM measures based on variation in land use, demographics, or transportation supply. The TDM Market Analysis will inform a parallel update of the TDM Strategic Plan which we have launched in collaboration with SFMTA, SF Environment, and the Planning Department. This plan will inform future programming of Prop L TDM funds and other funds prioritized by the Transportation Authority.
- **San Francisco Freeway Network Study and Managed Lanes Policy Support.** Building on the Streets and Freeways Study recommendations, we continue to work on planning and regional coordination for the San Francisco freeway system seeking to inform other regional and county agencies' activities on this front, as we continue advancement of concepts for San Francisco's network. In spring 2025, FY2025/26 we launched the San Francisco Freeway Network Study to evaluate managed lanes options for the county's freeway network. We have convened a community-based working group and will complete Phase 1 of the study, to identify priority segments and concepts for Phase 2 analysis, and anticipate initiating Phase 2 analysis (subject to Board guidance), in FY 2025/26. We are also continuing to coordinate with regional agencies and advocate for San Francisco's priorities in the Metropolitan Transportation Commission (MTC) Express Lane Strategic Plan; the MTC's Next Generation Freeway Study; the Bay Area Infrastructure Financing Authority's I-880

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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.

- **Treasure Island Mobility Management Program.** The Transportation Authority Board also sits as the TIMMA Board. This year, we will work with the Treasure Island Development Authority (TIDA) and other city partners to build on the momentum generated by current housing production to advance implementation of the TIMMA program, focused on implementing forthcoming electric ferry business plan via an operating memorandum of understanding with WETA, and implementing the federal EPA grant-funded TI Connects (including the on-island shuttle, microtransit to San Francisco proper, and bikeshare), pending resumption of the EPA grant. We are in discussions with TIDA and developer TICD, as well as the Transportation Authority's funding and TDM staff, about securing local funds to support additional work that can advance if the TI Connects program remains paused, including data collection, financial and travel model upgrades, advancing transit pass and TDM (transportation demand management) programs such as parking management and bikeshare, and continuing outreach on toll and affordability program policies. The TIMMA team will continue federal, state, and regional grant pursuits to implement the congestion management program and recommendations from the D6 Supplemental Transportation Study.

SFTP Implementation and Board Support

- **Neighborhood Transportation Program (NTP).** We will continue to identify and advance new projects through the sales tax-funded NTP and monitor implementation of previously funded NTP projects. Funds for the current cycle (FYs 2023/24-2027/28) include \$700,000 in local match funds for each district (some districts have already drawn down some funds) to advance NTP projects toward implementation. Scoping of new NTP planning and capital efforts, including advancing recommendations from recently completed or soon to be completed plans, will be done in coordination with Board members and SFMTA's NTP Coordinator. We anticipate completing NTP projects in five supervisorial districts including District 2 (Safety Study), District 3 (Walter U Lum Placemaking Study), District 4 (On-Demand Microtransit Business Plan), District 6 (Mission Bay School Access Plan), and District 7 (Inner Sunset Safety and Circulation Study). We will work with Commissioners to scope potential NTP planning efforts and/or seek other funding for neighborhood planning efforts such as District 9 or 11 (Mission or Outer Mission Community Based Transportation Plans (CBTPs), targeting MTC CBTP grant funds matched with Prop L Equity Priority Transportation Program and/or Caltrans Planning grant funds). We also will continue working with SFMTA to implement near term recommendations and seek funding to advance the medium to long-term recommendations of the D5 NTP, Octavia Circulation Study and the D7 Ocean Avenue Mobility Action Plan.

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- **Geary-Fillmore Underpass Community Planning Study.** This year, we will conduct the first phase of the Geary-Fillmore Underpass Community Planning Study, an effort to develop transportation and land use concept designs to better connect the Japantown and Fillmore/Western Addition neighborhoods (Equity Priority Community) that were divided when the underpass was constructed in the 1960s. The study will engage neighborhoods through the first several meetings of a Community Council with representatives of the Black, Japanese, and Jewish communities that were displaced when the underpass was constructed, as well as with newer community members. The Community Council will provide input on a goals and evaluation framework for the area; on existing conditions, needs, and opportunities; and the broader study outreach 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 focuses on safety at I-280 and US-101 on and off-ramps in the south and southeast parts of the city. The study is developing Quick Build recommendations for freeway intersections on San Francisco's High Injury Network, which is highly correlated with Equity Priority Communities. The study will be completed in FY 2025/26.
- **Laguna Honda Gondola Feasibility Study.** In October 2024, the Transportation Authority Board appropriated sales tax funds for the Laguna Honda Gondola Study. The study will assess the feasibility of a gondola system to provide vertical access for visitors arriving by transit at the Forest Hills Muni station to the nearby Laguna Honda Hospital site, which is partially being planned for affordable residential development and located atop a steep hill. We have advanced more detailed scoping for the study with technical work and public outreach planned for 2025. The study will be completed in FY 2025/26.

Long Range, Countywide, and Inter-Jurisdictional Planning

- **SFTP 2050+.** We will substantially complete the current update to the San Francisco Transportation Plan (SFTP), or SFTP 2050+, a limited and focused update to SFTP 2050 (adopted December 2022). SFTP 2050+ incorporates PBA 2050+ revisions to projected population growth and reduced revenues and updates modeling to incorporate post-pandemic travel behaviors. SFTP 2050+ will refine the 30-year financially constrained and vision investment plans based on updated information technical analysis and stakeholder outreach, and will update associated transportation sector policy recommendations, with anticipated adoption in Summer 2026.
- **Regional Plan Bay Area (PBA) 2050+.** We used recommendations from SFTP 2050, 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

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Authority and others as the basis for San Francisco's input into MTC's PBA 2050+ and Transit 2050+, which will conclude in early 2026. PBA 2050+ is a focused update of PBA 2050 that includes updated revenue estimates, targeted updates to major project recommendations, a call for new regional significant projects, and development of a climate resilience project list focused primarily on sea level rise adaptation projects. As MTC works to finalize the PBA 2050+ document, the focus of regional discussion will shift to development of an Implementation Plan to guide future policies and investments, including update of the region's **Major Project Advancement Policy (MAP)** and providing input and advocacy on the reauthorization of California's **Greenhouse Gas Reduction Fund (also known Cap and Trade auction system)**. We will engage closely, in partnership with other San Francisco transportation agencies, in this and any subsequent processes to advance San Francisco priorities such as The Portal, Embarcadero Seawall and the SFMTA fleet electrification program.

- **Regional Policy, Planning and Program Implementation.** We will continue to provide input to numerous regional efforts such as MTC's piloting of more equitable toll policies, Transit Oriented Communities policy, the Next Generation Bay Area Freeways Study, implementation of the Transit Transformation Plan, and advancing Climate Initiatives (e.g., regional bikeshare coordination/e-bike incentives outreach). This work will be coordinated with MTC's Regional Network Manager and regional fare integration/BayPass proposals and Caltrans' forthcoming Bay Area Transit Plan. These efforts involve close coordination with San Francisco agencies, the Mayor's office, our representatives on the Association of Bay Area Governments (ABAG) and MTC, and with Bay Area County Transportation Agencies, regional transit agencies, and other community stakeholders.
- **Geary/19th Ave Subway and Regional Connections Study.** This effort comprises the first phase of planning for a rail subway along the Geary and 19th Avenue corridors including regional connections to the east and south as identified in the Connect SF Transit Strategy and the recently updated California State Rail Plan. The study is developing the strategic case for the project, engaging with the public and with agency partners, and identifying the range of design and policy components and choices to be advanced through future phases of alternatives development and selection. We will undertake a second round of outreach this summer and anticipate completing the study in Fall 2025.
- **Bayview Caltrain Station Location Study.** In FY 2025/26, we plan to advance conceptual designs and conduct outreach on two main options for the future Bayview Caltrain Station, in collaboration with Caltrain and the Bayview community. Two potential locations, at Evans Avenue and Oakdale Avenue, are under consideration. To enable completion of the study, we will continue to engage actively with Caltrain on design and operational considerations for the future station. We will also work to scope the environmental phase of work.

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- **Brotherhood Way Safety and Circulation Plan.** This fiscal year, we will bring forward recommendations from this community-driven planning process as a conceptual design for safety, traffic calming and corridor redesign improvements that connect new recreational opportunities and housing near Lake Merced to the City's core active transportation network and the Daly City BART station near to Brotherhood Way in southwest San Francisco. The recommended concept will integrate developer-funded street improvements west of the US 101 interchange. As the study progresses towards a recommendation this year, we will continue to engage community stakeholders through a working group appointed by the District 7 and District 11 offices. The study will be completed in FY 2025/26.
- **Support Statewide 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). We will also continue to coordinate with CalSTA and other partner agencies on Link21, the potential second Transbay rail crossing, and associated connections within San Francisco.
- **West Side Transportation Network Planning.** In parallel with the SFTP 2050+, we are conducting a planning effort to develop the multimodal network and policies to support existing transportation needs and planned growth in San Francisco's west side, in partnership with SFMTA, SF Planning Department, and Caltrans. This study supports the City's recently adopted Housing Element and will propose multimodal network investments, programs and policies to better reach long range planning goals. The study will incorporate planned improvements for major facilities including Sunset Boulevard and state routes Sloat/Skyline Boulevards. This study will be completed in FY2025/26.
- **Climate Resilience and Electrification Initiatives.** We will continue to support and coordinate with City and regional agencies to advance climate resilience/adaptation and electrification through various planning, policy, funding strategy/support, and project delivery efforts, such as: advocating for funding to implement the Climate Action Plan through federal, state, and regional (MTC and Air District) grant programs; participating in SFMTA's Embarcadero Mobility Resilience Plan, the Port's Sea Level Rise Coordinating Committee and Waterfront Resilience Plan, and Caltrain's Climate Change Vulnerability Study; supporting adaptation efforts as described in the Ocean Beach Master Plan; providing funding and project delivery support for electrification of Muni's fleet and modernization of its transit facilities; and supporting the SFMTA's Curbside Electrification Feasibility Study. We will also implement 2021 Climate Action

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Plan (CAP) recommendations by completing the **Eco-Friendly (formerly “Decarbonizing”) Downtown Goods Movement Study**, funded by a Carbon Neutral Cities Alliance Grant. Through a working group of small business and freight sector representatives, this effort is on track to identify a set of pilots and policy measures to reduce emissions associated with deliveries. We will draw on all of the above to inform climate resilience and electrification initiatives and priorities for inclusion in SFTP 2050+ and PBA 2050+.

Transportation Forecasting, Data and Analysis

- **Travel Forecasting.** We will provide modeling and data analysis to support Transportation Authority planning projects including the SFTP 2050+, Geary/19th Ave Subway and Regional Connections Study, Bayview Caltrain Station Location Study, Freeway Network Study, Brotherhood Way Safety and Circulation Plan, and the West Side Transportation Network Planning project. We also provide modeling, data analysis, and technical advice to City agencies and consultants through our Model Service Bureau in support of many projects and studies.
- **SF CHAMP Model Development.** We will enhance our initial implementation of the next SF-CHAMP model (version 8) which includes application of the multi-agency, cloud-based Activity Sim modeling collaboration, and also share analyses from our comprehensive 2023 Household Travel Diary survey that we deployed in collaboration with MTC and the Santa Clara Valley Transportation Authority, including comparisons to our 2019 Travel Diary survey effort. The travel diary serves as the basis for our travel demand estimates work, and provides other key information used to support Transportation Authority planning and capital projects, as well as updates to the CMP. We will continue to work on the conversion and deployment of an open-source visitor travel model and an open-source commercial vehicle model. For the TIMMA, we anticipate supporting baseline data collection and scoping of travel model upgrade efforts, pending funding discussions with TIDA and TICD, described above.
- **Next Generation/Enhanced Congestion Management Program (CMP) Update.** Every two years, we prepare an update to the San Francisco CMP, which documents changes in multi-modal transportation system performance including average roadway speeds and reliability, transit reliability, and bicycle and pedestrian counts. The 2025 CMP will include continued monitoring and evaluation of land use/transportation strategy and select investment outcomes, and also expand performance tracking to include additional metrics and more frequent data reporting, potentially including use of “big data” sources, and incorporating Equity Priority Community reporting where possible. We will lead CMP data collection efforts in spring 2025, and the CMP update will be completed in fall 2025.

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- **2023 Household Travel Survey and Citywide Trends Report.** We will analyze and publish findings from our 2023 travel diary survey, undertaken in collaboration with the MTC and other Bay Area agencies, which will provide detailed information about post-COVID individual and household travel patterns. This will include comparisons with 2019 Travel Survey results and regional, citywide, and sub-area market trend analysis.
- **Transportation Sustainability Program Evaluation Study.** We will complete our research to quantify the effectiveness of the TDM strategies included in San Francisco's Transportation Sustainability Program in reducing vehicle miles traveled (VMT) and single-occupancy vehicle trips, using data collected in fall of 2023 to quantify the effects of TDM parking availability strategies on reducing VMT.
- **Autonomous Vehicle (AV)/TNC Policy and Rulemaking.** We will continue to work with our Board, SFMTA staff, the Mayor's Office, the City Attorney's office, and with industry, regulatory and community stakeholders on San Francisco's multi-part AV work program:
 - **State and Federal Policy.** Advise on state and federal AV policy (including proposed state legislation) and rulemaking opportunities addressing issues such as safety standards, traffic enforcement, and data sharing. We will provide technical and policy support to federal and state legislators and participate in industry associations regarding development of a federal AV policy framework and updates to Federal AV regulations. We will also continue to work with agency partners on issues related to the CPUC's regulation of TNCs including data sharing; and CARB implementation of the TNC "Clean Miles" and "Access for All" AV program and legislation that requires extension/renewal.
 - **Local AV initiatives.** We will continue to monitor on-street conditions including through the development of an SF AV Resource Portal, provide advice and input to local AV access initiatives at SFO and Market Street, and explore potential AV pilots or demonstration projects to evaluate technology or management strategies to manage impacts.
 - **Studies and Research.** In addition, we will build upon the forthcoming AV Safety Metrics & Standards Study to advance consensus-building on AV safety metrics and standards to inform regulators, San Francisco policymakers and the public about appropriate AV safety metrics and performance standards to guide AV deployment policies. We will continue participating in the Federal Highway Administration/UCLA Center of Excellence for Automated Vehicles, on the Transportation Research Board AV Committee and other research venues.

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FUND

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

Implement Prop L. As noted in bullets below, ongoing work includes supporting sponsor efforts to secure discretionary funds to leverage Prop L, working with Board members to identify and scope new Neighborhood Transportation Program (NTP) projects and support ongoing NTPs; monitoring Prop L revenues; and closely tracking grant closeouts, invoicing, and anticipated project expenditures to inform financing needs. *See Customer Service and Efficiency Improvements* sub-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 prioritizes and allocates projects for grant funding. In our role as CMA, we also prioritize San Francisco projects for funds and provide project delivery support and oversight for programs such as the State Transit Assistance County Block Grant Program (annual funding cycle), One Bay Area Grant (we are providing input to MTC on OBAG framework and guidelines in anticipation of a county call for projects in early 2026), and State Transportation Improvement Program (draft fund estimate anticipated June with CMA project recommendations likely due to MTC fall 2025). 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 programs including the Transit and Intercity Rail Capital Program (TIRCP), and federal competitive grant programs.

Senate Bill 1 (SB 1). This coming fiscal year, we will work with San Francisco project sponsors and MTC to begin identifying and advancing strong candidates for the next funding cycles of SB1 programs such as the Active Transportation Program, Local Partnership Program (LPP) Competitive program and Solutions for Congested Corridors (SCCP), which are anticipated to have calls for projects released in 2026. After seeking Board approval of project priorities for the Transportation Authority's share of LPP Formula funds (\$5.34 million), we will seek approval from the CTC and support allocation requests for projects recommended to receive funding by April 2026.

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Regional Measure 3 (RM3) Implementation. We will continue to work with MTC/Bay Area Toll Authority (BATA) and San Francisco project sponsors on the roll out of RM3, including working to coordinate the timing of RM3 and Prop L funds to support San Francisco priorities such as BART Core Capacity, The Portal, and Muni facilities needs; providing input on discretionary RM3 programs such as Regional Express Bus operations funding and Bay Trail/Safe Routes to Transit. We also will continue to work to meet the requirements of the Bay Skyway's contingent Bay Trail/Safe Routes to Transit award, which includes the Yerba Buena Island Multi-Use Path project (See Deliver section for additional project details).

New Revenue Options. We are actively participating in discussions regarding a November 2026 regional transportation revenue measure and corresponding legislation (SB 63 (Wiener, Arreguín)) and are also engaging with SFMTA on the advancement of local revenue solutions discussed with the Muni Funding Working Group. Our work includes supporting the development of regional and/or local revenue measure expenditure plans for potential ballot measures that would sustain and improve transit in San Francisco. See also *Legislative Advocacy* below.

Legislative Advocacy. We will continue to monitor and take positions on state legislation affecting San Francisco's transportation programs and develop strategies for advancing legislative initiatives beneficial to San Francisco's interests and concerns at the state and federal level. Our advocacy builds off the agency's adopted legislative program, and is done in coordination with the Mayor's Office, the Self-Help Counties Coalition, and other city and regional agencies. This year we will continue to focus our efforts on two high priority policy areas: 1) advocacy for authorization of a regional transportation measure that could be placed on the November 2026 ballot and 'bridge funding' to sustain transit operations until early 2027 when transit operators would begin receiving funding from a November 2026 regional revenue measure, assuming the measure is successful; and 2) education and advocacy related to the need for extension of the Cap-and-Trade Program which expires in 2030. Extending this program would benefit projects such as The Portal and SFMTA's Train Control Upgrade project; and help leverage other state and federal funding.

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 Major Projects Advancement Policy (MAP). Examples include: The Portal, SFMTA's Train Control Upgrade, and BART Core Capacity. Other ongoing funding efforts are supporting Treasure Island/Yerba Buena Island infrastructure needs and Treasure Island Mobility Management program as well as Port of San Francisco's seawall capital planning. We will help position San Francisco's projects to receive funding from the federal Infrastructure Investment and Jobs Act, Senate Bill 1, regional One Bay Area Grant, and other fund programs. We serve as a funding resource

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for all San Francisco project sponsors (e.g., brokering fund exchanges, advising on EV charging business model and delivery/funding strategies).

Capital Financing/Debt Program Management. Led by the Finance and Administration Division in close collaboration with the Policy and Programming Division, and with the support of our financial advisors, we will continue to provide effective and efficient management of our debt program, including the outstanding sales tax revenues bonds and the revolving credit loan agreement. Our goals are to enable accelerated delivery of 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 \$172 million in remaining Prop K grants with peak cash flow needs in FY 2025/26 and seeking improved lookahead information about billings from our largest grant recipient, the SFMTA. We are preparing to come to the Board for approval to draw down on the next tranche of the \$185 million revolving credit loan agreement when funds are needed, for an amount up to \$110 million, which could be as soon as summer 2025.

Customer Service and Efficiency Improvements. This ongoing multi-divisional initiative will continue to improve our grant-related processes to make them more user-friendly and efficient for both internal and external customers, while maintaining a high level of transparency and accountability appropriate for administration of voter-approved revenue measures (Prop L, Prop K, Prop AA, and the Prop D TNC Tax). The initiative includes maintaining and enhancing the Grants Portal, our web-based grants management database used by our staff and project sponsors. We offer annual sponsor training opportunities regarding resources, policies, and procedures for the voter-approved revenues we administer and we provide project delivery support to project sponsors that have federal, state, and regional discretionary grants to avoid the potential loss of these grants to San Francisco. We will maintain, and as needed, refine the MyStreetSF.com interactive map/tool to support user-friendly features showcasing underway and completed projects, improved search features, and other customer enhancements.

DELIVER

Supporting the timely and cost-effective delivery of Transportation Authority-funded transportation projects and programs requires a multi-divisional effort, led primarily by the Capital Projects Division with support from other divisions. As in past years, the agency focuses on providing engineering support and oversight of sales tax-funded major capital investments, such as SFMTA's train control and facility upgrade projects; The Portal (Downtown Rail Extension); and major BART projects (e.g. Core Capacity), as well as railyards planning coordination and oversight. We also serve as the lead agency for the delivery of

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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 2025/26 include the following:

Transportation Authority - Lead Construction:

- **I-80/YBI East Bound Off Ramp/Southgate Road Realignment Project.** The Southgate Road Realignment Project was opened to the public for use by vehicular traffic, pedestrians and cyclists last year, and work continues this year on associated mitigation projects. These include the YBI Torpedo Building preservation project, and Southgate contract closeout efforts, including the ultimate land transfer between United States Coast Guard and TIDA will continue in FY 2025/26. We combined delivery of the Torpedo Building preservation (Southgate Mitigation Measure) with the Bimla Rhinehart Vista Point (Pier E-2) parking lot reconstruction, a project sponsored by the Bay Area Toll Authority's as part of its Bay Bridge East Span Mitigation Measure, into one contract for the construction phase. The construction contract was awarded in Spring 2025 with anticipated construction completion in Spring 2026.
- **YBI West Side Bridges.** We are delivering this rebuild of the ramp and roadway structures connecting Treasure Island to the SF-Oakland Bay Bridge using the Construction Management/General Contractor delivery method and the project is currently proceeding smoothly on time and on budget. Construction is anticipated to be completed at the end of 2026. We are also coordinating delivery of this project with Bay Skyway Phase 1 plans for a multi-use (bicycle and pedestrian) path adjacent to the West Side Bridges and Hillcrest Road Improvement projects. See YBI Multi-Use Path and Hillcrest Road Improvement Project below.
- **YBI Hillcrest Road Improvement Project.** We awarded the construction contract for the Hillcrest roadway improvement project between Forest Road and the I-80 Portal crossing on the west side of YBI in April 2024. The project will add sidewalks and a bike path and bring Hillcrest Road up to San Francisco Public Works (SFPW) standards and install safety features. Construction, which started in July 2024, is proceeding smoothly, on time and on budget, and will last 2 years until Fall 2026. We are coordinating the Hillcrest project delivery with the adjacent YBI Multi-Use Path and West Side Bridges projects (see entries for these projects).

Transportation Authority - Lead Project Development:

- **YBI Multi-Use Path.** The Multi-Use Path project will connect the western side of the Island from the San Francisco-Oakland Bay Bridge (SFOBB) East Span YBI viewing area down to the Treasure Island Ferry Terminal and provide an ultimate connection point to the planned BATA-led SFOBB West Span Skyway Path. The project team awarded the design contracts in November 2024 and started design in Spring 2025.

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We will progress Segment 1 design in FY26 with completion anticipated in Spring 2027. Segments 2, 3, and 4 will complete design in Spring 2026. The team is working to secure full funding for the project, following a conditional RM3 grant award of \$23.8 million for the Multimodal Bay Skyway Project in February 2025, of which \$16 million will go toward the YBI Multi-use Path.

- **Treasure Island Ferry Terminal Enhancements.** The Transportation Authority is leading this project to construct restrooms and transit shelters for the Muni 25 bus line on behalf of TIDA. We plan to advertise the bid document for the construction of these Ferry Terminal facilities in April 2025 with construction planned for Fall 2025.
- **I-280/Ocean Avenue Southbound Off-Ramp Realignment.** We are leading design of the I-280/Ocean Avenue Southbound Off-Ramp Realignment Project in coordination with Caltrans, SFPW, SFMTA, and San Francisco Public Utilities Commission (SFPUC). This work includes analyzing geotechnical conditions and geometric, traffic, and structural requirements for the new ramp design, which will signalize the off-ramp intersection at Ocean Avenue and install a Class II bike lane on Ocean Avenue between the off-ramp and Howth Street. We will conduct community outreach and complete substantial design plans for Caltrans and City review by June 2025. Pending partner agency comments on the design and the community outreach feedback, we plan to refine designs as needed in Fall and Winter 2025, with implementation thereafter contingent on securing construction funds.
- **Quint Street Connector Road.** We are working with SFPUC on the street vacation for Quint Street between Jerrold Avenue and the Caltrain berm and are also working with SFPW and the Office of Real Estate on developing an appraisal to acquire the Quint Connector Road right-of-way. This acquisition will allow SFPW to begin the design phase of the project. This project is a Racial Equity Plan priority and commitment to the local community to construct an alternate route for vehicle circulation following the 2012 closure of Jerrold Avenue, which was necessary in order to rebuild the Caltrain bridge over that roadway in a way that preserved the construction of a Bayview Caltrain Station at that location.
- **Pennsylvania Avenue Extension (PAX).** We will advance the PAX Bridging Study in FY 2025/26. The Bridging Study was delayed to enable the study to build on other rail planning efforts, including the Railyards Preliminary Business Case, which was led by Caltrain and completed in FY 2024/25. The PAX project is planned to grade-separate the remaining at-grade crossings of the Caltrain corridor, at 16th Street and Mission Bay Drive. Building on our completed PAX Project Initiation Study, the Bridging Study will further develop project options and coordinate with adjacent projects including The Portal and Railyards efforts. The study will also include engagement with Caltrain, the community, and other city, regional, and state partners.

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Transportation Authority - Project Delivery Support:

- **California High-Speed Rail Program (CHSRA).** We will continue to partner with the CHSRA and Bay Area agencies on high-speed rail issues affecting San Francisco, including project development and funding strategies to bring the high-speed rail system from the Central Valley to the Bay Area and ultimately to downtown San Francisco via The Portal project. We will coordinate with CHSRA on state-level engagement to seek reauthorization of California's cap-and-trade program, to unlock funding for transit projects including The Portal. We will also collaborate with CHSRA on projects within San Francisco, including The Portal, PAX, and Fourth and King Railyards.
- **The Portal (Downtown Rail Extension).** We will continue to serve as an integral member of the six-agency team, led by the Transbay Joint Powers Authority (TJPA), that is progressing The Portal project toward full funding and construction. In FY 2025/26, we will work in partnership with TJPA and other agencies to advance the project's funding plan, in particular through advocacy for extension of the state's cap-and-trade program. We will continue to lead local oversight efforts as TJPA progresses the procurement of the project's major contracts and advances other pre-construction activities. We also will work with TJPA to complete implementation of The Portal Governance Blueprint, including establishment of the project's Change Control Board, and continue to advise and support San Francisco representatives to the TJPA Board.
- **Fourth and King Railyards.** We will continue to actively participate in planning and project development for the Caltrain Railyards site at Fourth and King streets through our active participation in the Railyards Memorandum of Understanding Working Group. We will work with Caltrain and the City as technical planning proceeds and as proposals for development at the site provide for integration with Caltrain facility and operational needs. We will also support coordination with The Portal station delivery plans at that site. We will track Railyards capital and funding plans as the development project advances through approval processes. We will continue to coordinate Railyards planning work with the PAX project through the PAX Bridging Study.
- **22nd Street Station ADA Improvements.** We will support Caltrain in advancing design and engagement for planned upgrades to improve access at the 22nd Street Station, as recommended by the 22nd Street Station ADA Access Improvement Feasibility Study. We will continue to work with Caltrain to advance a funding strategy for these improvements, including support for grant applications to regional, state, and federal sources.
- **Muni Metro Modernization Program Development.** We will continue providing enhanced oversight and planning/program development support to SFMTA in advancing its program of needed investments in the Muni Metro system, including

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state of good repair and capacity expansion improvements. This includes the SFMTA-led Muni Metro Core Capacity Study, which will be completed in FY 2025/26. The Core Capacity Study is developing a program of investment to be put forward for Federal Transit Administration (FTA) Core Capacity grant funds. We will also continue to support advancement of the **Muni Metro Train Control Upgrade Project**, which was awarded a significant state grant in October 2024.

- **Potrero and Presidio Yards Modernization Projects.** We will continue to provide enhanced oversight of the planned re-builds of these two critical SFMTA transit facilities. The Potrero Yard Modernization Project will replace the existing site with a modern transit facility to serve Muni's zero-emission trolley bus fleet, with the plan to build an integrated joint development housing component. The project is scheduled to move into the construction phase in FY 2025/26. The Presidio Yard Modernization Project is in the planning phase and is envisioned to rebuild the existing facility with a modern transit facility as well as provide for an adjacent development opportunity.
- **BART Core Capacity and Faregates/Station Modernization Oversight.** We will continue to provide enhanced oversight of BART's Core Capacity program, including participation in FA's regular oversight meetings and process. We will coordinate with MTC and other partners, as needed, on this Prop L major transit project. We will also continue to oversee BART's implementation of new faregates, elevators, and other improvements at San Francisco stations.
- **Peninsula Corridor Electrification Project and Capital Improvement Program (CIP) support.** We will provide technical and funding partner oversight for closeout of the Peninsula Corridor Electrification Project, which entered revenue service in September 2024. Caltrain anticipates completing remaining work items in late 2025. We will participate in the project's lessons learned process and continue to provide advice to San Francisco's representatives to the Peninsula Corridor Joint Powers Board. We are also providing support on Caltrain's CIP program development, as the Transportation Authority provides San Francisco's capital contribution to Caltrain from our Prop L sales tax program on behalf of the city.
- **Vision Zero.** We will continue to convene quarterly presentations to the CAC and Board to highlight the work that city agencies are doing to advance the goals of Vision Zero, including updates on project delivery and the SFMTA's rollout of speed safety cameras, and program evaluation. Starting this year, we will participate as a Core Agency on the interdepartmental working group to advance Vision Zero. We will continue to support local studies and planning efforts led by partners, including continuing to oversee and participate in the implementation of SFMTA's Biking and Rolling Plan and other safe streets projects and initiatives.

Attachment 1

Proposed Work Program

- **Other Project Delivery Support and Oversight.** Support and oversee project delivery of Better Market Street and continue coordinating and collaborating with major transportation infrastructure departments (SFMTA, SFPW, SFPUC) to improve project delivery. Work closely with SFPW, SFMTA, and Caltrans on near-term 19th Avenue paving improvements.

TRANSPARENCY AND ACCOUNTABILITY

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

Board Operations and Support. Staff Board and CAC meetings including standing and ad hoc committees as well as TIMMA Board and Committee meetings. Includes supporting hybrid meetings to enable remote public participation.

Communications and Community Relations. Execute the agency's communications and engagement strategy with the public, our Board, various interest groups, our Community, Business, and Labor Roundtables, and other government agencies. This is accomplished through various means, including fostering media and community relations; developing strategic communications plans for projects and policy initiatives; disseminating agency news and updates through 'The Messenger' electronic newsletter; social media and other web-based communications; supporting public outreach; and helping coordinate events to promote the agency's work. Communications staff regularly participate in training to advance outreach skills. Key initiatives in FY 2025/26 include:

- Refine outreach and communications techniques by incorporating the latest engagement techniques for the public, with a focus on accessibility, racial equity and seeking to engage Equity Priority Communities as well as contractors and underutilized businesses through our Equity in Infrastructure Program participation.
- Enhance/update the agency website and branding. Provide ongoing review of the agency's website (sfcta.org) ensuring content is updated and functionality and reporting features operate in alignment with best practices.
- Support Board and agency experts in thought leadership roles and speaking engagements.
- Support project delivery events (groundbreakings, ribbon cuttings).

Attachment 1 Proposed Work Program

- Nominate notable agency and San Francisco projects for industry recognition/awards.

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

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

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

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

Systems Modernization and Integration. Ongoing enhancement and maintenance for the enterprise resource planning system (business management and accounting software) to improve accounting functions, general ledger reconciliations, project management tools, contacts/customer relationship management databases and financial reporting.

Contract Support. Oversee the procurement process for professional consultant contracts, prepare contracts, and manage compliance for contracts and associated memoranda of agreement and understanding.

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 as well as participation in the Equity in Infrastructure Program. Continue to identify opportunities to further advance racial equity on active projects by developing additional actions focused on outreach and project work.

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

Administer our own DBE and LBE program, review and update policy for any new state and federal requirements, conduct outreach and review applications, and award certifications to 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 and Procedures. Maintain and update Administrative Code, Rules of Order, fiscal, debt, procurement, investment, travel, and other policies. Update guidelines and procedures for new staff. Continue to document and update office policies, procedures, and guidance for new and existing staff.

Attachment 1

Proposed Work Program

Human Resources. Administer recruitment, personnel, and benefits management and office procedures. We conduct or provide training for staff in multiple areas of project management, communication, and technical skills. We advance agency workplace excellence initiatives through staff working groups, training, and other means. Conduct salary survey in keeping with undertaking surveys every three years to ensure agency remains competitive.

Office Management and Administrative Support. Maintain facilities and provide procurement of goods and services and administration of services contracts. Staff front desk reception and other facilities management duties.

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

Information Technology. Provide internal development and support; update all conference room audio visual equipment and 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. Assess and update security, resilience and redundancy protocols, and update process documentation.



Preliminary Annual Budget by Fund

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	Preliminary Fiscal Year 2025/26 Annual Budget
Revenues:							
Sales Tax Revenues	\$ 108,387,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,387,600
Vehicle Registration Fee	-	-	-	4,546,000	-	-	4,546,000
Traffic Congestion Mitigation Tax	-	-	-	-	-	8,820,000	8,820,000
Interest Income	712,415	-	511	25,398	-	1,114,577	1,852,901
Program Revenues	-	61,774,085	701,813	-	10,664,370	-	73,140,268
Total Revenues	109,100,015	61,774,085	702,324	4,571,398	10,664,370	9,934,577	196,746,769
Expenditures:							
Capital Project Costs	127,126,338	60,559,857	756,000	7,500,000	10,061,838	4,550,000	210,554,033
Administrative Operating Costs	8,298,066	4,593,022	41,907	229,300	736,915	215,258	14,114,468
Debt Service Costs	23,482,914	-	-	-	-	-	23,482,914
Total Expenditures	158,907,318	65,152,879	797,907	7,729,300	10,798,753	4,765,258	248,151,415
Other Financing Sources (Uses):	106,486,823	3,378,794	-	-	134,383	-	110,000,000
Net change in Fund Balance	\$ 56,679,520	\$ -	\$ (95,583)	\$ (3,157,902)	\$ -	\$ 5,169,319	\$ 58,595,354
Budgetary Fund Balance, as of July 1	\$ (44,483,585)	\$ -	\$ 792,859	\$ 9,247,434	\$ -	\$ 25,674,945	\$ (8,768,347)
Budgetary Fund Balance, as of June 30	\$ 12,195,935	\$ -	\$ 697,276	\$ 6,089,532	\$ -	\$ 30,844,264	\$ 49,827,007



**San Francisco
County Transportation
Authority**

**Attachment 3
Preliminary Fiscal Year 2025/26 Annual Budget
Comparison of Revenues and Expenditures**

Category	Proposed Fiscal Year 2024/25 Amended Budget	Preliminary Fiscal Year 2025/26 Annual Budget	Variance from Fiscal Year 2024/25 Amended Budget	% Variance
Sales Tax Revenues	\$ 108,308,000	\$ 108,387,600	\$ 79,600	0.1%
Vehicle Registration Fee	4,545,508	4,546,000	492	0.0%
Traffic Congestion Mitigation Tax	8,500,000	8,820,000	320,000	3.8%
Interest Income	1,485,645	1,852,901	367,256	24.7%
Program Revenues				
Federal	31,403,579	37,357,731	5,954,152	19.0%
State	24,276,739	21,758,764	(2,517,975)	-10.4%
Regional and other	11,291,478	14,023,773	2,732,295	24.2%
Total Revenues	189,810,949	196,746,769	6,935,820	3.7%
Capital Project Costs	219,424,030	210,554,033	(8,869,997)	-4.0%
Administrative Operating Costs				
Personnel expenditures	10,231,638	10,671,253	439,615	4.3%
Non-Personnel expenditures	3,336,008	3,443,215	107,207	3.2%
Debt Service Costs	24,983,500	23,482,914	(1,500,586)	-6.0%
Total Expenditures	257,975,176	248,151,415	(9,823,761)	-3.8%
Other Financing Sources (Uses)	65,000,000	110,000,000	45,000,000	69.2%
Net change in Fund Balance	\$ (3,164,227)	\$ 58,595,354	\$ 61,759,581	
Budgetary Fund Balance, as of July 1	\$ (5,604,120)	\$ (8,768,347)		
Budgetary Fund Balance, as of June 30	\$ (8,768,347)	\$ 49,827,007		



	Preliminary Annual Budget by Fund						Preliminary Fiscal Year 2025/26 Annual Budget
	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	
Revenues:							
Sales Tax Revenues	\$ 108,387,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,387,600
Vehicle Registration Fee	-	-	-	4,546,000	-	-	4,546,000
Traffic Congestion Mitigation Tax	-	-	-	-	-	8,820,000	8,820,000
Interest Income	712,415	-	511	25,398	-	1,114,577	1,852,901
Program Revenues							
Federal							
Advanced Transportation and Congestion Management Technologies Deployment	-	-	-	-	394,302	-	394,302
Community Change Grant - Treasure Island Connects	-	-	-	-	5,987,632	-	5,987,632
Congestion Mitigation and Air Quality Improvement Program - YBI Multi-Use Path	-	740,316	-	-	-	-	740,316
Ferry Boat Discretionary Funds - Treasure Island Ferry Terminal	-	-	-	-	3,110,507	-	3,110,507
FHWA State Planning and Research Funds - San Francisco Freeway Network Management	-	791,902	-	-	-	-	791,902
Highway Bridge Program - Yerba Buena Island (YBI) Westside Bridges	-	11,562,540	-	-	-	-	11,562,540
Reconnecting Communities & Neighborhoods Program - Geary-Fillmore Underpass Study	-	797,305	-	-	-	-	797,305
Rebuilding American Infrastructure with Sustainability and Equity - YBI Westside Bridges	-	11,960,337	-	-	-	-	11,960,337
Safe Streets and Roads for All - Vision Zero Ramps Intersection Study Phase 3	-	203,501	-	-	-	-	203,501
Surface Transportation Program 3% Revenue and Augmentation	-	1,809,389	-	-	-	-	1,809,389
State							
Affordable Housing and Sustainable Communities - Treasure Island Ferry Terminal	-	-	-	-	777,627	-	777,627
Active Transportation Program - YBI Multi-Use Path	-	3,329,253	-	-	-	-	3,329,253
Planning, Programming & Monitoring SB45 Funds	-	380,000	-	-	-	-	380,000
Infill Infrastructure Grant Program - Hillcrest Road Improvement Project	-	7,000,000	-	-	-	-	7,000,000
Senate Bill 1 Local Partnership Program - I-280 SB Ocean Ave Off-Ramp Realignment Project	-	-	-	-	-	-	-
Senate Bill 1 Local Partnership Program - YBI Hillcrest Road Improvement Project	-	857,820	-	-	-	-	857,820
Senate Bill 1 Local Partnership Program - YBI Westside Bridges	-	7,888,369	-	-	-	-	7,888,369
Seismic Retrofit Proposition 1B - YBI Westside Bridges	-	1,016,111	-	-	-	-	1,016,111
Sustainable Communities - Bayview Street Safety and Truck Relief Study	-	305,140	-	-	-	-	305,140
Sustainable Communities - Brotherhood Way Safety and Circulation Plan	-	204,444	-	-	-	-	204,444
Regional and other							
BATA - I-80/YBI Interchange Improvement	-	8,597,658	-	-	-	-	8,597,658
BATA - YBI Multi-Use Path	-	750,000	-	-	-	-	750,000
SFMTA - Travel Demand Modeling Assistance	-	75,000	-	-	-	-	75,000
Treasure Island Community Development LLC - Ferry Exchange	-	-	-	-	394,302	-	394,302
TIDA - I-80/YBI Interchange Improvement	-	500,000	-	-	-	-	500,000
TIDA - YBI Westside Bridges	-	3,005,000	-	-	-	-	3,005,000
Vehicle Registration Fee Revenues (TFCA)	-	-	701,813	-	-	-	701,813
Total Revenues	\$ 109,100,015	\$ 61,774,085	\$ 702,324	\$ 4,571,398	\$ 10,664,370	\$ 9,934,577	\$ 196,746,769



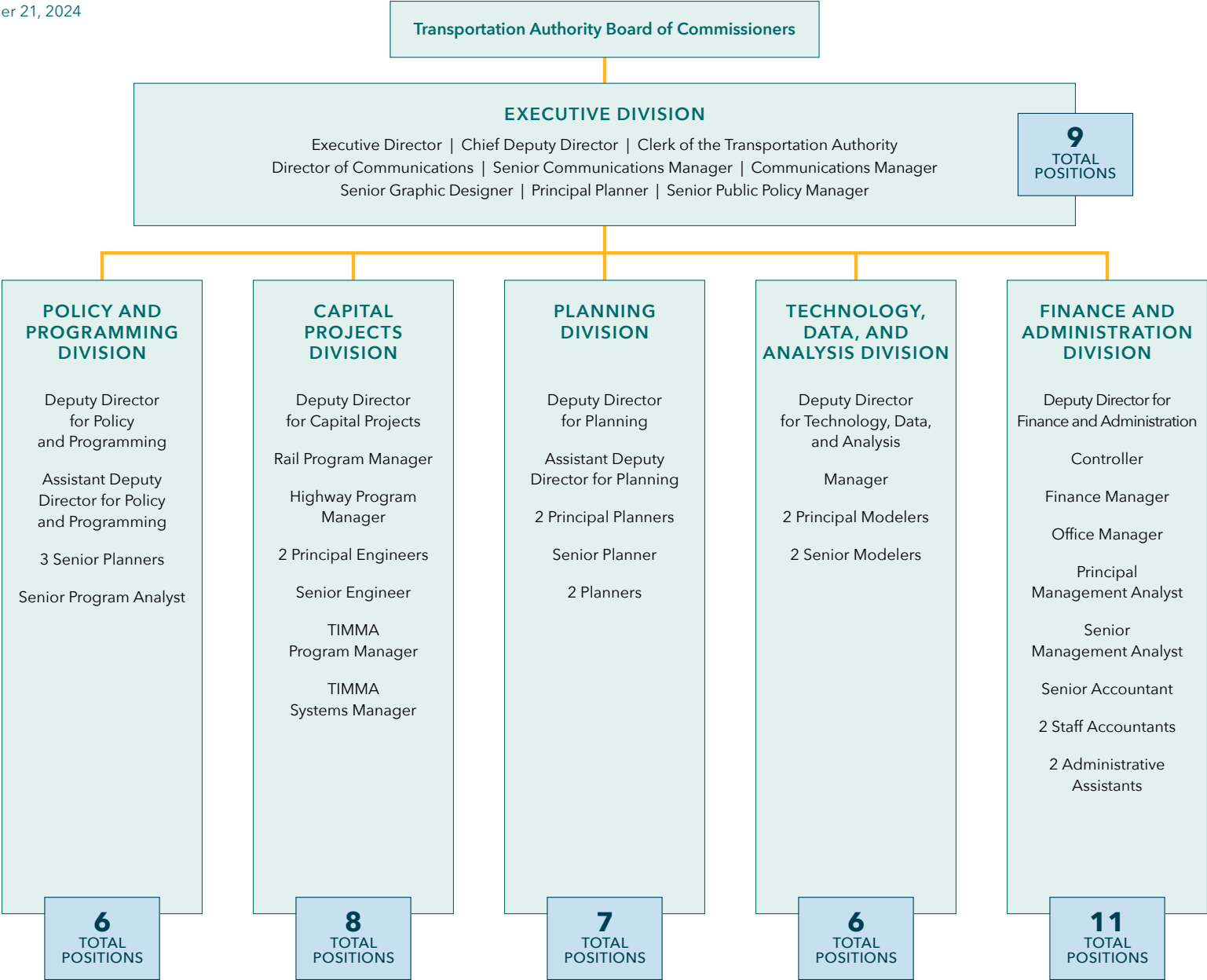
	Preliminary Annual Budget by Fund						Preliminary Fiscal Year 2025/26 Annual Budget
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
Expenditures:							
Capital Project Costs							
Individual Project Grants, Programs & Initiatives	\$ 125,000,000	\$ -	\$ 756,000	\$ 7,500,000	\$ -	\$ 4,500,000	\$ 137,756,000
Technical Professional Services	2,126,338	60,559,857	-	-	10,061,838	50,000	72,798,033
Administrative Operating Costs							
Personnel Expenditures							
Salaries	3,126,864	3,042,310	27,938	152,867	423,210	143,505	6,916,694
Fringe Benefits	1,563,432	1,521,155	13,969	76,433	211,605	71,753	3,458,347
Pay for Performance	296,212	-	-	-	-	-	296,212
Non-personnel Expenditures							
Administrative Operations	2,829,658	29,557	-	-	99,000	-	2,958,215
Equipment, Furniture & Fixtures	421,900	-	-	-	-	-	421,900
Commissioner-Related Expenses	60,000	-	-	-	3,100	-	63,100
Debt Service Costs							
Fiscal Charges	525,000	-	-	-	-	-	525,000
Interest Expenses	7,222,914	-	-	-	-	-	7,222,914
Bond Principal Payment	15,735,000	-	-	-	-	-	15,735,000
Total Expenditures	\$ 158,907,318	\$ 65,152,879	\$ 797,907	\$ 7,729,300	\$ 10,798,753	\$ 4,765,258	\$ 248,151,415
Other Financing Sources (Uses):							
Transfers in - Prop K Match to Grant Funding	-	3,378,794	-	-	134,383	-	3,513,177
Transfers out - Prop K Match to Grant Funding	(3,513,177)	-	-	-	-	-	(3,513,177)
Draw on Revolving Credit Agreement	110,000,000	-	-	-	-	-	110,000,000
Total Other Financing Sources (Uses)	106,486,823	3,378,794	-	-	134,383	-	110,000,000
Net change in Fund Balance	\$ 56,679,520	\$ -	\$ (95,583)	\$ (3,157,902)	\$ -	\$ 5,169,319	\$ 58,595,354
Budgetary Fund Balance, as of July 1	\$ (44,483,585)	\$ -	\$ 792,859	\$ 9,247,434	\$ -	\$ 25,674,945	\$ (8,768,347)
Budgetary Fund Balance, as of June 30	\$ 12,195,935	\$ -	\$ 697,276	\$ 6,089,532	\$ -	\$ 30,844,264	\$ 49,827,007
Fund Reserved for Program and Operating Contingency	\$ 10,838,760	\$ -	\$ 70,181	\$ 454,600	\$ -	\$ 882,000	\$ 12,245,541

Agency Structure 47 STAFF POSITIONS



San Francisco
County Transportation
Authority

Revised November 21, 2024



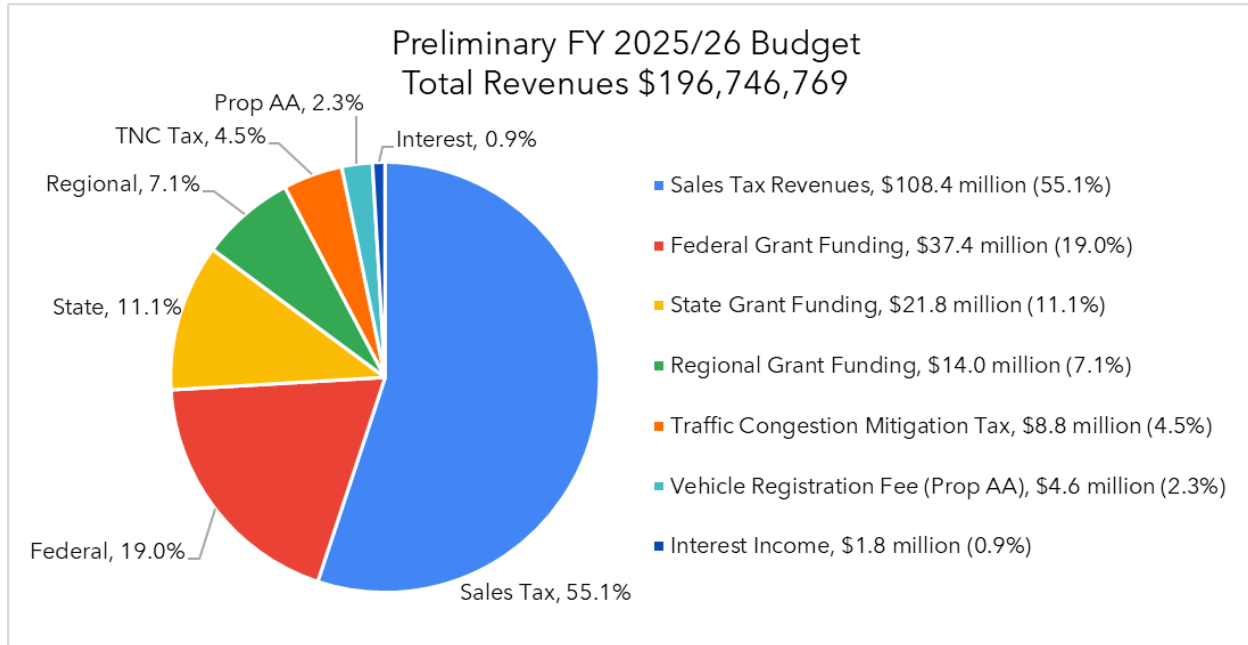
TIMMA:
Treasure
Island Mobility
Management
Agency

Attachment 6

Line Item Descriptions

TOTAL PROJECTED REVENUES.....\$196,746,769

The following chart shows the composition of revenues for the preliminary Fiscal Year (FY) 2025/26 budget.



Prop L Sales Tax Revenues:\$108,387,600

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

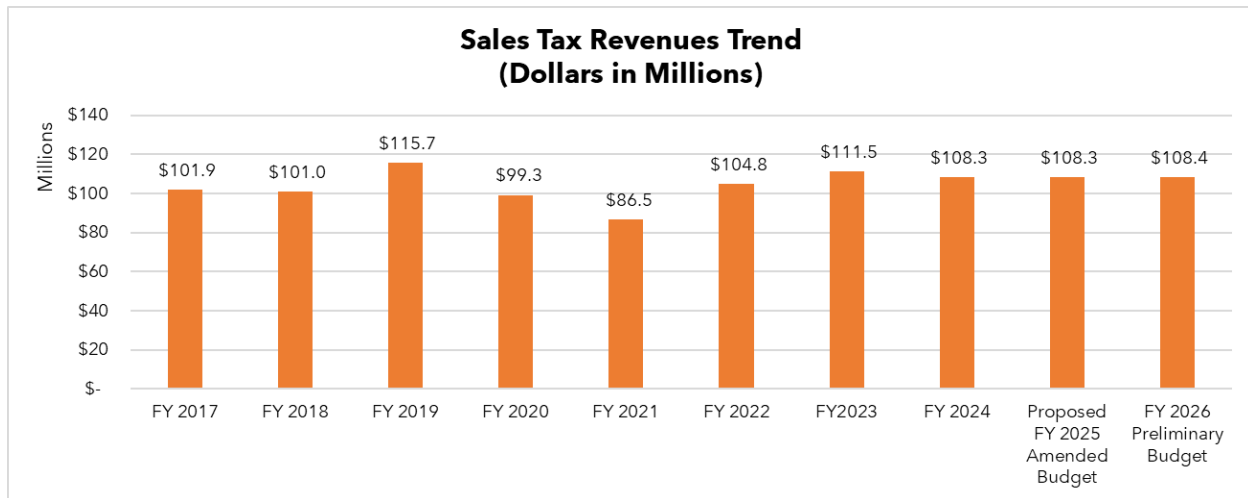
Based on sales tax receipts collected through January 2025 and in coordination with the City's Controller's Office, we project sales tax revenues for FY 2025/26 to remain relatively flat and in line with the FY 2024/25 budgeted revenues. While the inflation rate is anticipated to rise, increased costs in essential non-taxable sectors (particularly housing, medical, and energy expenses) are limiting disposable income and reducing discretionary spending on taxable goods. Sales tax revenues have not fully recovered from pre-pandemic levels, which remains at 6.3% lower than FY 2018/19 revenues of \$115.7 million. Due to the uncertainty of the current economic conditions and the impacts to sales tax revenues, we are holding sales

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Line Item Descriptions

tax revenues steady but will continue to closely monitor this revenue stream. The sales tax revenue projection is net of the California Department of Tax and Fee Administration's charges for the collection of the tax and excludes interest earnings budgeted in Interest Income.

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



Attachment 6

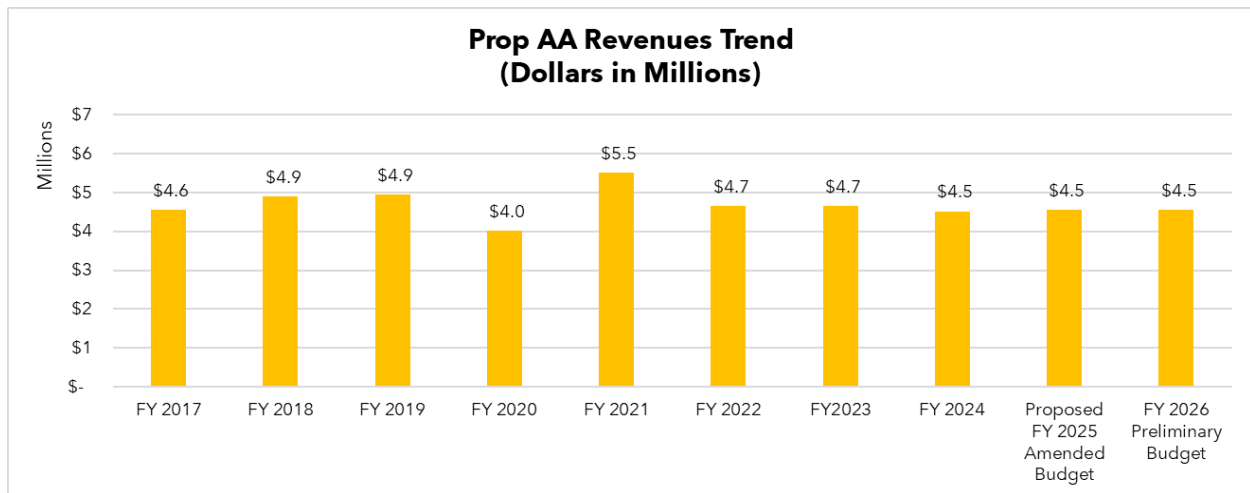
Line Item Descriptions

Vehicle Registration Fee for Transportation Improvements Program (Prop AA) **Revenues:.....\$4,546,000**

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 through FY 2023/24 and FY 2024/25 revenues to date, we project FY 2025/26 Prop AA revenues will be in line with the budget revenues for FY 2024/25, which was based on actual revenues through FY 2023/24 and the first eight months of FY 2024/25. These consistent revenues reflect a stable number of vehicles registered in San Francisco after having seen declining population trends during and following the pandemic. This amount is net of the Department of Motor Vehicles' charges for the collection of these fees.

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



Traffic Congestion Mitigation Tax (TNC Tax) Revenues:.....\$8,820,000

The Proposition D Traffic Congestion Mitigation Tax was passed by San Francisco voters in November 2019. The measure, also referred to as the TNC Tax, is a surcharge on commercial ride-hail trips that originate in San Francisco, for the portion of the trip within the city. The tax also applies to private transit companies and rides given by autonomous vehicles commercially. Single occupant trips are taxed at 3.25%. 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)

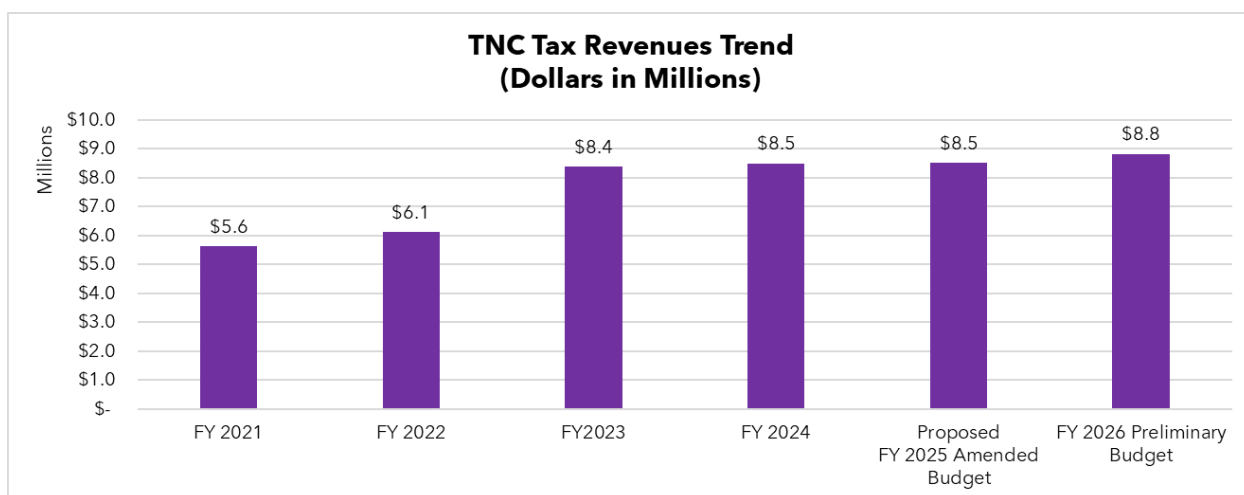
Attachment 6

Line Item Descriptions

receives the other 50% of revenues. The City began collecting TNC Tax revenues on January 1, 2020.

Based on revenues earned through December 2024 and through continuous discussions and coordination with the City's Controller's Office and the SFMTA, TNC Tax revenues for FY 2025/26 are projected to increase slightly versus the budget for FY 2024/25 due to an increased number of rides and the expiration of a temporarily discounted tax rate for zero emissions TNC rides. TNC Tax revenues are aligned with the City's Controller's Office estimates in the FY 2024/25 Six-Month Budget Status Report.

This chart reflects the four-year historical and two-year budgeted receipts for the Transportation Authority's share of 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:.....\$1,852,901

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 of Sales Tax and TNC Tax capital project reimbursement requests. Our cash balance consists largely of allocated Sales Tax and TNC Tax funds, which are invested until invoices are received and sponsors are reimbursed. The FY 2025/26 budget for interest income shows a \$367,256 or 24.7% increase as compared to the FY 2024/25 amended budget which is mainly due to an anticipated higher bank balance in the TNC Tax Pool account and TNC capital project costs are budgeted lower than revenues, thus more interest is earned on the deposits. The budget does not include any adjustments that would occur due to Governmental Accounting Standards Board Statement No. 31 which is an adjustment to report the change in fair value of investments in the Pool.

Attachment 6

Line Item Descriptions

Congestion Management Agency (CMA) Programs Federal, State and Regional Grant Revenues:.....\$61,774,085

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 2025/26 will be used to cover ongoing staffing and professional/technical service contracts required to implement the CMA programs and projects, as well as for large projects undertaken in our role as CMA. CMA revenues are comprised of federal, state, and regional funds received from agencies such as the MTC, the California Department of Transportation (Caltrans), and the United States Department of Transportation (USDOT). Some of these grants are project-specific, such as those for the Yerba Buena Island (YBI) West Side Bridges Project, Torpedo Building preservation work and Pier E-2 parking lot reconstruction work of the YBI Southgate Road Realignment Project, YBI Hillcrest Road Improvement Project, YBI Multi-Use Path Project, and Geary-Fillmore Underpass Community Planning Study. Other funding sources, such as federal Surface Transportation Program (STP) funds and state Planning, Programming and Monitoring funds, can be used to fund a number of eligible planning, programming, model development, and project delivery support activities, including the San Francisco Transportation Plan update and the Congestion Management Program. Regional CMA program revenues include City agency contributions for projects such as travel demand model services provided to City agencies in support of various projects and Bay Area Toll Authority (BATA) contributions for projects such as the Torpedo Building preservation work and Pier E-2 parking lot reconstruction work of the YBI Southgate Road Realignment Project.

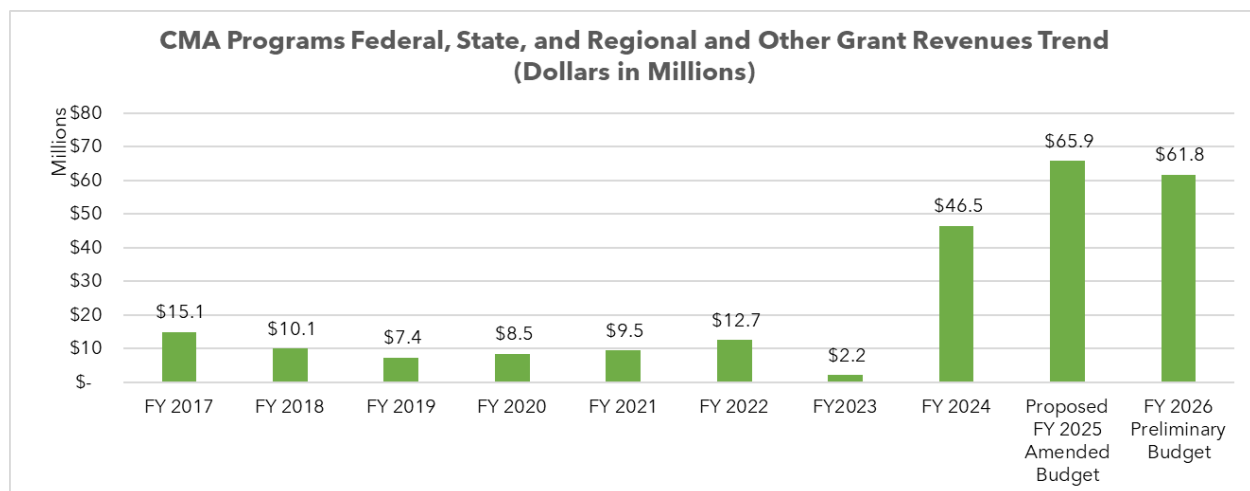
The FY 2025/26 budget includes \$48.8 million from federal and state funding in the CMA program revenues. Some of the major drivers of the federal and state funding for FY 2025/26 are YBI West Side Bridges Project (\$32.4 million), YBI Hillcrest Road Improvements Project (\$7.9 million), projects funded by the STP funds as mentioned above (\$1.8 million), YBI Multi-Use Path Project (\$3.3 million), and Geary-Fillmore Underpass Community Planning Study (\$797,305). This is a \$6.6 million decrease as compared to FY 2024/25, largely due to a \$9 million decrease in state reimbursements from the Infill Infrastructure Grant Program and Senate Bill 1 Local Partnership Program Formulaic funds for the YBI Hillcrest Road Improvements Project, as the construction project approaches substantial completion by Fall 2026. This decrease is offset by an increase of \$2.8 million in state Active Transportation

Attachment 6

Line Item Descriptions

Program grant funding for the design phase of the YBI Multi-Use Path Project, and the addition of \$791,902 in new federal grant funding for the San Francisco Freeway Network Management Study and \$305,140 in new state grant funding for the Bayview Street Safety and Truck Relief Study. The budget for CMA program revenues also includes \$12.9 million from regional and other funding, a \$2.4 million increase as compared to FY 2024/25, largely due to an increase in regional funding from the BATA and Treasure Island Development Authority for construction activities in the Torpedo Building preservation work and Pier E-2 parking lot reconstruction work of the YBI Southgate Road Realignment Project, as well as construction activities for the YBI West Side Bridges Retrofit Project.

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



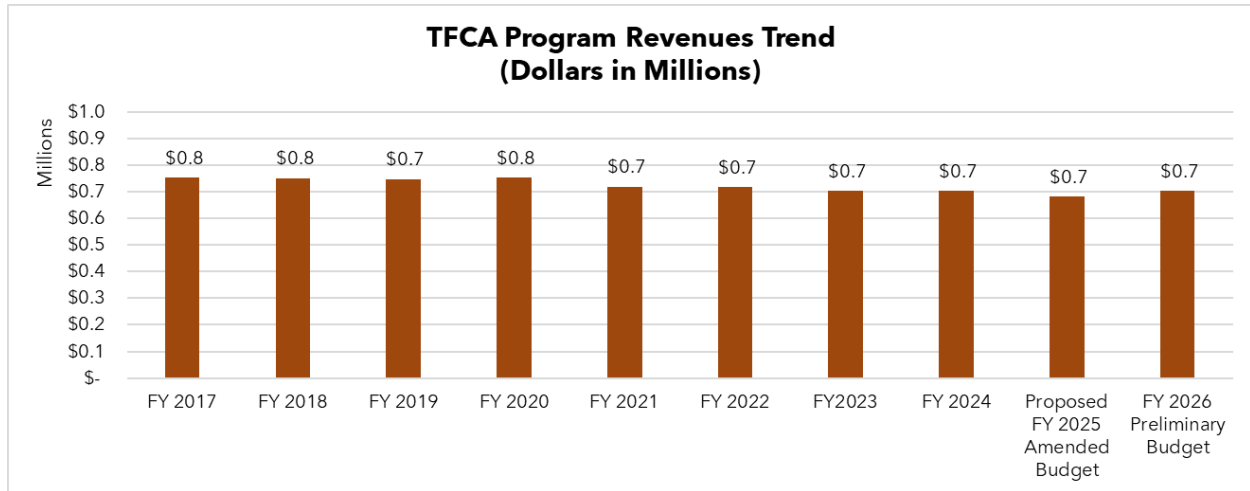
Transportation Fund for Clean Air (TFCA) Program Regional Revenues:.....\$701,813

On June 15, 2002, the Transportation Authority was designated to act as the overall program manager for the county share (40 Percent Fund) of transportation funds available through the TFCA program. The TFCA vehicle registration fee revenues (excluding interest earnings in the Interest Income section above) are derived from a \$4 surcharge on vehicles registered in the nine Bay Area counties and must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. The \$701,813 of TFCA revenues in FY 2025/26 from vehicle registration fees calculated by the Bay Area Air District (Air District), which administers these revenues, based on actual Calendar Year 2024 revenues. The Air District will account for any differences between actual and projected FY2025/26 revenues in future TFCA cycles. The Air District also reprogrammed \$20,780 of de-obligated funds from past fiscal years to revenues in FY 2025/26. TFCA revenues for FY 2024/25 together with the additional reprogrammed funds are expected to increase by 4.8% compared to FY 2024/25, due to slightly more reprogrammed funds.

Attachment 6

Line Item Descriptions

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



Treasure Island Mobility Management Agency (TIMMA) Program

Revenues:.....\$10,664,370

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

The TIMMA FY 2025/26 revenues will be presented as a separate item to the TIMMA Committee and Board at their upcoming May and June meetings, respectively.

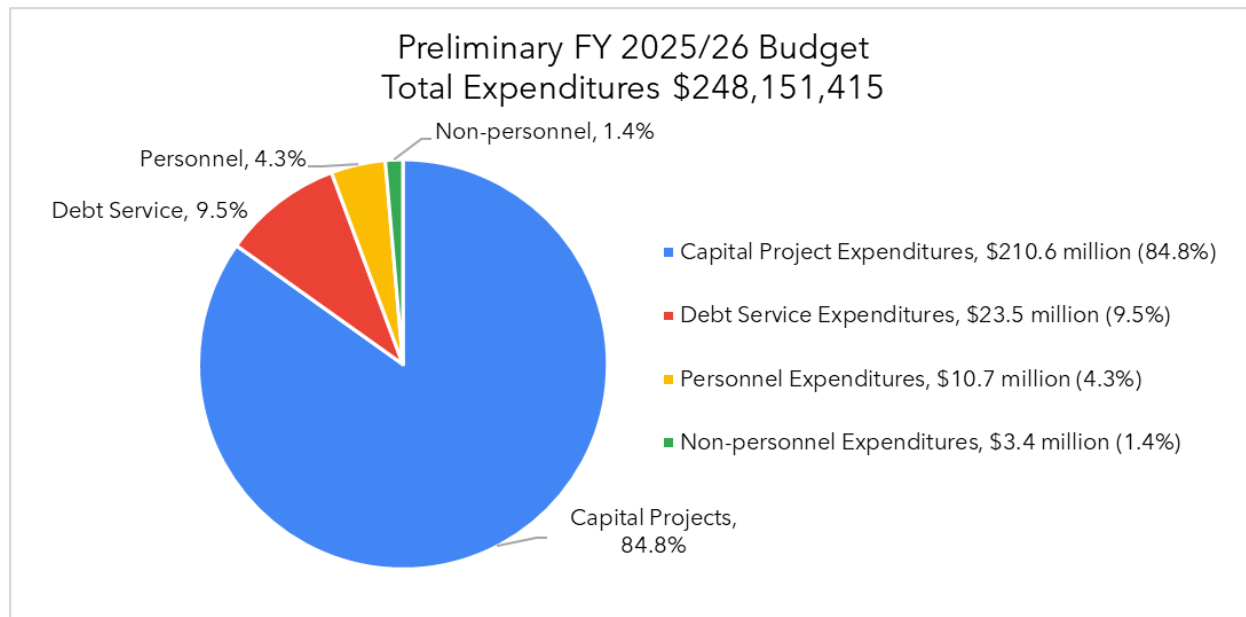
Attachment 6

Line Item Descriptions

TOTAL PROJECTED EXPENDITURES.....\$248,151,415

Total Expenditures projected for the budget year are comprised of Capital Project Expenditures of \$210.6 million, Administrative Operating Expenditures of \$14.1 million, of which \$10.7 million is for Personnel Expenditures and \$3.4 million is for Non-personnel Expenditures, and Debt Service Expenditures of \$23.5 million.

The following chart shows the composition of expenditures for the preliminary FY 2025/26 budget.



CAPITAL PROJECT EXPENDITURES.....\$210,554,038

Capital project expenditures in FY 2025/26 are budgeted to decrease from the FY 2024/25 amended budget by an estimated 4.0%, or \$8.9 million, which is primarily due to anticipated lower capital expenditures for the Sales Tax and CMA Programs. Expenditures by Program Fund are detailed below.

Sales Tax Program Expenditures:.....\$127,126,338

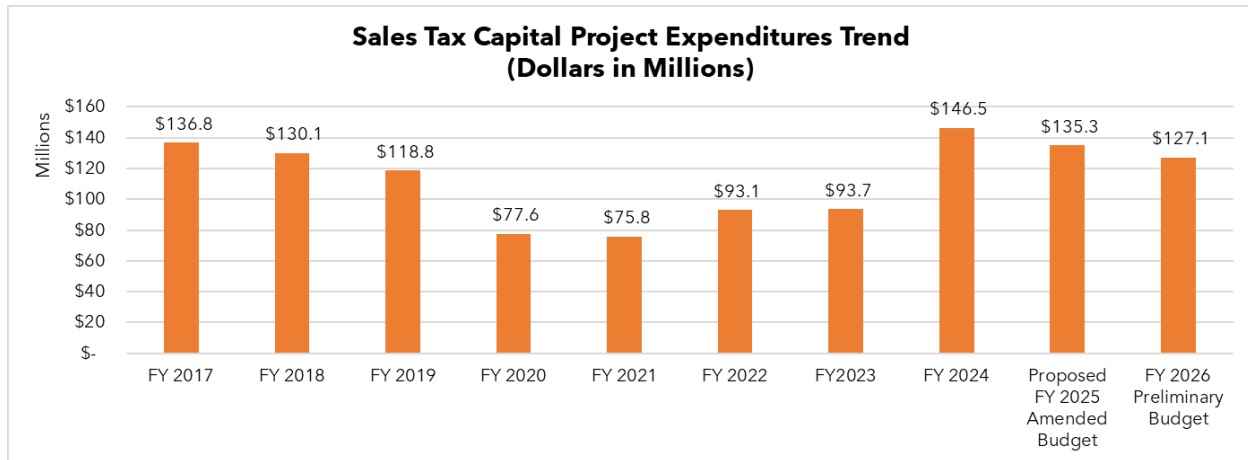
The estimate of sales tax capital expenditures reflects the ongoing coordination with project sponsors to maintain up-to-date project reimbursement schedules for the existing Prop K grants (which carried forward into Prop L) with large remaining balances as well as the expected timing for reimbursements and new allocations of Prop L funds. The primary drivers of Sales Tax capital expenditures for FY 2025/26 are SFMTA's Muni maintenance, rehabilitation and replacement projects, which include various projects such as motor coach and battery electric bus procurements (\$20 million) and facility modernization and electrification projects at Potrero, Presidio, Woods/Islands Creek and 1399 Marin maintenance yards (\$10 million); BART's Core Capacity Program Fleet of the Future 54 expansion cars (\$27

Attachment 6

Line Item Descriptions

million); SFMTA's Paratransit operations (\$13 million); The Portal (Downtown Rail Extension) (\$12.5 million anticipated to be allocated in FY 2025/26); various Caltrain state of good repair initiatives (\$12 million); and SF Public Works' Pavement Renovation projects (\$4 million).

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



Attachment 6

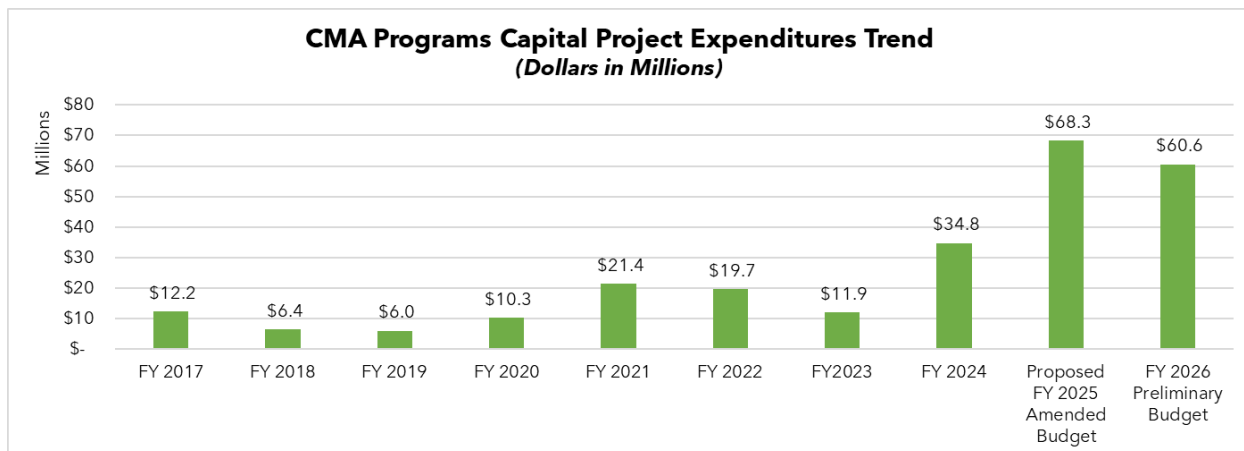
Line Item Descriptions

CMA Programs Expenditures:.....\$60,559,857

This line item includes construction activities and technical consulting services such as planning, programming, engineering, design, environmental, or programming services, which are needed in order to fulfill our CMA responsibilities under state law. Included are various projects such as YBI Hillcrest Road Improvement Project, YBI Multi-Use Path Project, Geary-Fillmore Underpass Community Planning Study and San Francisco Freeway Network Study. Also included is the YBI West Side Bridges and Torpedo Building Rehabilitation work and Pier E-2 work of the YBI Southgate Road Realignment Project.

Expenditures in FY 2025/26 are budgeted to decrease by 11.3%, or \$7.7 million, as compared to FY 2024/25 amended budget. This decrease is primarily due to decreased construction activities for the YBI Hillcrest Road Improvement Project of \$7.9 million in capital expenditures. The primary drivers of CMA Programs capital expenditures for FY 2025/26 are construction activities for YBI West Side Bridges Project (\$35.2 million); YBI Hillcrest Road Improvement Project (\$9.4 million); Torpedo Building preservation work and Pier E-2 parking lot reconstruction work of the YBI Southgate Road Realignment Project (\$9.0 million).

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



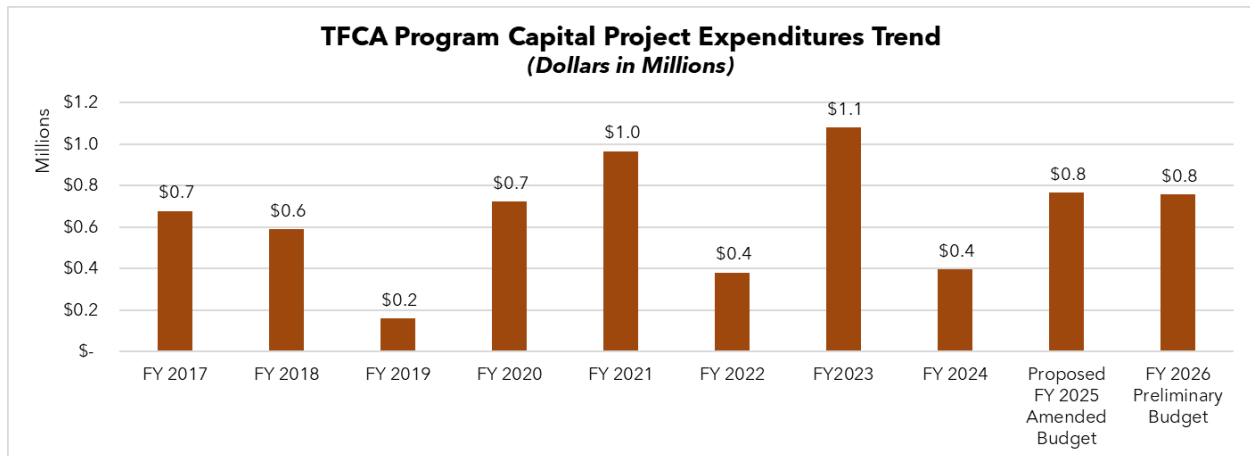
Attachment 6
Line Item Descriptions

TFCA Program Expenditures:.....\$756,000

This line item covers projects to be delivered with TFCA funds, a regional program administered by the Air District, with the Transportation Authority serving as the program manager for the county share (40 Percent Fund). 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 2025/26 projects, anticipated to be approved by the Board in June 2025, carryover prior year projects with multi-year schedules and FY 2024/25 projects that are taking longer to complete than originally anticipated.

This year's budget of \$756,000 is slightly lower than the FY 2024/25 amended budget by 1.1% or \$12,000. The largest capital project expenditures are anticipated for the SFMTA's Short-Term Bike Parking.

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



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Line Item Descriptions

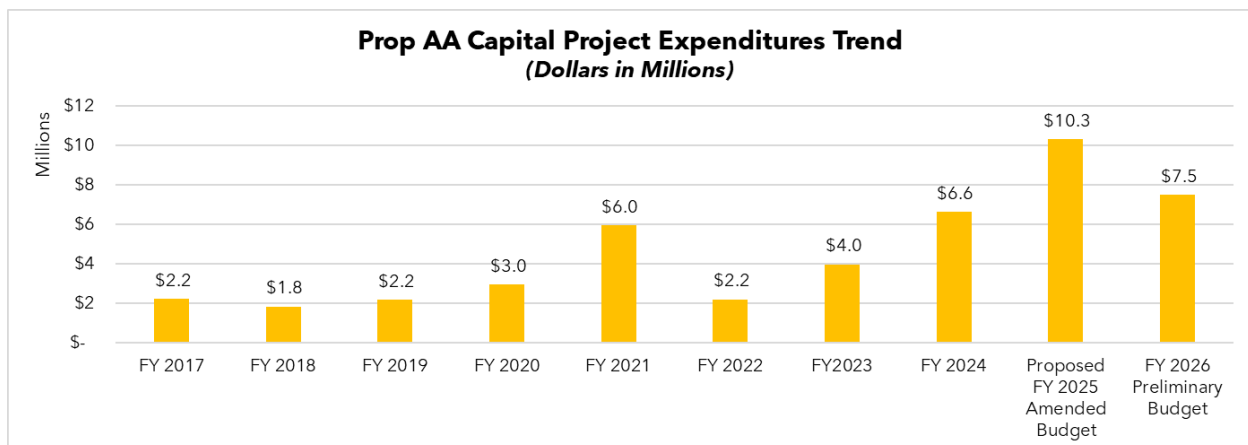
Vehicle Registration Fee for Transportation Improvements Program (Prop AA)

Expenditures:\$7,500,000

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 2025/26 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 2024/25. The largest capital project expenditures include San Francisco Public Works' 8th Street, Clay Street and Leavenworth Street Pavement Renovation; and Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation; and SFMTA's Transit Stop Signage Enhancement Program.

For FY 2025/26, we expect expenditures to decrease by 27.5%, or \$2.8 million, as compared to the FY 2024/25 amended budget of \$10.3 million. This decrease is expected as some large projects, such as SFPW's Mission and Geneva paving and Oakdale Lighting Improvement projects, have progressed past their most active periods.

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



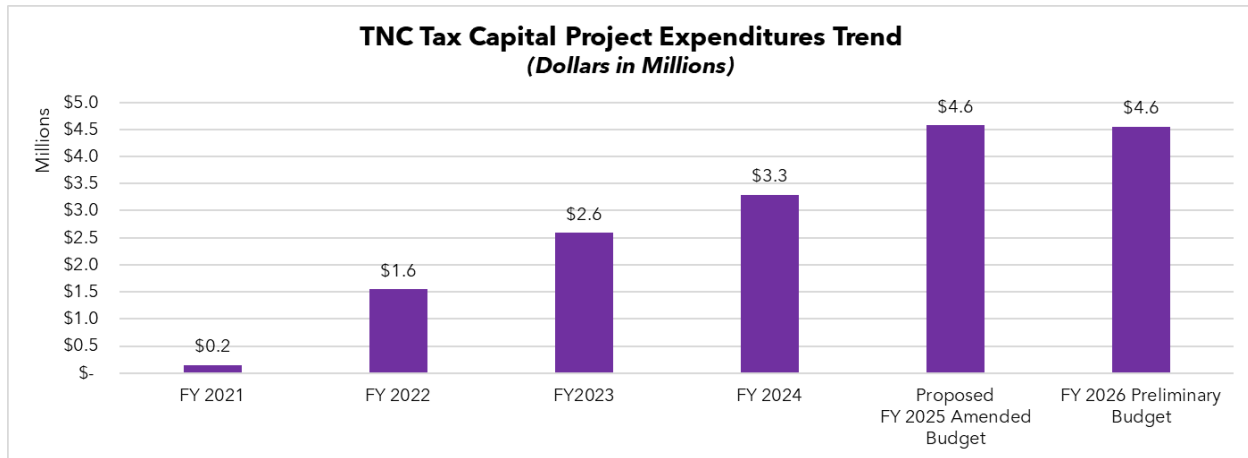
Attachment 6

Line Item Descriptions

Traffic Congestion Mitigation Tax Program (TNC Tax) Expenditures:.....\$4,550,000

Capital Project Costs for the TNC Tax Program in FY 2025/26 are expected to be at a similar level as the amended budget for FY 2024/25, which is based on previous allocations for SFMTA's Vision Zero Quick-Build Program and Residential Traffic Calming Program.

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



TIMMA Program Expenditures:.....\$10,061,838

The TIMMA FY 2025/26 expenditures will be presented as a separate item to the TIMMA Committee and Board at the upcoming May and June meetings, respectively.

ADMINISTRATIVE OPERATING EXPENDITURES.....\$14,114,468

Administrative operating expenditures in FY 2025/26 are budgeted to increase from the FY 2024/25 amended budget by \$546,822, or 4%. Operating expenditures include personnel, administrative, Commissioner-related, and equipment, furniture, and fixtures expenditures.

Personnel:.....\$10,671,253

Personnel costs are budgeted at a higher level by 4.3% as compared to the FY 2024/25 amended budget, reflecting a budget of 44 full-time equivalents. This increase is primarily due to the hiring of two new positions, a Highway Program Manager and a Transportation Planner. The increase in fringe benefits reflects the proportional increase in salaries as mentioned above, and rising healthcare costs. Personnel costs budgeted under the TIMMA program will be reflected in the Transportation Authority budget, as relevant, after it is presented to the TIMMA Committee. Capacity for merit increases is also included in the pay-for-performance and salary categories; however, there is no assurance of any annual pay increase. Employees are not entitled to cost of living increases. All salary adjustments are determined by the Executive Director based on merit only.

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Line Item Descriptions

Assembly Bill No. 2561 (McKinnor) requires public agencies to present the status of vacancies and recruitment and retention efforts at a public hearing at least once per fiscal year. For FY 2025/26, we have three unfilled positions: a TIMMA Program Manager, a TIMMA Systems Manager, and a Senior Transportation Modeler. These vacancies will be filled contingent upon securing sufficient funding and will be included in future year budgets or budget amendments, as needed. Recruitment for the TIMMA positions will commence after the adoption of the toll and affordability program.

In FY 2025/26, we anticipate conducting a comprehensive review of our job classifications, descriptions, base compensation and benefits is currently being conducted. The goal is to optimize personnel recruitment and retention by making every effort to compensate employees fairly and equitably and remain competitive with similar agencies in its compensation practices as the Transportation Authority's Personnel Manual calls for a periodic review of the Transportation Authority job classification structure. Changes to Personnel expenditures as a result of the revised job classifications and salary structure, if any, will be reflected in the FY 2025/26 mid-year budget amendment.

Non-Personnel:.....\$3,443,215

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

Non-personnel expenditures in FY 2025/26 are budgeted to increase from the FY 2024/25 amended budget by an estimated 3.2%, or \$107,207. This is mainly due to an increased budget for the replacement of all conference room audio visual equipment, as needed, to ensure reliability.

DEBT SERVICE COSTS.....\$23,482,914

On October 31, 2024, the Transportation Authority entered into a new Revolving Credit Agreement (RCA) with U.S. Bank National Association (U.S. Bank) for \$185 million and the full balance is currently available to draw upon for Sales Tax capital project costs. This line item assumes fees and interests of \$2.5 million related to the expected drawdown from the Revolving Credit Loan Agreement noted in the Other Financing Sources/Uses section, anticipated bond principal payment of \$15.7 million and interest payments of \$5.3 million

Attachment 6
Line Item Descriptions

related to our 2017 Sales Tax Revenue Bonds and anticipated drawdowns from the Revolving Credit Loan Agreement, and other costs associated with our debt program. Debt service expenditures in FY 2025/26 are budgeted to decrease from the FY 2024/25 amended budget by an estimated 6.0% or \$1.5 million.

OTHER FINANCING SOURCES/USES.....\$110,000,000

The Other Financing Sources/Uses section of the Line Item Detail for the FY 2025/26 budget includes anticipated drawdowns from the Revolving Credit Loan Agreement. We had budgeted our first tranche for a \$65 million drawdown from the Revolving Credit Loan Agreement in our FY 2024/25 amended budget. The estimated level of sales tax capital expenditures for FY 2025/26 may trigger the need to drawdown up to an additional \$110 million, leaving \$10 million left to borrow in the \$185 million Revolving Credit Loan Agreement. We will continue to monitor capital spending closely during the upcoming year through a combination of cash flow needs for allocation reimbursements, progress reports and conversations with project sponsors, particularly our largest grant recipient, the SFMTA.

This line item also includes inter-fund transfers of \$3.5 million among the sales tax, CMA, and TIMMA funds. These transfers represent Sales Tax appropriations to projects such as the YBI West Side Bridges, YBI Hillcrest Road Improvement Project, Geary-Fillmore Underpass Community Planning Study, San Francisco Freeway Network Study, and San Francisco Transportation Plan 2050+ projects.

BUDGETARY FUND BALANCE FOR CONTINGENCIES.....\$12,245,541

Our Fiscal Policy directs that we shall allocate not less than 5% and up to 15% of estimated annual sales tax revenues as a hedge against an emergency occurring during the budgeted fiscal year. In the current economic climate, a budgeted fund balance of \$10.8 million, or 10% of annual projected sales tax revenues, is set aside as a program and operating contingency reserve. We have also set aside \$70,181 or about 10% as a program and operating contingency reserve respectively for the TFCA Program; \$454,600 or about 10% as a program and operating contingency reserve respectively for the Prop AA Program; and \$882,000 or about 10% as a program and operating contingency reserve respectively for the TNC Tax Program.

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Vision Zero Freeway Ramps Study



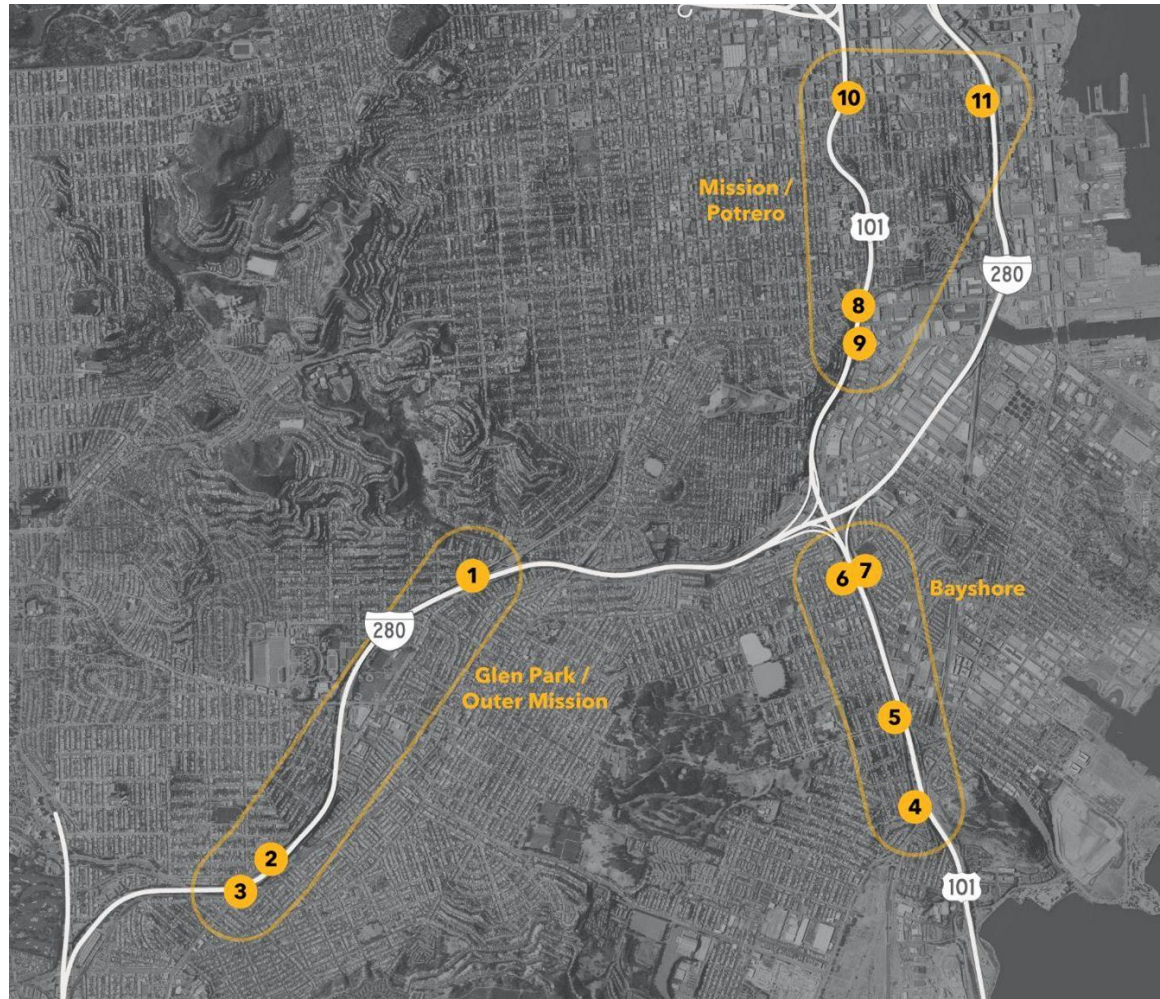
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Community Advisory Committee - Agenda Item 8
April 23, 2025

Study Overview

Identify safety improvements at ramp locations in the Mission, Potrero Hill, Bayview, Outer Mission, and Glen Park neighborhoods.

These ramps were selected because they are on the Vision Zero High Injury Network, have a history of crashes, and/or are within equity priority communities



Previous Study Phases (SoMa)

Phase 1

- Improvements at 5 intersections in SOMA
- Many recommendations of striping, bike lane signals, new accessible curb ramps have been implemented.

Phase 2

- Improvements at 8 intersections in SOMA
- Many recommendations of striping, bike lanes, and upgraded traffic signals and signal timing have been implemented.



Draft Study Goals

Phase 1 and Phase 2 study goals were used to guide study goals:



Improve safety for people walking and biking



Improve bike and pedestrian network connectivity



Maintain circulation for all modes



Implement road changes quickly



Types of Treatments being Considered

Pedestrian and Bike Safety

137



Bike lane improvements

Designated space for bikes that could include physical separation between vehicle and traffic.



Crosswalk improvements and pedestrian safety zones

ADA ramps, new crosswalks, and shorter crossing distances and improved visibility.



Daylighting

Remove one parking space at the intersection to improve the visibility at intersections.



Pedestrian signal improvements

Audible pedestrian signals and longer crossing times to improve accessibility.



Flashing crosswalk lights

Push activated lights at crosswalks to increase awareness of people crossing.



Lighting

Add street lighting to improve visibility at evening and nighttime hours.



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13 Types of Treatments being Considered

Traffic Management and Operations



Pavement restriping

Layout changes to travel lanes, refreshing lane markings, or adding advanced stop bars at intersections.



Traffic signal improvements

Larger traffic signals and/or changing signal timing to manage congestion and reduce conflicts.



Automated Speed Enforcement

Install speed cameras at locations where speed is a known issue and generate citations for vehicles driving over the speed limit.



Speed signage for traffic calming

Signage to notify drivers of posted and actual speeds to slow traffic and understand the need for enforcement.



New signs for people driving

Signage to better alert drivers of traffic rules and lane designations.



Road Diet

Turn restrictions and converting excess road space to bicycle, sidewalk, or open space to help slow speeds and create multimodal corridors.



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Public Outreach and Next Steps

- Outreach: Summer 2025
- Draft Concept Development: Fall 2025
- Outreach Round 2: Winter 2025/26
- Final Report: Winter 2026

Take the Survey!

Open through May 19

sfcta.org/vzramps

Come to a Town Hall!

- **Tues, May 6 at Potrero Hill Library from 6 to 7:30pm**
- **Wed, May 7 at Portola Library from 6 to 7:30pm**
- **Thurs, May 15 at Ingleside Library from 5 to 6:30pm**

Thank you

Project website: sfcta.org/vzramps

Email: vzramps@sfcta.org



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