



## Agenda

### **SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice**

**DATE:** Tuesday, May 13, 2025, 10:00 a.m.  
**LOCATION:** Legislative Chamber, Room 250, City Hall  
 Watch SF Cable Channel 26 or 99  
 (depending on your provider)  
 Watch [www.sfgovtv.org](http://www.sfgovtv.org)

**PUBLIC COMMENT CALL-IN:** 1-415-655-0001; Access Code: 2668 402 5888 # #

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

**COMMISSIONERS:** Melgar (Chair), Sauter (Vice Chair), Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Sherrill, and Walton

**CLERK:** Amy Saeyang

## Participation

Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or 99 (depending on your provider) or may visit the SFGovTV website ([www.sfgovtv.org](http://www.sfgovtv.org)) to stream the live meeting or may watch them on demand.

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

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

1. Roll Call
2. Approve the Minutes of the April 22, 2025 Meeting – **ACTION\***



- |            |   |            |
|------------|---|------------|
| <b>3.</b>  | Community Advisory Committee Report – <b>INFORMATION*</b>   | <b>9</b>   |
| <b>4.</b>  | Reappoint Sean Kim as the District 1 Representative to the Community Advisory Committee – <b>ACTION*</b>  | <b>21</b>  |
| <b>5.</b>  | State and Federal Legislation Update – <b>ACTION*</b>   | <b>29</b>  |
|            | Positions: <u>Support</u> : Assembly Bill (AB) 1085 (Stefani) and AB 1532 (Communications and Conveyance)   |            |
| <b>6.</b>  | 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 – <b>ACTION*</b> | <b>35</b>  |
|            | Projects: <u>Prop L</u> : SFMTA: Embarcadero and Jefferson Quick-Build (\$744,000), District 5 Daylighting [NTP] (\$117,500).   |            |
| <b>7.</b>  | 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– <b>ACTION*</b>   | <b>101</b> |
| <b>8.</b>  | Preliminary Fiscal Year 2025/26 Budget and Work Program – <b>INFORMATION*</b>   | <b>111</b> |
| <b>9.</b>  | SFMTA Financial Update – <b>INFORMATION*</b>  | <b>155</b> |
| <b>10.</b> | Downtown Travel Study – <b>INFORMATION*</b>   | <b>199</b> |

## Other Items

### **11. 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.

### **12. Public Comment**

### **13. Adjournment**

#### \*Additional Materials

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

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

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Wheelchair-accessible entrances are located on Van Ness Avenue and Grove Street.

Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26 or 99 (depending on your provider). Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language



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interpreters, readers, large print agendas, or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

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

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San Francisco  
County Transportation  
Authority



# DRAFT MINUTES

## **San Francisco County Transportation Authority**

Tuesday, April 22, 2025

### **1. Roll Call**

Chair Melgar called the meeting to order at 10:00 a.m.

**Present at Roll Call:** Commissioners Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (10)

**Absent at Roll Call:** Commissioner Chan (1)

### **2. Chair's Report - INFORMATION**

Chair Melgar wished everyone a Happy Earth Day, noting the international theme, "Our Power, Our Planet." She stated according to the Climate Action Plan and the Transportation Authority's San Francisco Transportation Plan, transportation was San Francisco's largest emissions source, underscoring efforts to improve sustainable modes such as walking, biking, transit, and electrifying fleets.

Chair Melgar shared that two community events in District 5 had been held that month with Commissioner Mahmood, neighbors, and city agencies to promote pedestrian safety and access. She stated that the first had been the Buchanan Street Mall Renovation groundbreaking in the Western Addition with Mayor Lurie, Commissioner Mahmood, Senator Wiener, and local leaders. She said that San Francisco Recreation and Parks and partner agencies, including Public Works, SFMTA, and the Transportation Authority, had joined the event marking the next phase of the five-block walkway from Eddy Street to Grove Street. She stated that the Transportation Authority had contributed \$1 million in sales tax funds to earlier phases, including the 2017 Community-Based Transportation Plan and pedestrian safety upgrades that were completed in 2022 and that the project completion of this next phase was expected in 2026.

Chair Melgar stated that last week, she had joined a student-led daylighting painting event with Walk San Francisco Foundation (Walk SF) and SFMTA at New Traditions Elementary. She stated that alongside District 5 and Transportation Authority staff, students had painted curbs red and had learned about daylighting's role in improving visibility and safety. She thanked the students, Walk SF, and SFMTA for highlighting this simple, cost-effective Vision Zero strategy. She noted that daylighting, now required by state law, restricted parking near crosswalks and helped prevent 1 in 3 crashes. She added that with \$1.2 million in Transportation Authority funds, SFMTA was painting curbs red at over 300 intersections, prioritizing areas near schools.

There was no public comment.



### **3. Executive Director's Report - INFORMATION**

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

During public comment, Jodie Medeiros from Walk SF, stated that the group had long opposed allowing autonomous vehicles (AVs) on Market Street, fearing it would have lead to a full return of private vehicles on the street and that she had already seen TNCs threaten lawsuits for access. Ms. Medeiros said Walk SF had spent a decade pushing to remove private cars due to major pedestrian safety concerns, explaining that Market Street was the city's most walked corridor and had five of the ten most dangerous intersections. She stated that before the ban, serious injuries from crashes had occurred more than twice a week and that collisions had dropped 40% after removal. She argued that reintroducing traffic with AVs was a step backward because Market Street needed people, not cars, to thrive.

During public comment, Christopher White, Executive Director of San Francisco Bicycle Coalition, stated he opposed the mayor's declaration allowing Waymo on car-free Market Street that summer. He expressed concern that many officials had received no advance notice and had little chance to weigh in. He stated the mayor's decision overturned over a decade of public input and planning with no clear safety analysis or evidence it would boost business or foot traffic. He noted Market Street had long faced challenges and that data showed more vehicles made it deadlier and less efficient for transit and opined that the solution was to attract people with a vibrant, walkable space to help downtown businesses which were struggling. Mr. White clarified that his opposition wasn't about Waymo or AVs specifically, but about opening the door to irreversible harm, opining that the mayor's move may flooded the street with robo-taxis, trigger legal battles, slow Muni service, and increas risks for vulnerable road users.

### **4. Approve the Minutes of the April 8, 2025 Meeting - ACTION**

There was no public comment.

Commissioner Mandelman moved to approve the minutes, seconded by Commissioner Sherrill.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (10)

Absent: Commissioner Chan (1)

## **Consent Agenda**

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

Projects: Position: Support: Senate Bill 63 (Wiener, Arreguín)

### **6. [Final Approval] 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)

### **7. [Final Approval] Adopt the Final Prop L Strategic Plan – ACTION**

### **8. [Final Approval] 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**

There was no public comment.

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

The Consent Agenda approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (10)

Absent: Commissioner Chan (1)

## **End of Consent Agenda**

### **9. Vision Zero Freeway Ramps Study Update - INFORMATION**

Rachel Hiatt, Deputy Director for Planning, presented the item per the staff memorandum.

Commissioner Melgar thanked the authority for the study. She stated the off ramp at 280 and Ocean Ave was in her district and near many schools and that it was on the high injury network and she was looked forward to making it safer.

During public comment, Ms. Medeiros with Walk SF thanked the Transportation Authority team for continuing the Vision Zero work because one of the most dangerous places for pedestrians were near off ramps. She said that the day's meeting was missing an update on Vision Zero citywide. She said it had officially been 112 days since the City's plan had expired and stated that the Board should have been as concerned as Walk SF was that there hadn't been a new plan. She said that it had been over a month since the speed cameras had been activated, and there should have been updates on how that was going. She stated that now was the time for San Francisco to formulate safety designs citywide with a clear plan and funding tied to it. She said that safe streets make San Francisco a place everyone wants to live, work, and play.

## **Other Items**

### **10. Introduction of New Items - INFORMATION**

There were no new items introduced.

### **11. Public Comment**

There was no public comment.

### **12. Adjournment**

The meeting was adjourned at 10:32 a.m.

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San Francisco  
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# DRAFT MINUTES

## **Community Advisory Committee**

Wednesday, April 23, 2025

### **1. Committee Meeting Call to Order**

Chair Siegal called the meeting to order at 6:00 p.m.

CAC members present at Roll: Phoebe Ford, Sean Kim, Jerry Levine, Austin Milford-Rosales, Sharon Ng, Rachael Ortega, and Kat Siegal (7)

CAC Members Absent at Roll: Sara Barz (entered during Item 4), Najuwanda Daniels, Zameel Imaduddin, Venecia Margarita, (entered during Item 6) (4)

### **2. Chair's Report - INFORMATION**

Chair Siegal began her remarks by highlighting public engagement opportunities from the April Executive Director's Report. She mentioned the Geary Fillmore Underpass Community Planning Study, a federally funded project to reimagine transportation and land use along Geary and nearby neighborhoods. She said the Transportation Authority was forming a Community Council to provide input and lead outreach, with up to 12 representatives to be selected and that applications were being accepted through Monday, May 19th.

Chair Siegal stated that the Vision Zero Freeway Ramps Study was another Transportation Authority effort with ongoing engagement opportunities and would be discussed later on the agenda. She noted that a multilingual survey was open, and three town halls were planned for May, adding that the project team sought feedback on the study's ramp locations to guide safety improvements.

Chair Siegal stated that the CAC had been regularly receiving updates on the transit fiscal cliff affecting Bay Area transit operators, especially BART, Muni, and Caltrain. She said that staff would provide a brief update on state authorizing legislation for a November 2026 regional transportation measure during the meeting. Chair Siegal also noted that the SFMTA Board had held a workshop recently, which included an economic update from the City's Chief Economist, a presentation on the next 2-year budget cycle with a projected operating deficit starting at \$320 million in the first year, and a review of recommendations from the Muni Funding Working Group's March meeting. She continued by noting that SFMTA Director Julie Kirschbaum was expected to join the May 13th Transportation Authority Board meeting to provide an abridged presentation on the upcoming budget cycle where the large operating deficits were forecast to begin, and she would summarize the Muni Funding Working Group findings.

There was no public comment.



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

There was no public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Ford, Levine, Kim, Milford-Rosales, Ng, Ortega, and Siegal (7)

Absent: CAC Members Barz, Daniels, Imaduddin, and Margarita (4)

**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**

Projects: Prop L: SFMTA: Embarcadero and Jefferson Quick-Build (\$744,000). District 5 Daylighting [NTP] (\$117,500).

Rachel Seiberg, Transportation Planner, presented the item per the staff memorandum.

Regarding the District 5 Daylighting project, Member Kim asked if daylighting was only being constructed in District 5, whether other districts would have curbs painted red, and if daylighting was enforced in locations that were not marked. Mr. Kim also asked if there was a schedule for daylighting implementation citywide.

Shannon Hake, Transportation Planner at the SFMTA, clarified that the SFMTA would not enforce daylighting at a location until curbs were painted red. She said that the SFMTA planned to daylight citywide, with implementation of daylighting to be done in three phases. Phase 1 would be locations on the High Injury Network, which SFMTA had already mostly completed. Phase 2 would be locations in school zones within 600 feet of schools. Phase 3, the subject of this request, would daylight all other locations in District 5. Ms. Hake noted that she anticipated daylighting citywide would be complete by the end of 2026, with District 5 being the first district to be fully daylight.

Regarding the Ortega Street Improvements [NTIP Capital] project, Member Ortega asked in which circumstances the SFMTA had chosen to implement raised crosswalks and how effective painted crosswalks were.

Brian Liang, Senior Transportation Planner at the SFMTA, said that raised crosswalks were effective in slowing traffic and were selected for this project as a result of outreach to middle schools in the area. He said that school stakeholders had said there were many high-speed vehicles coming off of Sunset Boulevard. Mr. Liang added that continental crosswalks, with multiple stripes parallel to the direction of car travel, had become a City standard and were planned to be implemented at unmarked crosswalks and crosswalks with older-style markings consisting of two stripes perpendicular to the direction of car travel.

Member Barz asked if there had been projections of the number of people who would benefit from the Ortega Street Improvements project and the Northern Embarcadero and Jefferson Street Quick-Builds project.

Mr. Liang responded that there was no estimate of usage along Ortega Street, though



he stated the corridor was one of the most used bikeways in the area and had high pedestrian activity, partly due to the adjacent schools.

Casey Hildreth, Project Manager for Livable Streets at the SFTMA, stated that for the Northern Embarcadero and Jefferson Street Quick-Builds project, there had been estimates of around 2,000 cyclists per day along the waterfront and that this project was expected to increase the number of cyclists who continued north toward Fisherman's Wharf. He said that SF Port could be a resource for additional data on the number of visitors and employees in the area.

Chair Siegal said she was excited about District 5 daylighting. She asked how much it would cost to add bike racks or painted safety zones at key intersections where the District 5 Daylighting [NTP] project was creating space formerly occupied by parked cars.

Ms. Hake said she did not have an estimate of the cost to add additional painted safety zones at particular intersections, but she said they were a relatively low-cost treatment. She noted that SFMTA aimed to implement daylighting to improve visibility at intersections first, but she said SFMTA staff had started discussing potential future uses for daylit areas. She said the discussions were preliminary and did not include how future treatments would be implemented.

There was no public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Ford, Levine, Kim, Milford-Rosales, Ng, Ortega, and Siegal (8)

Absent: CAC Members Daniels, Imaduddin, and Margarita (3)

## **5. State and Federal Legislation Update – INFORMATION**

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

Member Levine inquired about progress on increasing local control over autonomous vehicles (AVs). He referenced state legislation from the previous year that had been tabled or failed and asked whether it had been revived or if anyone was pursuing support for community control of AVs.

Mr. Reyes stated that there were no current bills similar to last year's efforts on data and local control.

Member Ford referenced AB 939, the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026, and asked how the revenue measure would impact San Francisco.

Mr. Reyes stated that the measure was a statewide general obligation bond sponsored by LA Metro. He noted that recent reports had suggested it might not move forward, and efforts were underway to gather more information and confirm its status but that if it did proceed, it could appear on the ballot alongside a potential Bay Area transportation revenue measure, meaning Bay Area voters would decide on both measures simultaneously.



Member Ortega asked if the \$20 billion bond was intended for statewide use and requested clarification on how the funds would be allocated.

Mr. Reyes stated that this type of bond could generally be used only for capital projects, including transportation projects. However, he noted that there was no specific expenditure plan yet, that projects had not been designated, and it was unclear whether the bond measure would move forward this session.

Member Barz sought clarification on whether the Transit Operations Financial Responsibility and Implementation Plan (T-FRIP) requirements had been removed from Senate Bill (SB) 63 and what was the rationale.

Mr. Reyes stated that amendments were expected to be released on Friday and he stated that during that week's committee meetings, it was decided the T-FRIP language was no longer needed because it had served its purpose by prompting local agencies to begin discussions on the expenditure plan. Mr. Reyes mentioned that the Transportation Authority had been involved in meetings with Alameda County Transportation Commission, Contra Costa Transportation Authority (CCTA), SAMTRANS, and the Santa Clara Valley Transportation Authority (VTA) to shape the T-FRIP and inform the expenditure plan. He said that as the process was underway, state legislators agreed the language was no longer necessary, aligning with the original vision that it would not be needed in later versions of the bill.

Member Barz asked for clarification on how SB 63, which included initiatives from the 2021 Bay Area Transit Transformation Action Plan, would be funded through a regional measure.

Mr. Reyes stated the bill specified that up to 10% of revenue measure funding could go to Metropolitan Transportation Commission (MTC) for transit transformation initiatives. He noted that the specific projects or programs to be funded had not yet been determined, but MTC was developing potential expenditure plans as part of the T-FRIP process. He highlighted that the plan included customer-facing transit improvements, such as mapping, wayfinding, and fare integration, along with capital projects like transit signal pre-empt.

Member Milford-Rosales sought clarification on SB 63, asking whether it would authorize counties to add their own ballot measures.

Mr. Reyes explained that the bill authorized the creation of a new district, the Transportation Revenue Measure District, which would initially include Alameda, Contra Costa, and San Francisco counties, with San Mateo and Santa Clara able to opt in, potentially expanding it to five counties. He clarified that once the geography was established and the bill passed, MTC could place a measure on the ballot, and the counties' boards of supervisors would be required to include the measure on their ballots. He also mentioned that the bill allowed for a citizen initiative, which, if qualified, would also require the counties to place it on the ballot in the district as defined in the ballot language.

Member Milford-Rosales asked about the citizen initiative process and if it required efforts in each county to gather enough signatures for the initiative to appear on that county's ballot.

Mr. Reyes stated that, to his understanding, there was no specific signature threshold



per county, but rather a total threshold for the entire district.

Member Milford-Rosales stated that he had been confused about how the citizen initiative option might work and was initially concerned it would shift all the responsibility to advocates.

Chief Deputy Director Maria Lombardo clarified that SB 63 did not “authorize” a citizen initiative, but rather it enabled that as an option by establishing the Transportation Revenue Measure District, which would enable a citizens initiative to be placed on the ballot in the multi-county district. She explained that otherwise, there would need to be a separate citizens initiative process in each county which seemed fraught with challenges.

Chair Siegal asked whether the bill was expected to specify the percentage of funds allocated to each county or how the money would be divided.

Mr. Reyes stated that before the bill reached its final form, it was expected to include an expenditure plan. He noted that the bill would likely specify either dollar amounts or percentages allocated to operators and potentially to transit transformation as well.

There was no public comment.

**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**

Lily Yu, Finance Manager, presented the item per the staff memorandum.

Member Levine asked about the relationship between the Treasure Island Mobility Management Agency (TIMMA) and the Treasure Island Development Authority (TIDA).

Ms. Yu explained that the Transportation Authority was designated as TIMMA with its board also serving as the board for Treasure Island [with the responsibility of implementation the Treasure Island Transportation Program]. She stated that TIDA was a city department [responsible for implementing the redevelopment plan for Treasure Island and Yerba Buena Island] and clarified that while TIMMA cooperated with TIDA, the two entities were separate.

Member Levine asked whether conflicts ever arose regarding how to proceed on certain issues and inquired whether control had rested with TIDA or TIMMA.

Rachel Hiatt, Deputy Director for Planning, stated that TIMMA had specific responsibilities and authorities to implement the transportation program approved by the Board of Supervisors 15 years ago. She explained that TIMMA was tasked with implementing and operating transportation improvements on the island, while TIDA held broader authority over the overall development project, including land use, infrastructure, and utilities. She added that TIMMA had executed a memoranda of agreement with TIDA to define their respective responsibilities.

Member Levine stated that was what he’d wanted to know.

Member Ortega asked for clarification, stating that \$3.5 million from the current year's budget was deferred to the next year's budget due to project delays, and asked if that was correct.

Ms. Yu confirmed that was correct.



Member Ortega asked for clarification on the source of the additional \$8 million in deferred funds and inquired about where the funds originated.

Ms. Yu stated that the \$8 million decrease or deferral of funds from fiscal year (FY) 2024/25 to FY 2025/2026 included \$3.5 million in TIMMA funds and \$5.4 million in TNC tax expenditures.

Member Ortega asked if the \$5.4 million TNC tax had been deferred until next year because the contract hadn't been awarded yet, or if it was related to TIMMA.

Ms. Yu stated that the \$3.5 million in TIMMA grant funds and associated expenditures had been deferred to the next fiscal year.

With respect to the TNC Tax, Anna LaForte, Deputy Director for Policy and Programming, explained that the budget for expenditures had been allocated to projects with grants from the TNC tax. She clarified that the delay reflected the slower invoicing rate for quick builds and delivery rate for the traffic calming program.

Member Ortega asked if those were the instances where they had been slow to request payment.

Ms. LaForte stated that they were slow in requesting payment for quick build projects and slow in delivering traffic calming measures.

Member Ford asked about traffic calming project delivery issues and whether the delays were due to a lack of resident applications or failures in project execution, resulting in projected completion dates as late as 2027.

Ms. LaForte stated that the grants funded by the TNC tax, as reflected in the budget, supported the traffic calming program for fiscal years 2024 and 2025. She explained that the program was designed as a rolling initiative with concurrent implementation while SFMTA continued accepting applications. Ms. LaForte noted, however, that implementation had been delayed due to SFMTA focusing on a backlog of prior year applications. She added that SFMTA was expected to address the issue at an upcoming meeting, ideally next month.

Member Ford asked what the Congestion Management Agency (CMA) was and which voter-approved taxes funded it. She stated that the agency seemed to be funding significant development on Yerba Buena Island (YBI) and noted she did not recall a specific tax for those projects having appeared on the ballot.

Ms. Lombardo, Chief Deputy Director, confirmed that there was no specific tax on the ballot to fund the YBI projects or the agency's CMA role. She explained that the agency's CMA role was based in state statute which had the intent of incentivizing urbanized areas to strategically link transportation funding decisions to congestion management, stemming from an era where suburban sprawl and congestion were rapidly increasing in the state. She explained there was no direct funding associated with this effort. As the CMA, Ms. Lombardo noted that the agency developed the long-range countywide transportation plan (known as the San Francisco Transportation Plan), occasionally delivered projects such as those on YBI on behalf of TIDA, and served as a single point of contact and local partner for the Metropolitan Transportation Commission (MTC). In the latter capacity, she explained that the Transportation Authority was responsible for prioritizing and/or programming various state and federal fund sources to San Francisco projects, following the guidelines



established by the MTC for the nine county Bay Area region. Finally, she stated that grant funding secured for projects like the YBI ramp projects were listed under the CMA function for accounting purposes, as they were not sales tax projects.

Member Barz asked for clarification on whether the delayed TIMMA project referred to improvements to the ferry terminal on Treasure Island.

Ms. Yu stated that was correct.

Member Barz inquired about the delay, asking if it had been related to procurement issues and whether the Buy America provision had posed a challenge.

Ms. Yu stated that the delay was due to finalizing construction cost estimates, completing the final drawings, and ensuring compliance with Buy America requirements.

Member Ortega asked for clarification on Buy America requirements.

Ms. Yu stated that under federal requirements, local agencies were required to purchase products made in America. [For construction projects funded by federal dollars, all steel, iron and manufactured products used in the project must be produced in the United States.]

Ms. Lombardo added that federal Buy America regulations complicated the process, which required more time and effort in the preparation of the documents to support the bidding process.

There was no public comment.

Member Levine moved to approve the item, seconded by Member Milford-Rosales.

The item was approved by the following vote:

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

Absent: CAC Members Daniels and Imaduddin (2)

## **7. Preliminary Fiscal Year 2025/26 Budget and Work Program – INFORMATION**

Lily Yu, Finance Manager, presented the item per the staff memorandum.

Member Ortega expressed concern that the Transportation Authority planned to draw down \$110 million as early as summer, leaving only \$10 million remaining on the revolving credit agreement. She asked what would happen next, noting that \$10 million was insufficient given the expenditures of capital projects. She asked about the process for obtaining more credit or the options available if projects had to be cut.

Ms. Yu stated that the staff would closely monitor capital project expenditures in coordination with project sponsors. She noted that they had requested to draw down \$65 million for the fiscal year, but the drawdown would occur in separate tranches based on actual invoice needs and that she also anticipated the potential need to issue another bond in the future.

Ms. Lombardo added that approving this level of anticipated debt in the budget would balance it based on projected capital expenditures for the year. She mentioned that staff closely monitored project progress and expenses and that projects often



billed other grants first, allowing the Transportation Authority to hold onto sales tax funds longer and/or push off debt needs. She explained that when expenses were anticipated to exceed available cash, staff requested approval from the Board to draw from the revolver, and then made the actual draws in tranches only when needed and sized to fit the immediate need. She emphasized the agency's preference for just-in-time debt issuance to minimize financing costs. When nearing the limit of the revolver capacity, Ms. Lombardo said that they agency would analyze market conditions and, if necessary, seek Board approval to issue bonds or increase the revolver capacity, following due diligence analysis of the options. She added that staff worked with project sponsors to develop a reasonable estimate of capital expenditures, project delays and/or receipt of additional grants often impacted cash flow, but effective checks and balances were in place.

Member Levine referred to page 117 of the presentation, stating the total projected revenues were approximately \$197 million and that 19% of this, or \$37.4 million, came from federal grant funding. He then asked whether, given market conditions and the situation in Washington, this figure was realistic and could reasonably be expected to materialize.

Ms. Yu stated that all grants in the budget had been obligated and secured. She noted that there had been no updates from grantor agencies on potential risks, except for the Treasure Island Connects grant from the Environmental Protection Agency (EPA). The EPA had notified them that the grant was on pause, and they were proceeding cautiously. She said that little work would be done in FY 2024/25, but the pause was expected to end, and they were budgeting accordingly. She added that any changes would prompt a budget amendment.

Member Ford stated that the presentation showed there was an expenditure of \$250 million and revenue of \$200 million, creating a 25% deficit. She stated she was concerned that such a high deficit could fully exhaust the credit, and that the presentation did not address moving projects to balance the budget and asked why revenue projections did not anticipate an increase in the coming years. She also inquired about efforts to balance the budget, given the lack of a new federal administration in the near future.

Ms. Yu stated that the budget for FY 2025/26 included a decrease in expenditures across multiple program funds, particularly the sales tax program. She said that in FY 2024/25, the Transportation Authority had budgeted \$133 million based on cash flow schedules and anticipated reimbursement requests. She explained that the sales tax budget was proposed to be reduced to \$125 million. She also mentioned that, for other programs, the cash flow schedules were closely reviewed in consultation with partner agencies to develop the preliminary budget estimates.

Member Ford asked if the deficit was \$50 million.

Ms. Yu stated that they had balanced the books (revenues vs. expenditures) using the revolving credit agreement.

Ms. Lombardo explained that project payments were typically made on a reimbursement basis, so funds are not paid out upfront. She stated that the Transportation Authority estimated annual allocations based on project schedules and adjusted them as needed if progress slowed. She stated that these adjustments may



not always be reflected in the current year's budget since projects typically had multi-year reimbursement schedules. She added that the Transportation Authority conducted a mid-year budget review, during which revenue or expenditure adjustments were made and brought to the CAC if necessary.

Member Barz stated that the use of a revolving credit agreement was typical in situations involving a deficit. She asked how significant the \$50 million deficit was and whether similar gaps between expenditures and revenues had occurred in previous years or if this was unusual.

Ms. Yu stated that the current budget process was not unusual.

Member Barz asked Ms. Yu if she knew what the difference was at the same time last year.

Ms. Lombardo stated that the previous year's amount was \$65 million, confirmed by Ms. Yu, and that staff had assumed the use of a revolver to fill the gap. She reminded the CAC that the Prop L Strategic Plan recommended for approval by the CAC the prior month, advanced sales tax funds to deliver projects faster than a pay-as-you-go (cash) approach would allow and that the Strategic Plan assumed a combination of short-term revolver loans and longer-term sales tax bonds to finance the sales tax program.

Member Barz thanked staff for the clarification and appreciated the inclusion of the work program slides. She found them to be a helpful reminder of the Transportation Authority's efforts. She then asked about the timeline for updates on major planning studies, such as the Geary reconnecting communities study.

Ms. Hiatt reported that the study had just started and that the procurement process was underway for two key aspects. She mentioned recruiting members for the 12-person community council, which would advise on the study, with formation expected by the end of May. She also said that they were procuring technical professional services, including engineering, planning, and design teams, expected to be on board by summer. She stated that work would begin thereafter and would consult with her team to determine when an update would be provided to the CAC.

Member Kim asked if he understood correctly that using revolving credit was a standard process, indicating it was time to issue a bond rather than just creating a deficit. He inquired if it served as a tool to distribute funding.

Ms. Lombardo confirmed Member Kim's assumption, explaining that issuing a bond before the projects sought reimbursement from the agency would trigger a timeframe to spend down the proceeds to maintain tax-exempt status, which they wanted to avoid given risks inherent in project delivery. She confirmed that expenses (beyond what cash could cover) were initially covered by the short-term revolver, then refunded with a bond. She added that market conditions were considered each time, noting that at times in the past, market conditions had favored renewing or expanding revolvers due to lower costs. However, when conditions changed that made a bond more economical, a bond was issued.

Member Kim stated that he understood the situation. He explained that bonds could help when interest rates were low or falling, but given the current market fluctuations, it might be better to wait until it stabilized. He acknowledged that using revolving



credit made sense and thanked staff for the clarification.

Chair Siegal appreciated having all the items listed in the work program, calling it a useful overview of discussions from the past several years. She inquired whether seeking Neighborhood Transportation Program (NTP) funding to advance adopted recommendations was primarily the responsibility of the Transportation Authority, rather than the district supervisor's office, to ensure these programs were funded and progressed.

Ms. LaForte stated that the use of NTP funds was at the discretion of the district supervisor. She explained that it could be up to the office to decide whether the funds would support an early phase of the project, such as positioning high-priority recommendations in a plan. She added that the funds could also be used for further planning or design phases to help a project compete for a discretionary grant or serve as the local match.

Chair Siegal asked if the listed projects were those the District Supervisor's office was expected to request funding for in the next budget cycle.

Ms. Lombardo stated that the supervisor might request additional funds for the next phase. She added that, now that these plans were complete, they would work with the supervisor's office to pursue discretionary funding, which might still require a match from NTP but would ideally include outside funding.

During public comment, Edward Mason expressed concern about grant funding, stating his initial reaction had been that every level of government was financially strained. He acknowledged existing guarantees on the current grants, which had led him to accept it, though he remained cautious. He emphasized his belief that all levels of government, including the state, were financially unstable. Regarding revolving credit, Mr. Mason stated that interest would be paid on any drawdown and cautioned against viewing it as free money. He also noted potential project cost increases due to inflation and recognized that the revolving credit might be a necessary compromise. On travel demand, he commented on the proposed travel diary survey, questioning what motivated people to stay in traffic despite regular delays. He suggested that a regional express bus system could offer a faster, more efficient alternative, encouraging a shift in commuter behavior.

## **8. Vision Zero Freeway Ramps Study Update – INFORMATION**

Rachel Hiatt, Deputy Director for Planning, presented the item per staff memorandum.

Member Barz expressed delight to see this move forward. She then asked why the focus was on near term improvements, Suggesting that it might be an opportunity to think big.

Ms. Hiatt responded that the grantor wanted quick build improvements and changes that could be implemented quickly. She continued by saying that while not in the scope, staff anticipates that ideas for long-range planning would be identified through the study work and engagement.

Member Barz asked why that was the case and if Caltrans was the funder.

Ms. Hiatt responded that USDOT was the funder, while Caltrans was the right-of-way operator and assisted with grant administration.



Member Barz asked how the toolkit had been developed.

Ms. Hiatt responded that the Transportation Authority had started with the Muni toolkit but expanded from there.

Member Barz, a District 7 resident and neighbor of a victim killed at one of these intersections, emphasized the need to consider the land's opportunity cost. She suggested that not all ramps may be necessary in the future and focused her questioning on the number of people impacted by these projects. She stated that framing improvements differently was important, citing examples such as 10,000 people having to go 2 minutes slower was worth it to ensure 15,000 people had a safer walk home, or that improvements had now reduced fatalities by 33%.

Member Ortega stated that the exit in the Glen Park area leads to San Jose Avenue and expressed a desire for the study continue along that path. She described San Jose Avenue as a "fake highway" with a bike lane and noted that cars exceeded 60 mph, despite the 40 mph speed limit. She stated the road leads to a traffic light where drivers end up in a left turn lane on the J Muni tracks, which she deemed dangerous. She stated there was a need for improvements in that area, not just at the exit, but along that whole stretch.

Ms. Hiatt stated there were many instances, like Bayshore and Alemany, with similar corridor-level challenges. She explained that corridors could not be addressed in this work, nor could they be designed, but visibility could be brought to such issues.

Member Ortega asked that staff add that detail to the presentation.

Member Barz stated she had ridden on the bike lane that morning, choosing San Jose Avenue as the most direct option. She emphasized that she did not take this decision lightly and never rode on San Jose Avenue with her son.

Member Margarita stated she appreciated the planned outreach for the summer. She requested the inclusion of the Mission Library and the Bayshore Library in the outreach and asked about the organizations already contacted.

Ms. Hiatt stated staff would share that information with the CAC.

Member Levine stated that there have been instances where highway off ramps and transit connections led to fatalities at the ramp. He highlighted the danger of transferring to/from transit near highways. Member Levine said the safety of transit users was a priority, stating that people should not be exposed to dangerous areas with cars when choosing to take transit.

Ms. Hiatt stated that she viewed transit ridership as a key part of meeting the goals.

Member Ford followed up on the toolkit and raised concerns about the land use around urban parcels. She questioned the necessity of having nine freeway ramps within a mile and noted that safety issues also exist on the freeway and on its off-ramps. She asked if solutions could go beyond plastic barriers and address the driver experience.

Member Siegel agreed that the long-term viability of how the freeway interacts with the city streets should be considered. She emphasized the need to slow traffic before it reached intersections and supported improvements such as crosswalk and ADA-accessible curb ramps. She asked whether such features should be standard at all



freeway ramp touch downs, eliminating the need for further study or discussion on these basic improvements.

During public comment, Edward Mason stated that pedestrian and signal signs had been hacked in Palo Alto. He emphasized the need to ensure the pedestrian signal improvements were secure from hacking.

## **Other Items**

### **9. Introduction of New Business - INFORMATION**

Member Barz stated that the Budget and Legislative Analyst had published a policy analysis report in response to Chair Melgar's inquiry regarding the economic costs and fiscal impacts of traffic collisions in San Francisco. She noted that between 2018 and 2022, traffic collisions resulted in approximately \$2.5 billion in economic losses, either paid by private insurers, the City, or borne by individuals. She expressed concern over the \$60 million paid out due to collisions involving City vehicles, noting it was double that of SFMTA's annual streets budget. Member Barz requested a presentation from the report's authors to discuss the implications of traffic collisions in San Francisco.

There was no public comment.

### **10. Public Comment**

During public comment, Edward Mason stated that he had visited the library earlier that day and came across an email from the San Francisco Bicycle Coalition, which was soliciting participation from the city or schools in the Bike & Roll to School program. He noted the program included bikes, scooters, skateboards, and wheelchairs, prompting him to question whether funding had been approved for scooters and skateboards for school transportation.

### **11. Adjournment**

The meeting was adjourned at 8:03 p.m.



## Memorandum

### AGENDA ITEM 4

**DATE:** May 5, 2025

**TO:** Transportation Authority Board

**FROM:** Maria Lombardo – Chief Deputy Director

**SUBJECT:** 05/13/2025 Board Meeting: Reappoint Sean Kim as the District 1 Representative to the Community Advisory Committee

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

Per Section 5.2(a) of the Administrative Code, each Commissioner shall nominate one member to the Community Advisory Committee (CAC). Neither staff nor CAC members make recommendations regarding CAC appointments.

#### **SUMMARY**

The term for the District 1 (Sean Kim) representative on the 11-member CAC expires on May 22, 2025. Commissioner Chan has indicated her intent to renominate Sean Kim for the District 1 seat. CAC members serve for a 2-year term. There are no term limits. The current roster of CAC members is included in Attachment 1. The application for the CAC candidate is included in Attachment 2.

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

### **BACKGROUND**

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

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



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

## **DISCUSSION**

The Board appoints 11 members to the CAC and each Commissioner nominates one member to the committee. Per Section 5.2(a) of the Administrative Code, the CAC:

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

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

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

## **FINANCIAL IMPACT**

The requested action would not have an impact on the adopted Fiscal Year 2024/25 budget.

## **CAC POSITION**

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



## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - CAC Roster
- Attachment 2 - CAC Application
- Attachment 3 - Resolution

ATTACHMENT 1

Community Advisory Committee Members

Name	Gender	Ethnicity*	District	Neighborhood	Affiliation / Interest	First Appointed	Term Expiration
Sean Kim	M	A	1	Central Richmond	Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior	May 2023	May 2025
Phoebe Ford	F	C	4	Central Sunset	Business; Environment; Neighborhood	September 2023	September 2025
Austin Milford-Rosales	M	C	6	Mission Bay/SOMA	Environment; Public Policy	October 2023	October 2025
Kat Siegal	F	C	5	Cole Valley / Haight Ashbury	Disabled; Environment; Social and racial justice ; Labor; Neighborhood; Public Policy; Senior; Other	February 2022	February 2026
Margarita Venecia	F	H/L	9	Portola	Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior; Youth, undocumented communities	February 2024	February 2026
Sara Barz	F	C	7	Sunnyside	Business; Environment; Social and racial justice; Neighborhood; Public Policy	July 2022	July 2026
Sharon Ng D3	F	A	1	Inner Sunset	Environment;Social and racial justice;Neighborhood;Public Policy;Senior	September 2024	September 2026
Najuawanda Daniels	F	AA	10	NP	Social and racial justice; Labor; Neighborhood; Public Policy	September 2022	October 2026
Rachael Ortega	F	C	8	NP	Business; Environment; Social and racial justice; Neighborhood; Public Policy	October 2022	October 2026
Jerry Levine	M	C	2	Cow Hollow	Business; Neighborhood; Public policy	November 2018	February 2027
Zameel Imaduddin	M	A	11	District 11	Student	March 2025	March 2027

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



San Francisco  
County Transportation  
Authority

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

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

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

**Statement of qualifications:**

My name is Sean Kim, owner of Joe’s Ice Cream located at 18th Avenue and Geary Boulevard, and Vice President of the Geary Boulevard Merchants Association. I have been a proud resident and small business owner in the Central Richmond District since 2012. As a father of three children who have all relied on MUNI for commuting to school, I understand firsthand the critical role of public transportation in supporting families and the broader community. I personally enjoy using MUNI to attend meetings and participate in local events and entertainment.

Originally from Seoul, South Korea, I come from a culture where public transportation is an essential and highly valued part of daily life. Since November 2021, I have had the privilege of serving as a member of the Geary Improvement Project Community Advisory Committee (CAC). More recently, I joined the San Francisco Public Utilities Commission (SFPUC) Working Group in January 2025. Through these roles, I have remained deeply engaged in district matters related to transportation, public safety, infrastructure, and the impact of city construction on small businesses.

I am committed to continuing my advocacy for small business owners, families, seniors, and immigrants, ensuring that our community’s voice is heard in the shaping of San Francisco’s future.

**Statement of objectives:**

If appointed, I am committed to representing the voices of families with children, seniors, and small business owners. San Francisco is one of the major metropolitan areas with the lowest percentage of residents under the age of 18. It is essential that the City make a concerted effort to include the perspectives of families and seniors in its planning and decision-making processes.

I believe that the City's transportation system is one of the most critical tools to help families and seniors not only navigate San Francisco, but also to grow, thrive, and remain a part of our vibrant community. As a small business owner, I also recognize the need for businesses to be better informed and prepared to adapt to City policies, and I am dedicated to serving as a bridge between small businesses and City agencies.

Furthermore, I am particularly eager to amplify the voices of the Asian community, which has historically been underrepresented within the CTA CAC. I believe their experiences, needs, and contributions must be more fully reflected in the City's transportation planning and policies.

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

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

Business; Neighborhood; Public policy

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

Yes

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

**Sean Kim**

**4/28/2025**

NAME OF APPLICANT

DATE



**San Francisco  
County Transportation  
Authority**

BD051325

RESOLUTION NO. 25-XX

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

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Community Advisory Committee (CAC) consisting of 11 members; and

WHEREAS, There is an upcoming vacancy on May 22, 2025 that will result from the term expiration for the District 1 representative (Sean Kim); and

WHEREAS, At its May 13, 2025, meeting, Commissioner Chan nominated Sean Kim as the District 1 CAC representative; and

WHEREAS, Sean Kim spoke to his interest and qualifications for serving on the CAC at the May 13, 2025, Board meeting; and

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

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

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

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San Francisco  
County Transportation  
Authority



## **AGENDA ITEM 5**

### **STATE LEGISLATION - MAY 2025**

(Updated May 8, 2025)

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

Staff is recommending approval of two new support positions on Assembly Bill (AB) 1085 (Stefani) and AB 1532 (Assembly Communications and Conveyance Committee), as shown in **Table 1**.

**Table 2** provides an update on SB 63 (Wiener), on which the Transportation Authority has a Support position.

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

**Table 1. Recommended New Positions**

Recommen ded Positions	Bill # Author	Title and Summary
Support	<a href="#">AB 1085</a> Stefani D	<p><b>License plates: obstruction or alteration.</b></p> <p>AB 1085 aims to address the supply side of toll evasion by disincentivizing both the manufacturing and sale of license plate covers, tints, and other products intended to shield license plates from detection. Specifically, it prescribes a tenfold increase in the penalty for selling such a device (from a \$250 base fine to \$2,500) and adds manufacturing to the prohibition. It also clarifies that license plate tints or shades that obstruct or impair the reading of plates by electronic devices, including those used on toll facilities, are prohibited.</p> <p>We recommend supporting this bill to aid with enforcement of camera-based tolls and violations, including on Bay Area bridges and speed safety cameras in San Francisco. The Metropolitan Transportation Commission (MTC) adopted a support position on this bill in April.</p>



Support	<p><a href="#"><u>AB 1532</u></a></p> <p>Communications and Conveyance Committee</p>	<p><b>Public Utilities Commission.</b></p> <p>This Committee bill would, among other things, extend the expiration date of the California Public Utilities Commission's (CPUC's) Transportation Network Company (TNC) Access for All Fund program from January 1, 2026 to January 1, 2032. The TNC Access for All program requires each TNC, such as Uber and Lyft, to collect a \$0.10 fee for each TNC trip completed. Revenues are deposited in the CPUC's TNC Access for All Fund and distributed either to TNCs to offset the cost of providing wheelchair accessible rides, or to local Access Fund Administrators that in turn fund the provision of local on-demand wheelchair accessible vehicle services.</p> <p>The San Francisco Municipal Transportation Agency (SFMTA) serves as the local Access Fund Administrator in San Francisco and distributes funds to wheelchair accessible vehicle service providers through a competitive grant process. The awards aim to increase vehicle availability and ensure 15-minute response times during off-peak hours and in outlying areas of San Francisco. SFMTA has received a total of \$5.7 million in Local Access Funds from the CPUC for San Francisco's program. To date it has awarded \$3.4 million to three providers -Tower, Green Cab, and Nomad, and it will release a new Request for Proposals (RFP) later this spring.</p> <p>We are recommending a support position on this bill. While in the longer term we are seeking other amendments to the program, given the January 1, 2026 expiration of the program we see this as a critical first step to ensure the program continues. San Francisco's State Legislation Committee took a support position on the bill in April at the request of SFMTA.</p>
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**Table 2. Notable Updates on Bills in the 2025-2026 Session**

Current Position	Bill # Author	Title and Update
Support	<a href="#">SB 63</a> <a href="#">Wiener D,</a> <a href="#">Arreguín D</a>	<p><b>San Francisco Bay area: local revenue measure: transportation funding.</b></p> <p>Amendments to the bill were introduced on April 29 to clarify that the bill's provisions are only applicable to counties that participate in the regional measure and to remove references to the Transit Operations Financial Responsibility and Implementation Plan (T-FRIP) given that T-FRIP work is already underway through a working group staffed by the County Transportation Agencies and Congestion Management Agencies representing the counties of Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara. The bill passed out of the Senate Transportation and Revenue and Taxation Committees in April and is expected to be heard in the Senate Appropriations Committee in the coming weeks before heading to the Senate Floor.</p> <p>We are continuing our engagement with the Senators, MTC Commissioners and staff, and the other four counties on the development of T-FRIP by July 31 as requested by the bill authors.</p>



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

Below are updates for the two-year bills for which the Transportation Authority 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 and Description	Update to Bill Status <sup>1</sup> (as of 05/08/2025)
Support	<a href="#"><u>AB 891 Zbur D</u></a>	<b>San Francisco Bay area toll bridges: tolls: transit operating expenses.</b>  Establish a state Quick-Build Project Pilot Program within Caltrans's maintenance program.	<i>Assembly Appropriations</i>
	<a href="#"><u>SB 63 Wiener D, Arreguín D</u></a>	<b>San Francisco Bay area: local revenue measure: transportation funding.</b>  Authorizes MTC to pursue a regional revenue measure for transit.	<i>Senate Appropriations</i>
	<a href="#"><u>SB 71 Wiener D</u></a>	<b>California Environmental Quality Act: exemptions: transit projects.</b>  Makes permanent the existing California Environmental Quality Act (CEQA) exemptions for specified types of sustainable transportation plans and projects.	<i>Senate Appropriations</i>
Watch	<a href="#"><u>AB 939 Schultz D</u></a>	<b>The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.</b>  Places a \$20 billion state transportation bond measure on the November 2026 ballot.	Assembly Transportation

<sup>1</sup>Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. Bill status at a House's "Desk" means it is pending referral to a Committee, and "Two Year Bill" means the bill didn't meet its statutory deadlines but is eligible to proceed in the second year of the two-year session.



RESOLUTION ADOPTING A SUPPORT POSITION ON ASSEMBLY BILL (AB) 1085 (STEFANI) AND ASSEMBLY BILL 152 (ASSEMBLY COMMUNICATIONS AND CONVEYANCE COMMITTEE)

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

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted advocacy principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting support positions on Assembly Bill (AB) 1085 (Stefani) and AB 1532 (Assembly Communications and Conveyance Committee), as shown in Attachment 1; and

WHEREAS, At its May 13, 2025 meeting, the Board reviewed and discussed AB 1085 and AB 1532; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts support positions on AB 1085 and AB 1532; and be it further

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

Attachment:

1. State Legislation - May 2025

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San Francisco  
County Transportation  
Authority



## Memorandum

### AGENDA ITEM 6

**DATE:** April 24, 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 considered this item at its April 23, 2025 meeting and unanimously adopted a motion of support for the staff recommendation.



## **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 7 - Resolution

## Attachment 1: Summary of Requests Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
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
<b>TOTAL</b>				<b>\$ 861,500</b>	<b>\$ 861,500</b>				

## Footnotes

- <sup>1</sup> "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).
- <sup>2</sup> Acronym: SFMTA (San Francisco Municipal Transportation Agency)
- <sup>3</sup> "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%.
- <sup>4</sup> "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 Descriptions<sup>1</sup>

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.
<b>TOTAL</b>			<b>\$861,500</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations<sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
18	SFMTA	Northern Embarcadero and Jefferson Quick-Builds	\$ 744,000	<b>Special Condition:</b> The recommended allocation is contingent upon <b>amendment of the Safer and Complete Streets 5-Year Prioritization Program (5YPP)</b> 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	<b>Special Condition:</b> The recommended allocation is contingent upon <b>amendment of the Neighborhood Transportation Program 5YPP</b> to add the subject project with funds from the Neighborhood Program (NTP) Project Placeholder. See attached 5YPP amendment for details.
<b>TOTAL</b>			<b>\$ 861,500</b>	

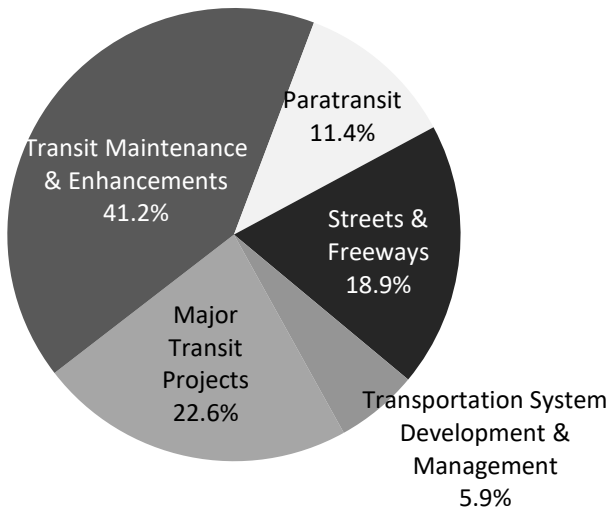
<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.**  
**Prop L Summary - FY2024/25**

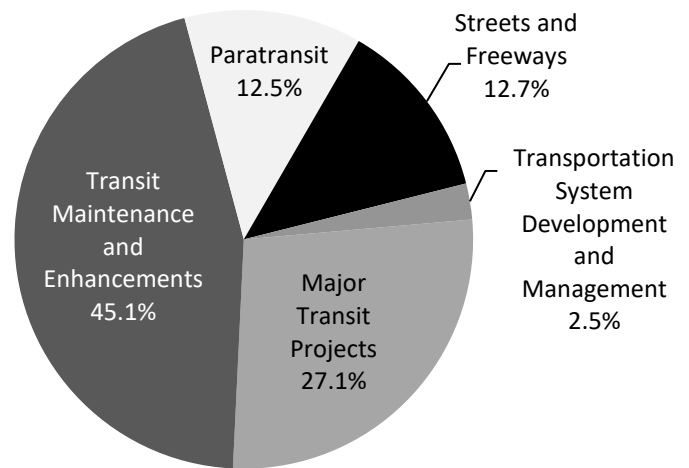
<b>PROP L SALES TAX</b>						
<b>FY 2024/25</b>	<b>Total</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>	<b>FY 2026/27</b>	<b>FY 2027/28</b>	<b>FY 2028/29</b>
Prior Allocations	\$ 101,696,672	\$ 28,365,072	\$ 44,413,282	\$ 21,513,318	\$ 7,405,000	\$ -
Current Request(s)	\$ 861,500	\$ -	\$ 479,500	\$ 324,000	\$ 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

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

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Safer and Complete Streets
<b>Current PROP L Request:</b>	\$744,000
<b>Supervisory District</b>	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

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

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	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

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Northern Embarcadero and Jefferson Quick-Builds
<b>Primary Sponsor:</b>	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
<b>Phases In Current Request Total:</b>	\$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	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	03/20/2025
<b>Expected Useful Life:</b>	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

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

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$744,000	<b>Total PROP L Recommended</b>	\$744,000

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

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

**Cash Flow Distribution Schedule by Fiscal Year**

<b>Fund Source</b>	<b>FY2025/26</b>	<b>FY2026/27</b>	<b>FY2027/28</b>	<b>Total</b>
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.

<b>Metric</b>	<b>PROP AA</b>	<b>TNC TAX</b>	<b>PROP L</b>
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

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

EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$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.

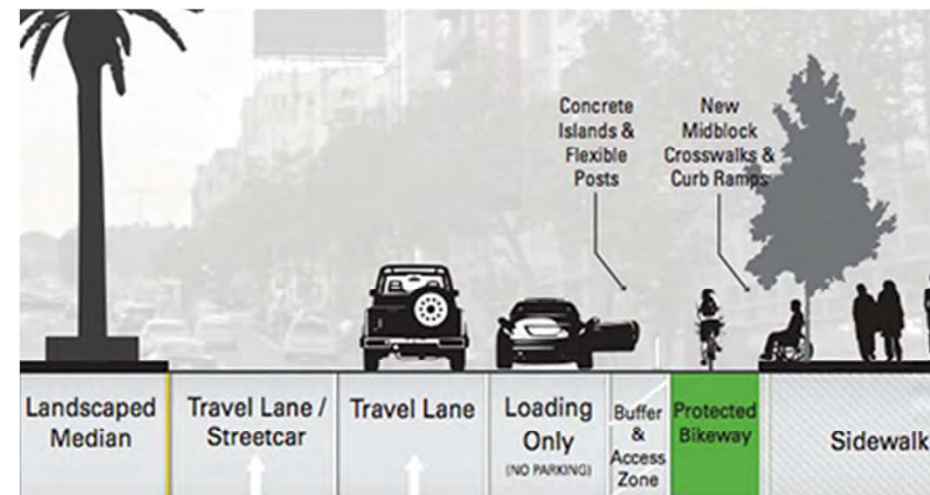
Initials of sponsor staff member verifying the above statement:
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CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Jennifer Wong	Michael Lee
<b>Title:</b>	Transportation Planner	1823 - Senior Administrative Analyst
<b>Phone:</b>	(415) 701-4551	(415) 646-2175
<b>Email:</b>	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)



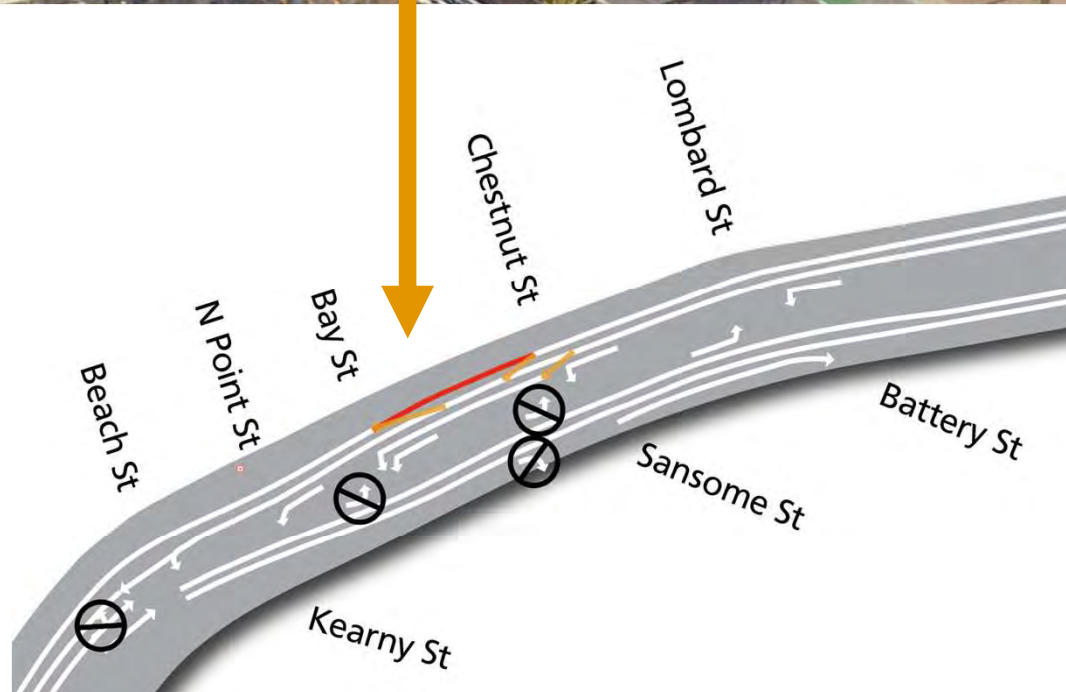
#### Proposed Conditions

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)

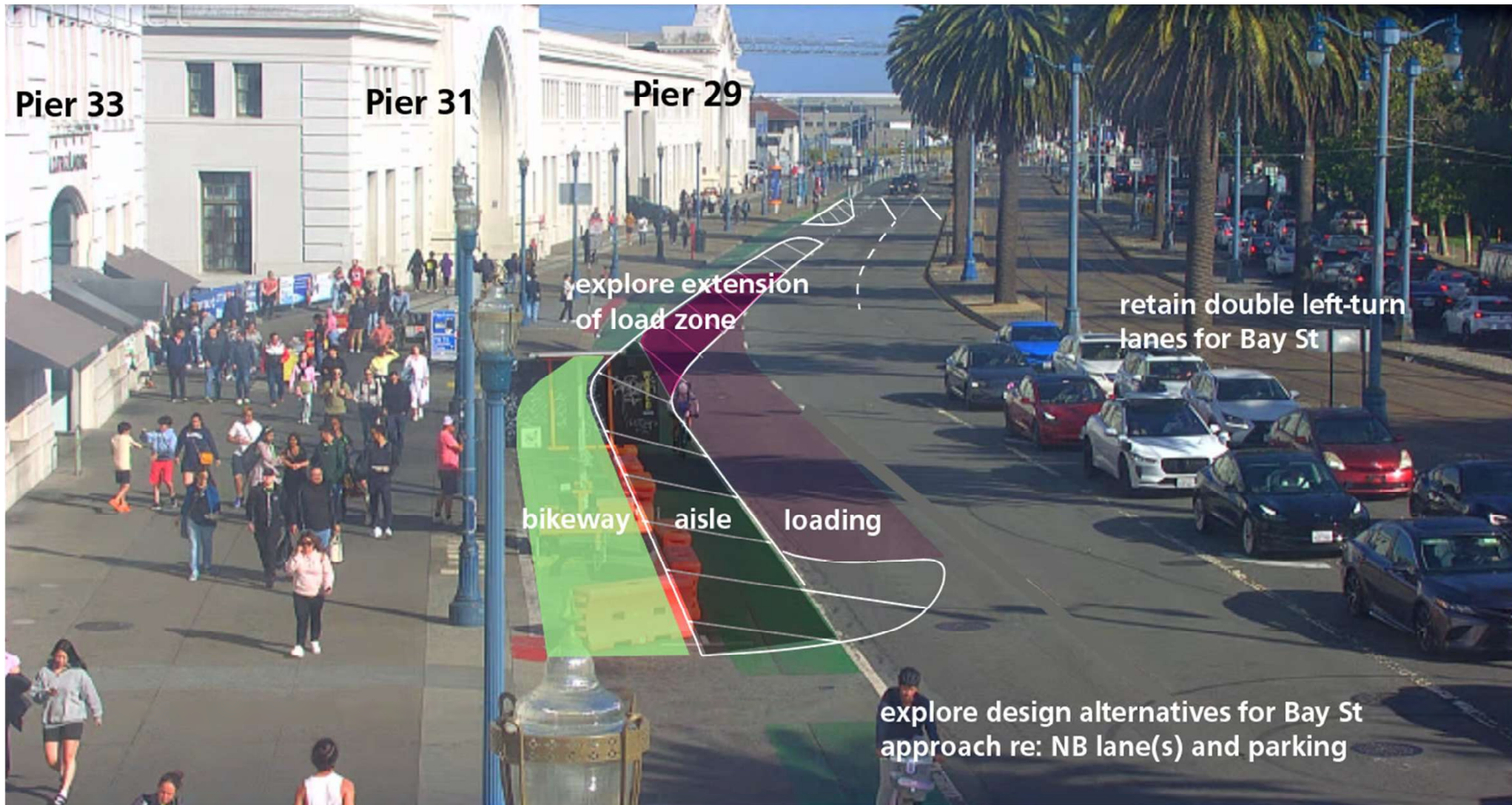
### Proposed Conditions (NB)

- 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 <sup>4,5</sup>	TBD	Programmed		\$1,256,000				\$1,256,000
SFMTA	Active Communities Plan Implementation <sup>5</sup>	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 <sup>4</sup>	CON	Allocated		\$2,350,000				\$2,350,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds <sup>5</sup>	PS&E	Pending		\$284,000				\$284,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds <sup>5</sup>	CON	Pending		\$460,000				\$460,000
SFMTA	Central Embarcadero Enhancement (OBAG Match)	PS&E	Allocated	\$200,000					\$200,000
SFMTA	District 4 Street Improvements <sup>3</sup>	CON	Programmed	\$268,000					\$268,000
SFMTA	District 4 Street Improvements - Kirkham Street <sup>3</sup>	CON	Allocated		\$352,000				\$352,000
SFMTA	District 4 Street Improvements - 41st Avenue <sup>3</sup>	PS&E	Allocated		\$80,000				\$80,000
SFMTA	Golden Gate Greenway (Tenderloin) <sup>1</sup>	PS&E	Allocated	\$140,000					\$140,000
SFMTA	Golden Gate Greenway (Tenderloin) <sup>1</sup>	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 <sup>2</sup>	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 <sup>2</sup>	PLAN	Allocated	\$220,000					\$220,000
SFMTA	School Traffic Calming Program <sup>2</sup>	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 <sup>1</sup>	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	
SFMTA	Bicycle Education and Outreach	CON	Allocated	\$200,000					\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed		\$200,000				\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed			\$200,000			\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed				\$200,000		\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed					\$200,000	\$200,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated	\$230,000					\$230,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated		\$236,000				\$236,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed			\$243,000			\$243,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed				\$251,000		\$251,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed					\$258,000	\$258,000
SFMTA	Vision Zero Education and Communications: Speed Safety Cameras FY24	CON	Allocated	\$150,000					\$150,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed		\$200,000				\$200,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed				\$200,000		\$200,000
Subprogram: New Traffic Signals									
SFMTA	Contract 66 New Traffic Signals <sup>5</sup>	CON	Programmed	\$3,300,000					\$3,300,000
SFMTA	Contract 67 New Traffic Signals	PS&E	Programmed		\$1,100,000				\$1,100,000
SFMTA	Skyline and Sloat Intersection Improvements	CON	Allocated	\$800,000					\$800,000
Total Programmed in 2023 5YPP				\$7,488,000	\$16,185,000	\$9,136,000	\$8,001,000	\$6,508,000	\$47,318,000
Total Allocated and Pending				\$3,920,000	\$4,212,000	\$0	\$0	\$0	\$8,132,000
Total Unallocated				\$3,568,000	\$11,973,000	\$9,136,000	\$8,001,000	\$6,508,000	\$39,186,000
Total Programmed in 2023 Strategic Plan				\$8,080,000	\$15,593,000	\$9,136,000	\$8,001,000	\$6,508,000	\$47,318,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$592,000	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

## 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:

- <sup>1</sup> 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.

- <sup>2</sup> 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.

- <sup>3</sup> 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

- <sup>4</sup> 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.

- <sup>5</sup> 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 <sup>4, 5</sup>	TBD			\$0	\$0	\$0	\$256,000	\$1,000,000				\$1,256,000
Active Communities Plan Implementation <sup>5</sup>	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 <sup>4</sup>	CON					\$2,350,000						\$2,350,000
Northern Embarcadero and Jefferson Quick-Builds <sup>5</sup>	PS&E			\$190,000	\$94,000							\$284,000
Northern Embarcadero and Jefferson Quick-Builds <sup>5</sup>	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 <sup>3</sup>	CON		\$134,000	\$134,000								\$268,000
District 4 Street Improvements - Kirkham Street <sup>3</sup>	CON		\$176,000	\$176,000								\$352,000
District 4 Street Improvements - 41st Avenue <sup>3</sup>	PS&E		\$40,000	\$40,000								\$80,000
Golden Gate Greenway (Tenderloin) <sup>1</sup>	PS&E		\$140,000									\$140,000
Golden Gate Greenway (Tenderloin) <sup>1</sup>	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 <sup>2</sup>	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 <sup>2</sup>	PLAN		\$70,000	\$100,000	\$50,000							\$220,000
School Traffic Calming Program <sup>2</sup>	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 <sup>1</sup>	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

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

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Neighborhood Transportation Program
<b>Current PROP L Request:</b>	\$117,500
<b>Supervisory District</b>	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

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	District 5 Daylighting [NTP]
<b>Primary Sponsor:</b>	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
<b>Phases In Current Request Total:</b>	\$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	

<b>% Complete of Design:</b>	100.0%
<b>As of Date:</b>	03/14/2025
<b>Expected Useful Life:</b>	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	\$ -
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 117,500</b>		<b>\$ -</b>	<b>\$ 117,500</b>	<b>\$ -</b>

**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

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

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$117,500	<b>Total PROP L Recommended</b>	\$117,500

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

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

EXPENDITURE PLAN SUMMARY

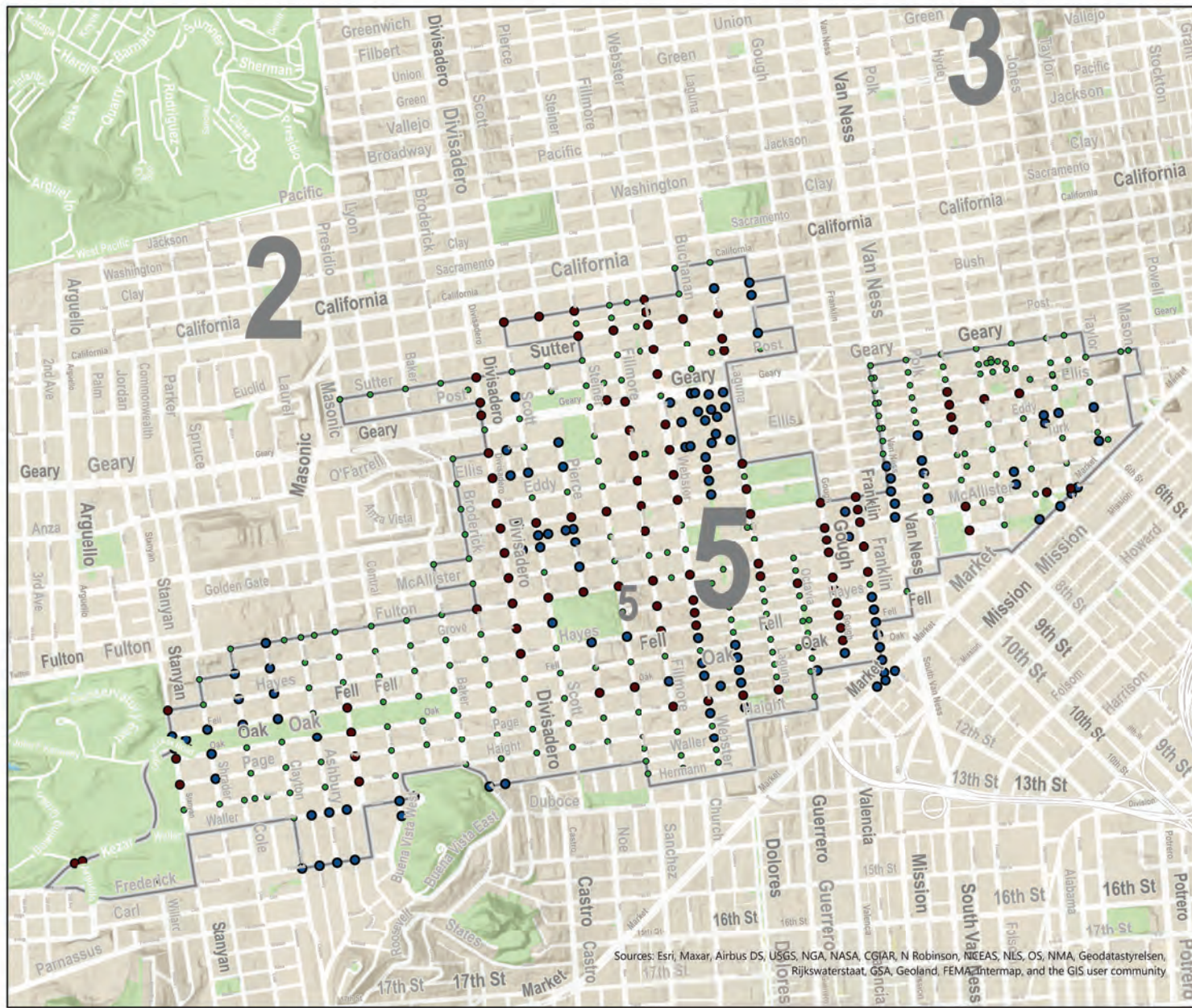
<b>Current PROP L Request:</b>	\$117,500
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
ML

CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Shannon Hake	Michael Lee
<b>Title:</b>	Team Leader/Project Manager	1823 - Senior Administrative Analyst
<b>Phone:</b>	(415) 646-2238	(415) 646-2175
<b>Email:</b>	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

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Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community

<b>D5 Intersections NTP</b>
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 <sup>1,2,3,4,5,6,7</sup>	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] <sup>1</sup>	PLAN/CER	Appropriated	\$236,000					\$236,000
SFMTA	Walter U Lum Place Public Space Study [NTP] <sup>1</sup>	PLAN/CER	Allocated	\$114,000					\$114,000
SFCTA	Inner Sunset Multimodal Safety and Access Study [NTP] <sup>1</sup>	PLAN/CER	Appropriated	\$265,000					\$265,000
SFMTA	Inner Sunset Multimodal Safety and Access Study [NTP] <sup>1</sup>	PLAN/CER	Allocated	\$85,000					\$85,000
SFMTA	Great Highway Gateway [NTP] <sup>2</sup>	PLAN/CER	Allocated		\$159,145				\$159,145
SFPW	Clement Street Intersection Improvements <sup>2</sup>	PS&E	Allocated		\$25,000				\$25,000
SFPW	Clement Street Intersection Improvements <sup>2</sup>	CON	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] <sup>3</sup>	PLAN/CER	Allocated		\$50,000				\$50,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] <sup>3</sup>	PS&E	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] <sup>3</sup>	CON	Allocated		\$550,000				\$550,000
SFMTA	Lincoln Way Traffic Signals [NTP] <sup>4</sup>	PS&E	Allocated		\$500,000				\$500,000
SFMTA	Duboce Triangle Slow Streets Study [NTP] <sup>5</sup>	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 <sup>6</sup> [NTP]	PS&E	Allocated		\$60,000				\$60,000
SFMTA	Monterey Boulevard Pedestrian Safety Improvement <sup>6</sup> [NTP]	CON	Allocated		\$290,000				\$290,000
SFMTA	District 5 Daylighting [NTP] <sup>7</sup>	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:

- <sup>1</sup> 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.
- <sup>2</sup> 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.
- <sup>3</sup> 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.
- <sup>4</sup> 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.
- <sup>5</sup> 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.
- <sup>6</sup> 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.
- <sup>7</sup> 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><b>Special Conditions:</b></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

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

## EXPENDITURE PLAN INFORMATION

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

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

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	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

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Ortega Street Improvements [NTIP Capital] (Amendment)
<b>Primary Sponsor:</b>	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
<b>Phases In Current Request Total:</b>	\$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
<b>Funding Plan for Entire Project Total:</b>	\$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		
<b>Total:</b>	\$330,000	\$280,000	

<b>% Complete of Design:</b>	100.0%
<b>As of Date:</b>	06/21/2024
<b>Expected Useful Life:</b>	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
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 280,000</b>		<b>\$ 124,782.00</b>	<b>\$ 155,218.00</b>

# San Francisco County Transportation Authority Allocation Request Form

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

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$280,000	<b>Total PROP L Recommended</b>	\$280,000

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

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

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$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

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



# Approved Ortega Street Neighborway Design

Ortega Street between 23rd Avenue and 19th Avenue



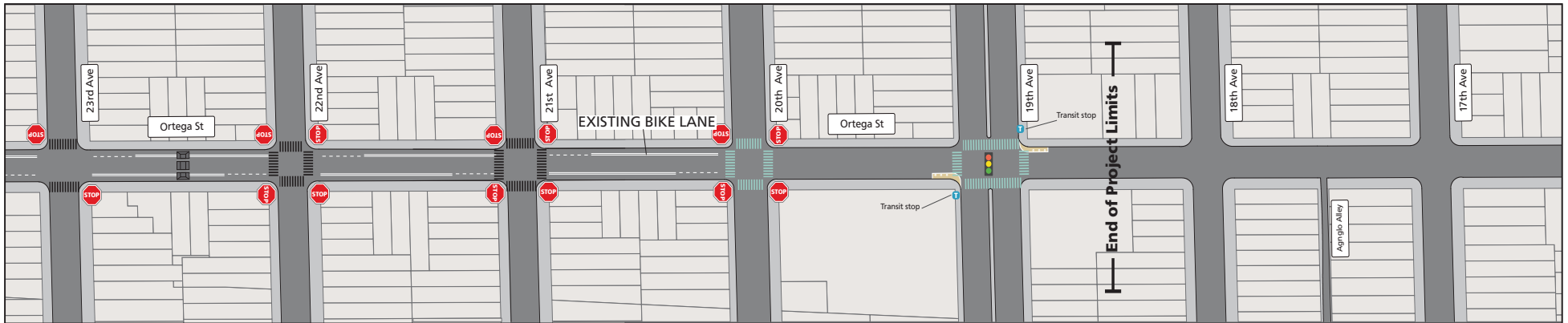
← Westbound towards Great Highway

Eastbound towards 19th Avenue →

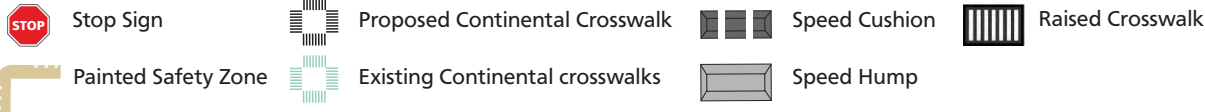
Existing



Proposed



## Legend





## Approved Ortega Street Neighborway Design

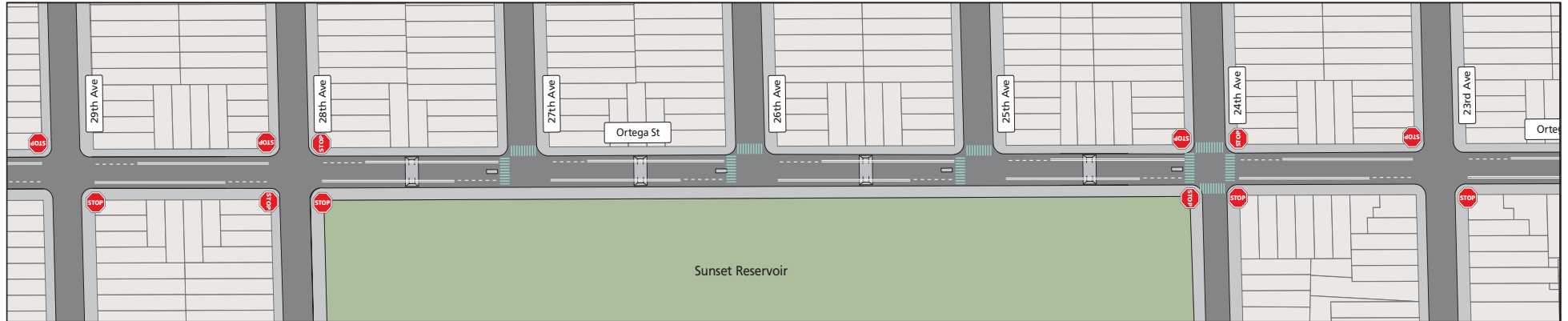
Ortega Street between 29th Avenue and 23rd Avenue



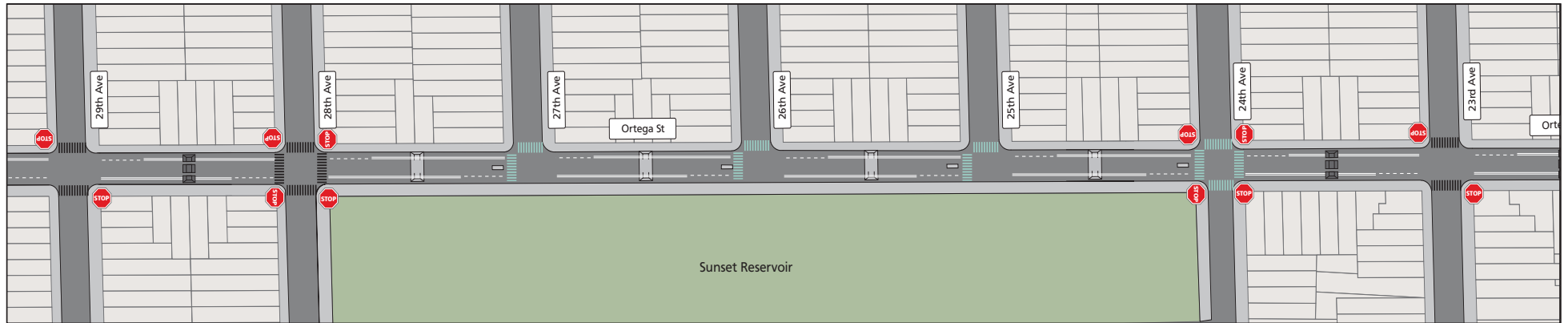
← Westbound towards Great Highway

Eastbound towards 19th Avenue →

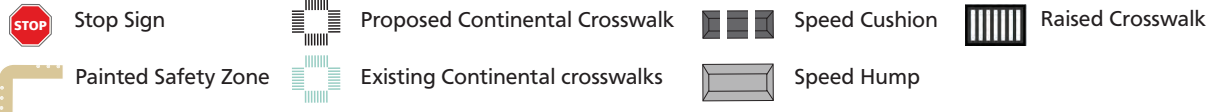
Existing



Proposed



### Legend





# Approved Ortega Street Neighborway Design

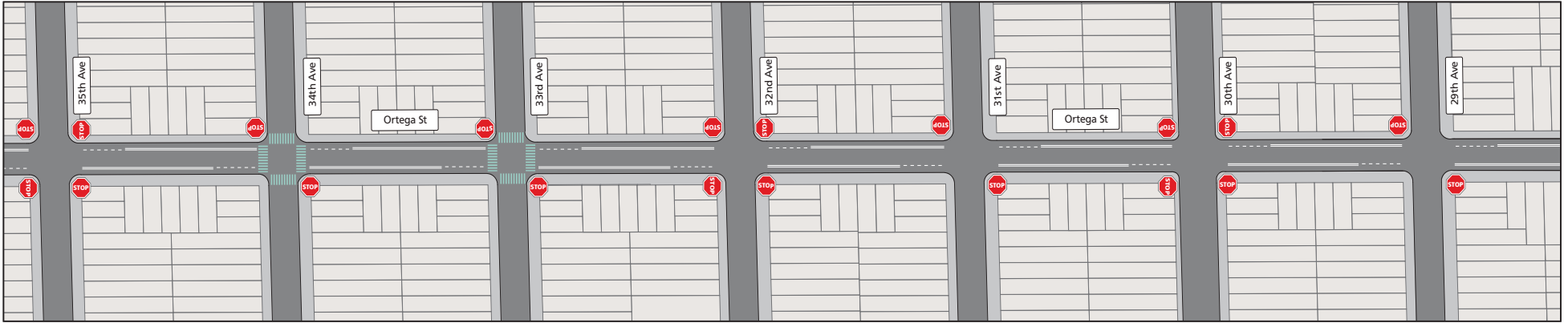
Ortega Street between 35th Avenue and 29th Avenue



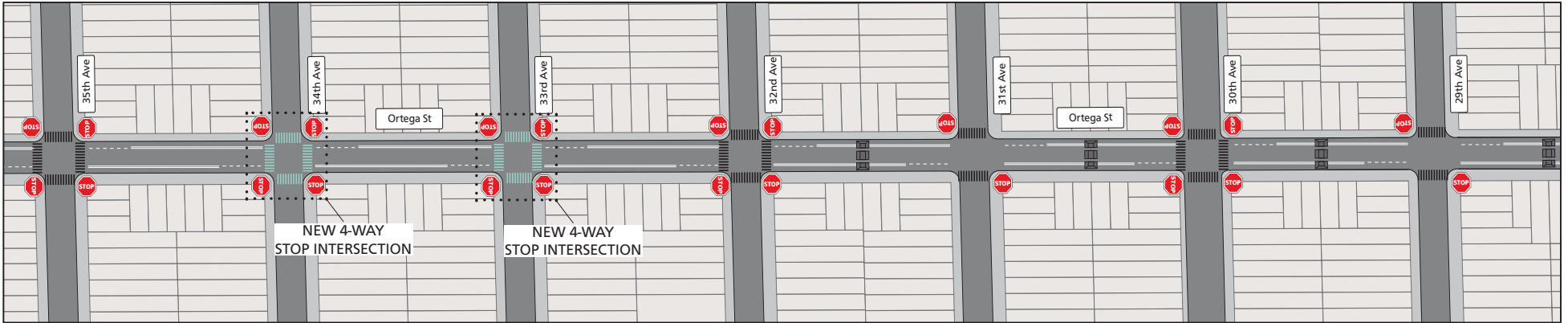
← Westbound towards Great Highway

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

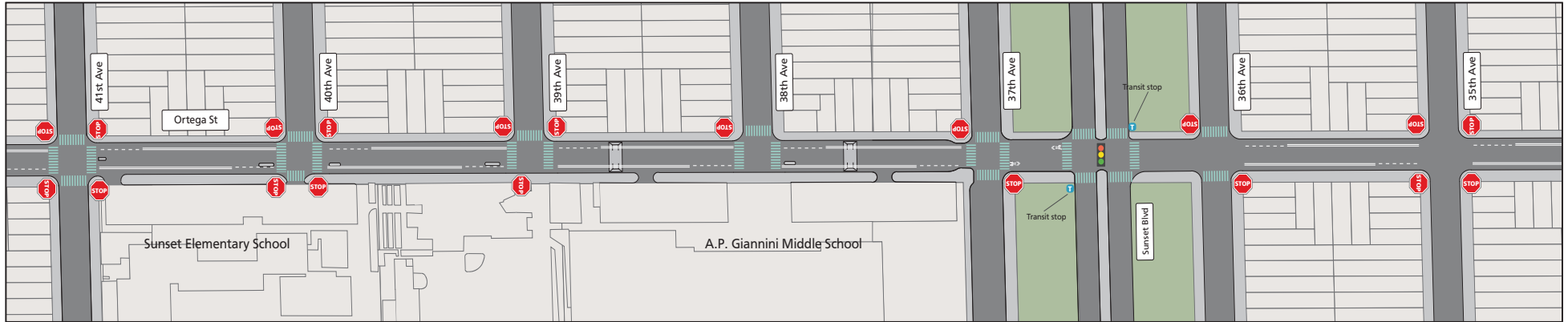
Ortega Street between 41st Avenue and 35th Avenue



← Westbound towards Great Highway

Eastbound towards 19th Avenue →

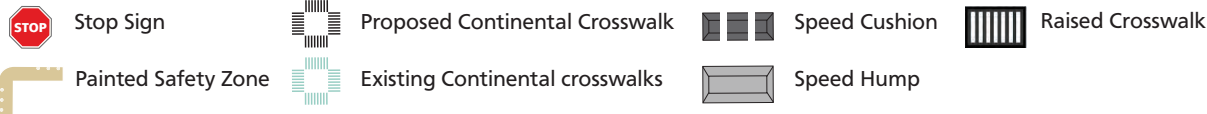
Existing



Proposed



### Legend





# Approved Ortega Street Neighborway Design

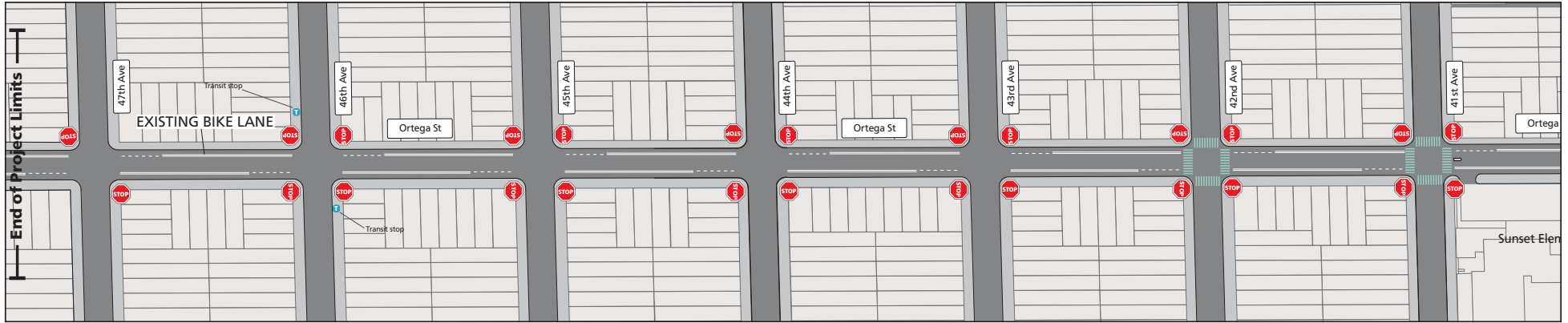
Ortega Street between 47th Avenue and 41st Avenue



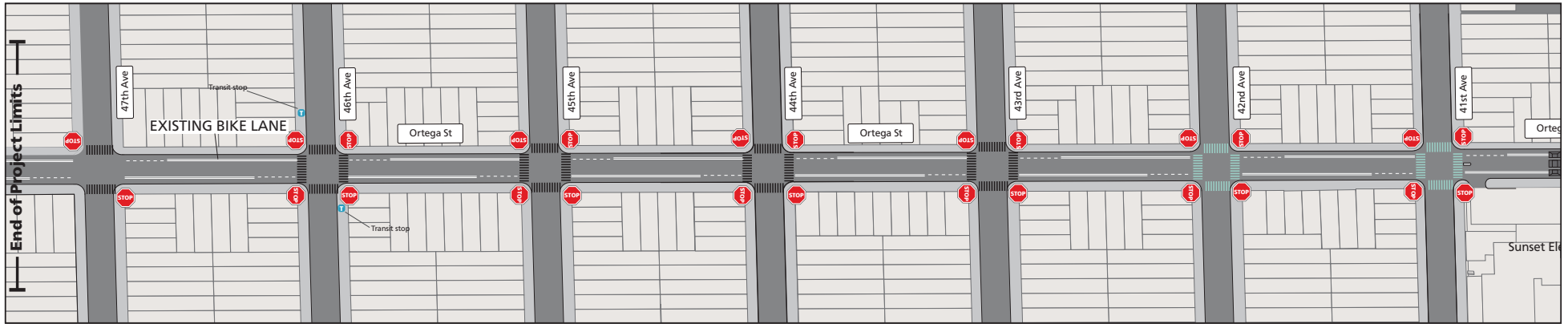
← Westbound towards Great Highway

Eastbound towards 19th Avenue →

Existing



Proposed



## Legend

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



**San Francisco  
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Authority**

BD051325

RESOLUTION NO. 25-XX

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RESOLUTION ALLOCATING \$861,500 IN PROP L FUNDS, WITH CONDITIONS, FOR TWO REQUESTS AND AMENDING THE PROP K STANDARD GRANT AGREEMENT FOR THE ORTEGA STREET IMPROVEMENTS [NTIP CAPITAL] PROJECT (PROJECT) AND RELEASING \$280,000 IN FUNDS HELD IN RESERVE, FOR THE PROJECT'S CONSTRUCTION, WITH CONDITIONS

WHEREAS, The Transportation Authority received two requests for a total of \$861,500 in Prop L transportation sales tax funds, as summarized in Attachments 1 and 2; and

WHEREAS, The allocation requests seek funds from the following Prop L Expenditure Plan programs: Neighborhood Transportation Program and Safer and Complete Streets; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a 5-Year Prioritization Program (5YPP) for each of the aforementioned Prop L programs; and

WHEREAS, The SFMTA's Northern Embarcadero and Jefferson Quick-Builds request requires amendment of the Prop L Safer and Complete Streets 5YPP to add this project with funding from the Active Communities Plan Implementation placeholder and the SFMTA's District 5 Daylighting [NTP] request requires amendment of the Prop L Neighborhood Transportation Program 5YPP to add this project with funding from the existing NTP placeholders, as summarized in Attachment 3 and detailed in the relevant allocation request forms included in Attachment 5; and

WHEREAS, After reviewing the allocation requests, Transportation Authority staff recommended allocating \$861,500 in Prop L funds, with conditions, for two requests, as described in Attachment 3 and detailed in Attachment 5, which include staff recommendations for Prop L allocation amounts, required deliverables, timely



use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, The Transportation Authority also received a request from the SFTMA to amend the Prop K Standard Grant Agreement (SGA) for the Ortega Street Improvements [NTIP Capital] Project and release \$280,000 in funds held in reserve for the construction phase; and

WHEREAS, The SFMTA submitted a revised allocation request form for the Ortega Street Improvements [NTIP Capital] Project which updates the scope, schedule, budget and funding plan to reflect completion of design and adds construction phase details; and

WHEREAS, After reviewing the SFMTA's amendment request, Transportation Authority staff recommended amending the Prop K SGA for the Ortega Street Improvements [NTIP Capital] Project to incorporate the revised allocation request form (which also includes updated deliverables, timely use of funds requirements, and Fiscal Year Cash Flow Distribution Schedules) and releasing \$280,000 in Prop K funds held in reserve for the construction phase, as described in Attachment 6; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2024/25 budget to cover the proposed actions; and

WHEREAS, At its April 23, 2025 meeting, the Community Advisory Committee was briefed on the subject allocation requests and SGA amendment request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop L Prop L Safer and Complete Streets 5YPP and Neighborhood Transportation Program 5YPP, as detailed in the attached allocation request forms (Attachment 5); and be it further



RESOLVED, That the Transportation Authority hereby allocates \$861,500 in Prop L funds, with conditions, for two requests, as summarized in Attachment 3 and detailed in Attachment 5; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop L Expenditure Plans, the Final Prop L Strategic Plan and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K SGA for the Ortega Street Improvements [NTIP Capital] Project and releases \$280,000 in funds held in reserve for the construction phase as detailed in Attachment 6; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in Attachments 5 and 6; and be it further

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

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

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



Attachments:

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

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San Francisco  
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## Memorandum

### AGENDA ITEM 7

**DATE:** April 24, 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 advertised for construction services on May 1, 2025 and anticipate awarding 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 CAC considered this item at its April 23, 2025 meeting and unanimously adopted a motion of support for the staff recommendation.

## **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
- Attachment 4 - Resolution



	<b>Proposed Budget Amendment by Fund</b>						<b>Proposed Fiscal Year 2024/25 Budget Amendment</b>
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
<b>Revenues:</b>							
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
<b>Total Revenues</b>	<b>108,930,416</b>	<b>65,918,659</b>	<b>681,936</b>	<b>4,571,999</b>	<b>371,961</b>	<b>9,335,978</b>	<b>189,810,949</b>
<b>Expenditures</b>							
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
<b>Total Expenditures</b>	<b>168,074,696</b>	<b>73,178,183</b>	<b>812,028</b>	<b>10,568,620</b>	<b>586,649</b>	<b>4,755,000</b>	<b>257,975,176</b>
<b>Other Financing Sources (Uses):</b>	<b>57,525,788</b>	<b>7,259,524</b>	<b>-</b>	<b>-</b>	<b>214,688</b>	<b>-</b>	<b>65,000,000</b>
<b>Net change in Fund Balance</b>	<b>\$ (1,618,492)</b>	<b>\$ -</b>	<b>\$ (130,092)</b>	<b>\$ (5,996,621)</b>	<b>\$ -</b>	<b>\$ 4,580,978</b>	<b>\$ (3,164,227)</b>
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  
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**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	<b>\$ 108,308,000</b>	\$ -	0.0%
Vehicle Registration Fee	4,545,508	<b>4,545,508</b>	-	0.0%
Traffic Congestion Mitigation Tax	8,500,000	<b>8,500,000</b>	-	0.0%
Interest Income	1,485,645	<b>1,485,645</b>	-	0.0%
Program Revenues				
Federal	34,084,667	<b>31,403,579</b>	(2,681,088)	-7.9%
State	24,891,514	<b>24,276,739</b>	(614,775)	-2.5%
Regional and other	11,513,466	<b>11,291,478</b>	(221,988)	-1.9%
<b>Total Revenues</b>	<b>193,328,800</b>	<b>189,810,949</b>	<b>(3,517,851)</b>	<b>-1.8%</b>
Capital Project Costs	228,301,838	<b>219,424,030</b>	(8,877,808)	-3.9%
Administrative Operating Costs				
Personnel expenditures	10,231,638	<b>10,231,638</b>	-	0.0%
Non-Personnel expenditures	3,336,008	<b>3,336,008</b>	-	0.0%
Debt Service Costs	24,983,500	<b>24,983,500</b>	-	0.0%
<b>Total Expenditures</b>	<b>266,852,984</b>	<b>257,975,176</b>	<b>(8,877,808)</b>	<b>-3.3%</b>
<b>Other Financing Sources (Uses)</b>	<b>65,000,000</b>	<b>65,000,000</b>	<b>-</b>	<b>0.0%</b>
<b>Net change in Fund Balance</b>	<b>\$ (8,524,184)</b>	<b>\$ (3,164,227)</b>	<b>\$ 5,359,957</b>	
<b>Budgetary Fund Balance, as of July 1</b>	<b>\$ (5,604,120)</b>	<b>\$ (5,604,120)</b>		
<b>Budgetary Fund Balance, as of June 30</b>	<b>\$ (14,128,304)</b>	<b>\$ (8,768,347)</b>		



	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	
<b>Revenues:</b>							
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
<b>Total Revenues</b>	<b>\$ 108,930,416</b>	<b>\$ 65,918,659</b>	<b>\$ 681,936</b>	<b>\$ 4,571,999</b>	<b>\$ 371,961</b>	<b>\$ 9,335,978</b>	<b>\$ 189,810,949</b>



**San Francisco  
County Transportation  
Authority**

**Attachment 3  
Proposed Fiscal Year 2024/25 Budget Amendment  
Line Item Detail**

	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	



San Francisco  
County Transportation  
Authority

BD051325

RESOLUTION NO. 25-XX

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RESOLUTION AMENDING THE ADOPTED FISCAL YEAR 2024/25 BUDGET TO  
DECREASE REVENUES BY \$3,517,851, DECREASE EXPENDITURES BY \$8,877,808  
FOR A TOTAL NET INCREASE IN FUND BALANCE OF \$5,359,957

WHEREAS, In June 2024, through approval of Resolution 24-47, the  
Transportation Authority adopted the Fiscal Year (FY) 2024/25 Annual Budget and  
Work Program; and

WHEREAS, The Transportation Authority's Fiscal Policy allows for the  
amendment of the adopted budget during the fiscal year to reflect actual revenues  
and expenditures incurred; and

WHEREAS, 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; and

WHEREAS, The 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  
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; and

WHEREAS, 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 for work related to the toll and affordability program;  
and

WHEREAS, Capital project costs for the TNC Tax Program are expected to  
decrease as two San Francisco Municipal Transportation Agency (SFMTA) projects  
have been slow to seek reimbursement requests: FY 2023/24 and FY 2024/25



Application Based Residential Traffic Calming Program and the Vizion Zero Quick-Build Program; and

WHEREAS, At its April 23, 2025, meeting, the Community Advisory Committee was briefed on the proposed budget amendment and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority's adopted FY 2024/25 budget is hereby amended to decreased 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 shown in Attachment 1.

Attachment:

1. Proposed Fiscal Year 2024/25 Budget Amendment

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# Memorandum

## AGENDA ITEM 8

**DATE:** April 24, 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

<b>RECOMMENDATION</b> <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action	<input type="checkbox"/> Fund Allocation
None. This is an information item.	<input type="checkbox"/> Fund Programming
<b>SUMMARY</b>	<input type="checkbox"/> Policy/Legislation
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.	<input type="checkbox"/> Plan/Study
	<input type="checkbox"/> Capital Project Oversight/Delivery
	<input checked="" type="checkbox"/> Budget/Finance
	<input type="checkbox"/> Contract/Agreement
	<input type="checkbox"/> 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.

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 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.

## Attachment 1

### Proposed Work Program

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, 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 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

## Attachment 1

### Proposed Work Program

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 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 four supervisorial districts including District 2 (Safety 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 Octavia Circulation Study and the D7 Ocean Avenue Mobility Action Plan.
- **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

## Attachment 1

### Proposed Work Program

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 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

## Attachment 1 Proposed Work Program

**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.
- **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

## Attachment 1

### Proposed Work Program

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 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+.

## Attachment 1 Proposed Work Program

### 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.
- **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

## Attachment 1

### Proposed Work Program

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.

## 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

## Attachment 1

### Proposed Work Program

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.

**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).

## Attachment 1

### Proposed Work Program

**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 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

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### Proposed Work Program

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 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

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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. 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.** TIMMA is leading this project to construct restrooms and transit shelters for the Muni 25 bus line on behalf of TIDA. We advertised the bid document for the construction of these Ferry Terminal facilities in May 2025 with construction planned for Fall 2025.

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- **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.

#### 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.

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- **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 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

## Attachment 1 Proposed Work Program

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 FTA'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.
- **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),

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### Proposed Work Program

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).
- 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.

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**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.

**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.

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**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	<b>Preliminary Fiscal Year 2025/26 Annual Budget</b>
<b>Revenues:</b>							
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
<b>Total Revenues</b>	<b>109,100,015</b>	<b>61,774,085</b>	<b>702,324</b>	<b>4,571,398</b>	<b>10,664,370</b>	<b>9,934,577</b>	<b>196,746,769</b>
<b>Expenditures:</b>							
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
<b>Total Expenditures</b>	<b>158,907,318</b>	<b>65,152,879</b>	<b>797,907</b>	<b>7,729,300</b>	<b>10,798,753</b>	<b>4,765,258</b>	<b>248,151,415</b>
<b>Other Financing Sources (Uses):</b>	<b>106,486,823</b>	<b>3,378,794</b>	<b>-</b>	<b>-</b>	<b>134,383</b>	<b>-</b>	<b>110,000,000</b>
<b>Net change in Fund Balance</b>	<b>\$ 56,679,520</b>	<b>\$ -</b>	<b>\$ (95,583)</b>	<b>\$ (3,157,902)</b>	<b>\$ -</b>	<b>\$ 5,169,319</b>	<b>\$ 58,595,354</b>
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	<b>\$ 108,387,600</b>	\$ 79,600	0.1%
Vehicle Registration Fee	4,545,508	<b>4,546,000</b>	492	0.0%
Traffic Congestion Mitigation Tax	8,500,000	<b>8,820,000</b>	320,000	3.8%
Interest Income	1,485,645	<b>1,852,901</b>	367,256	24.7%
Program Revenues				
Federal	31,403,579	<b>37,357,731</b>	5,954,152	19.0%
State	24,276,739	<b>21,758,764</b>	(2,517,975)	-10.4%
Regional and other	11,291,478	<b>14,023,773</b>	2,732,295	24.2%
<b>Total Revenues</b>	<b>189,810,949</b>	<b>196,746,769</b>	<b>6,935,820</b>	<b>3.7%</b>
Capital Project Costs	219,424,030	<b>210,554,033</b>	(8,869,997)	-4.0%
Administrative Operating Costs				
Personnel expenditures	10,231,638	<b>10,671,253</b>	439,615	4.3%
Non-Personnel expenditures	3,336,008	<b>3,443,215</b>	107,207	3.2%
Debt Service Costs	24,983,500	<b>23,482,914</b>	(1,500,586)	-6.0%
<b>Total Expenditures</b>	<b>257,975,176</b>	<b>248,151,415</b>	<b>(9,823,761)</b>	<b>-3.8%</b>
<b>Other Financing Sources (Uses)</b>	<b>65,000,000</b>	<b>110,000,000</b>	<b>45,000,000</b>	<b>69.2%</b>
<b>Net change in Fund Balance</b>	<b>\$ (3,164,227)</b>	<b>\$ 58,595,354</b>	<b>\$ 61,759,581</b>	
<b>Budgetary Fund Balance, as of July 1</b>	<b>\$ (5,604,120)</b>	<b>\$ (8,768,347)</b>		
<b>Budgetary Fund Balance, as of June 30</b>	<b>\$ (8,768,347)</b>	<b>\$ 49,827,007</b>		



	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	
<b>Revenues:</b>							
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
<b>Program Revenues</b>							
<b>Federal</b>							
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
<b>State</b>							
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
<b>Regional and other</b>							
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
<b>Total Revenues</b>	<b>\$ 109,100,015</b>	<b>\$ 61,774,085</b>	<b>\$ 702,324</b>	<b>\$ 4,571,398</b>	<b>\$ 10,664,370</b>	<b>\$ 9,934,577</b>	<b>\$ 196,746,769</b>



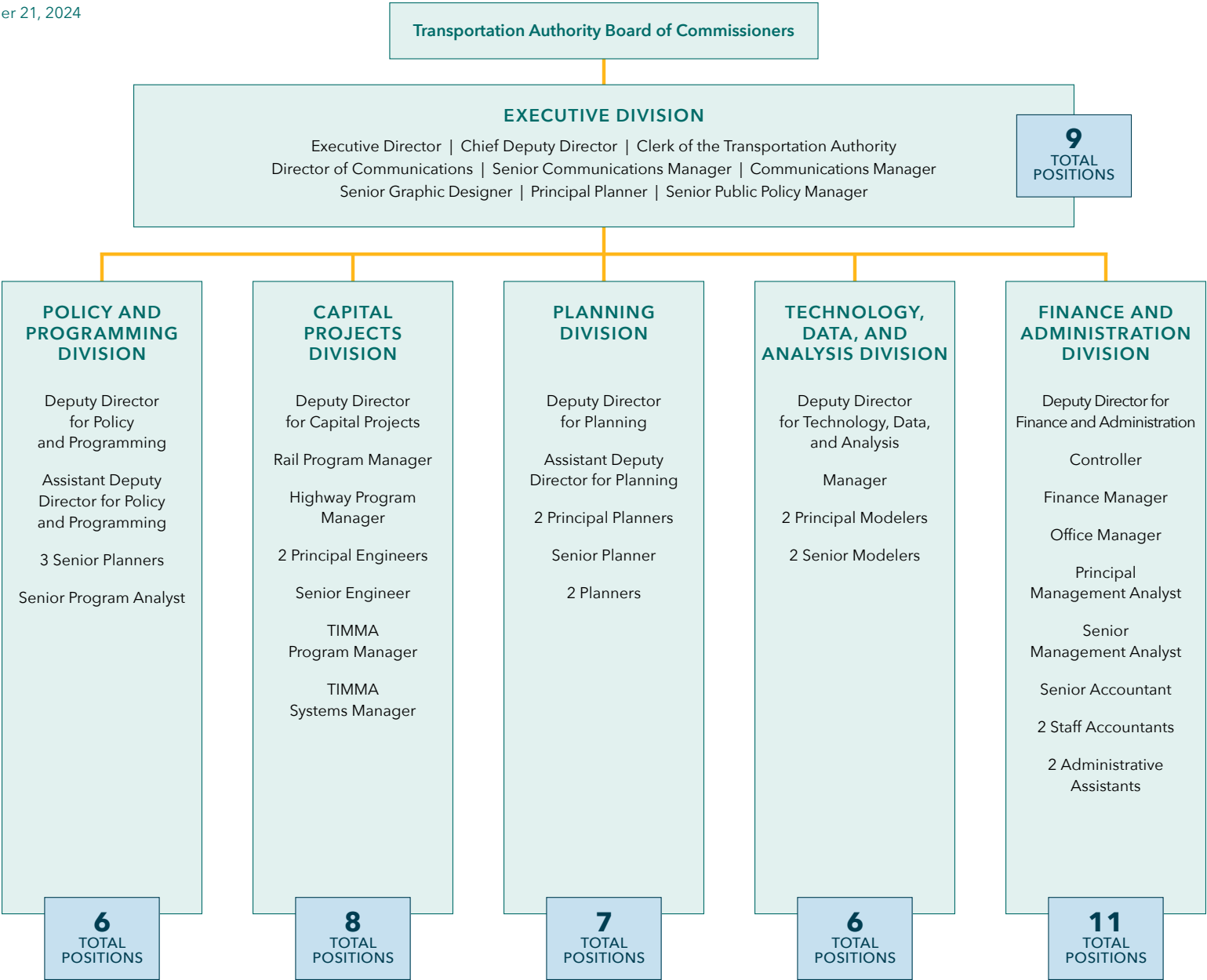
	Preliminary Annual Budget by Fund						Preliminary Fiscal Year 2025/26 Annual Budget
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
<b>Expenditures:</b>							
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
<b>Total Expenditures</b>	<b>\$ 158,907,318</b>	<b>\$ 65,152,879</b>	<b>\$ 797,907</b>	<b>\$ 7,729,300</b>	<b>\$ 10,798,753</b>	<b>\$ 4,765,258</b>	<b>\$ 248,151,415</b>
<b>Other Financing Sources (Uses):</b>							
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
<b>Total Other Financing Sources (Uses)</b>	<b>106,486,823</b>	<b>3,378,794</b>	<b>-</b>	<b>-</b>	<b>134,383</b>	<b>-</b>	<b>110,000,000</b>
<b>Net change in Fund Balance</b>	<b>\$ 56,679,520</b>	<b>\$ -</b>	<b>\$ (95,583)</b>	<b>\$ (3,157,902)</b>	<b>\$ -</b>	<b>\$ 5,169,319</b>	<b>\$ 58,595,354</b>
Budgetary Fund Balance, as of July 1	\$ (44,483,585)	\$ -	\$ 792,859	\$ 9,247,434	\$ -	\$ 25,674,945	\$ (8,768,347)
<b>Budgetary Fund Balance, as of June 30</b>	<b>\$ 12,195,935</b>	<b>\$ -</b>	<b>\$ 697,276</b>	<b>\$ 6,089,532</b>	<b>\$ -</b>	<b>\$ 30,844,264</b>	<b>\$ 49,827,007</b>
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



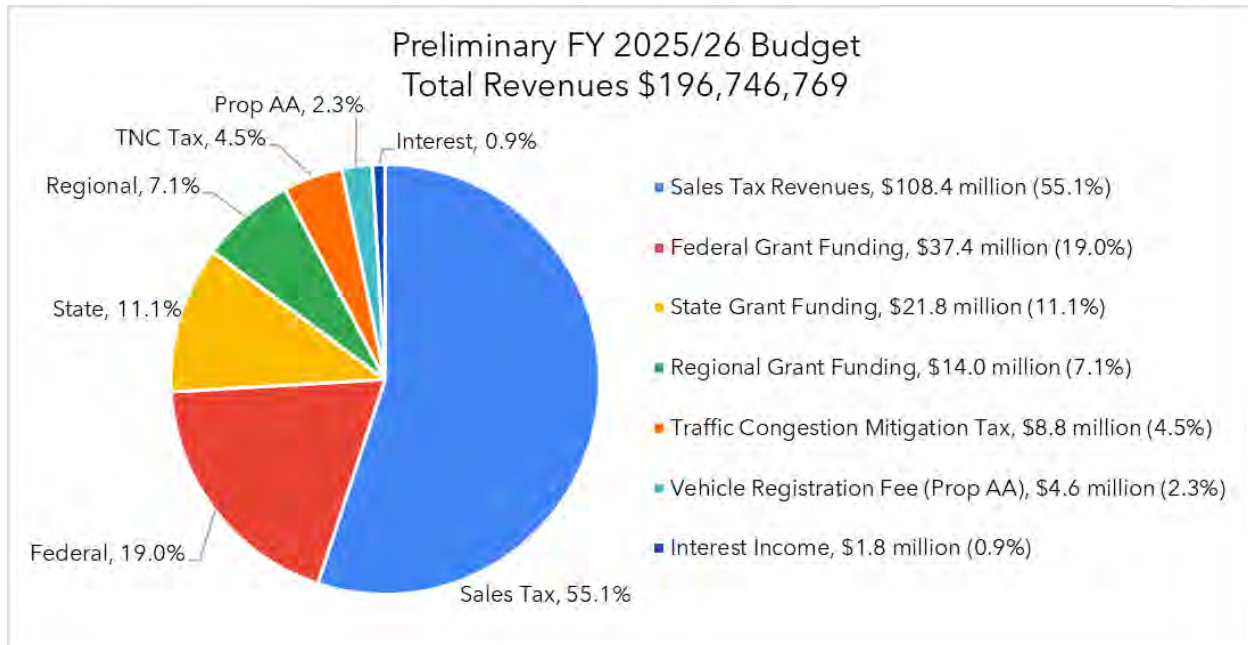
**TIMMA:**  
Treasure  
Island Mobility  
Management  
Agency

## 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.

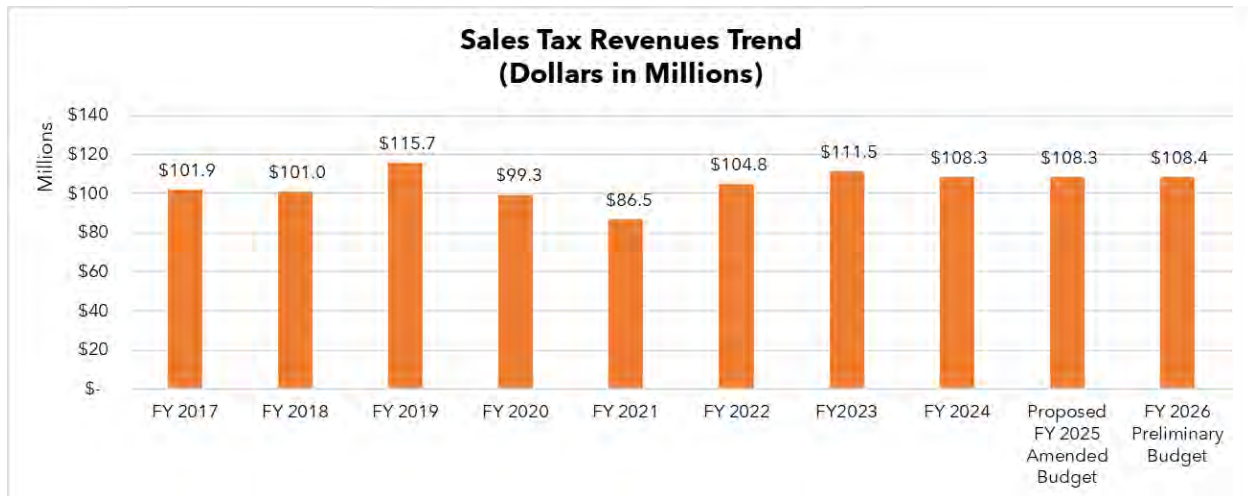
Based on sales tax receipts collected through January 2025 and in coordination with the City's Controller's Office, we project sales tax revenues for FY 2025/26 to remain relatively flat and in line with the FY 2024/25 budgeted revenues. While the inflation rate is anticipated to rise, increased costs 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

## Attachment 6

### 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

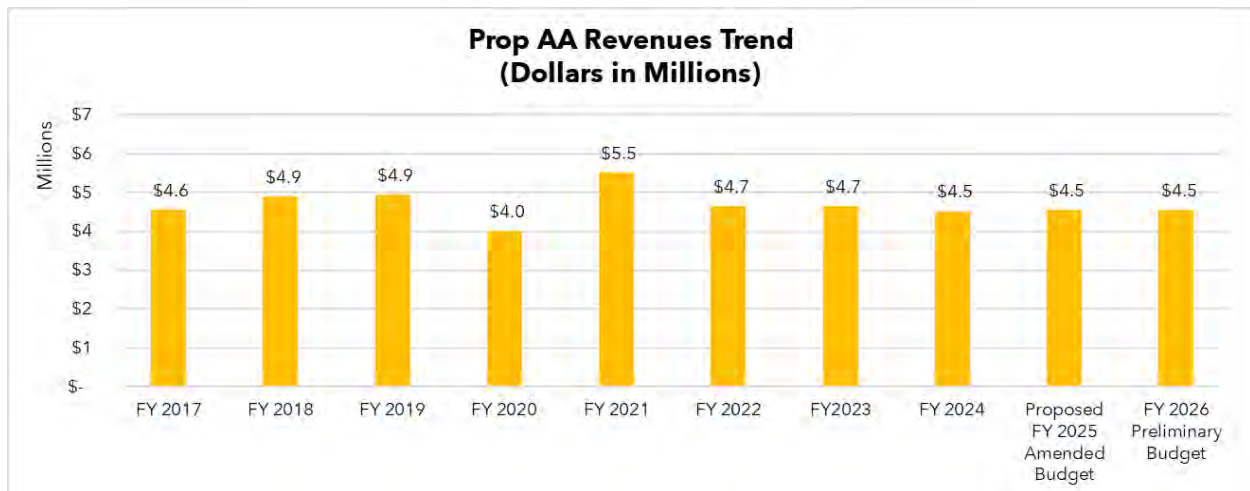
### Line Item Descriptions

#### **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)

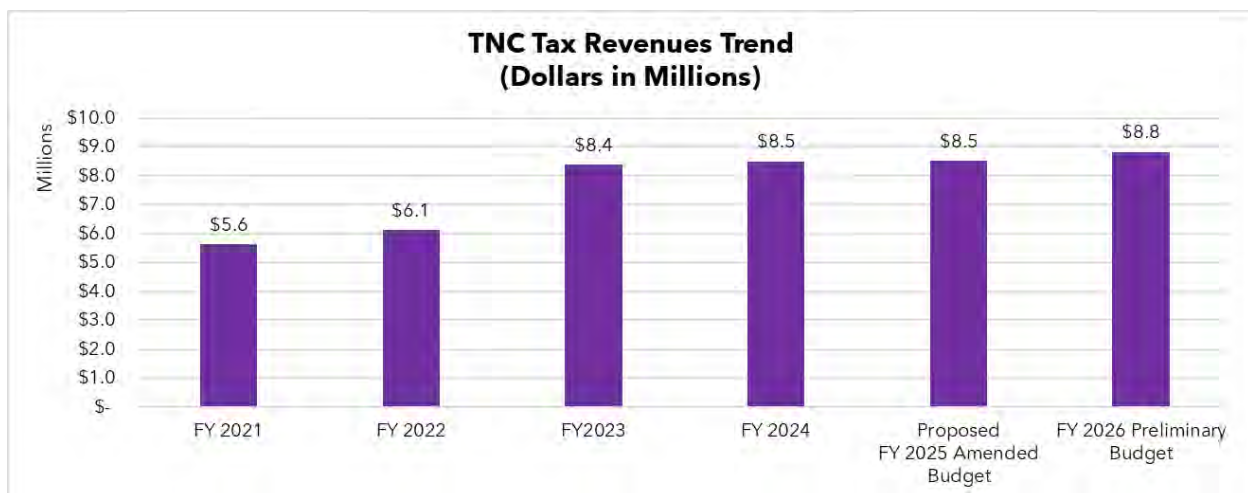
## Attachment 6

### 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.

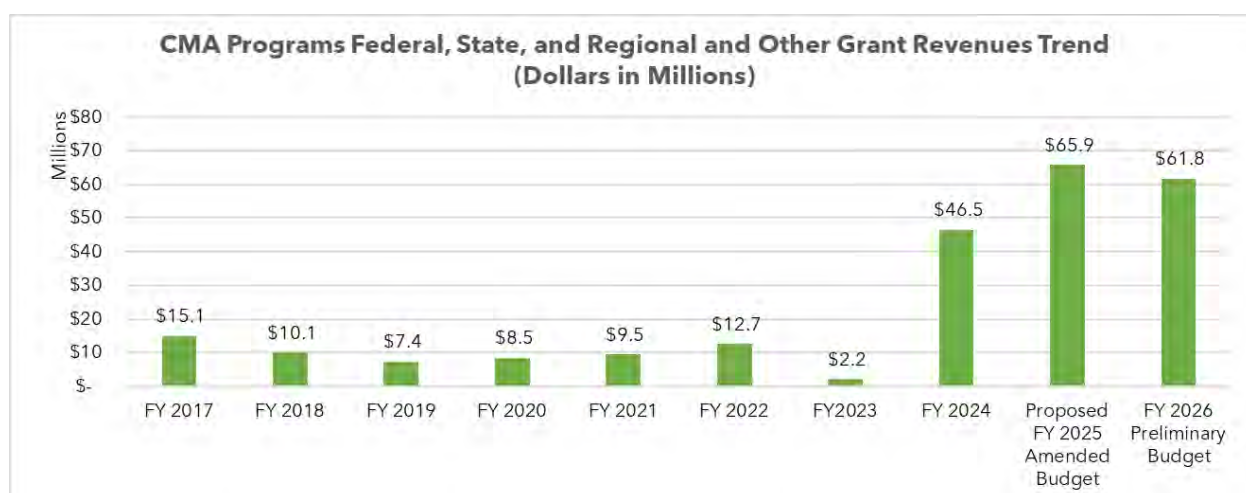
The FY 2025/26 budget includes \$48.8 million from federal and state funding in the CMA program revenues. Some of the major drivers of the federal and state funding for FY 2025/26 are YBI West Side Bridges Project (\$32.4 million), YBI Hillcrest Road Improvements Project (\$7.9 million), projects funded 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.



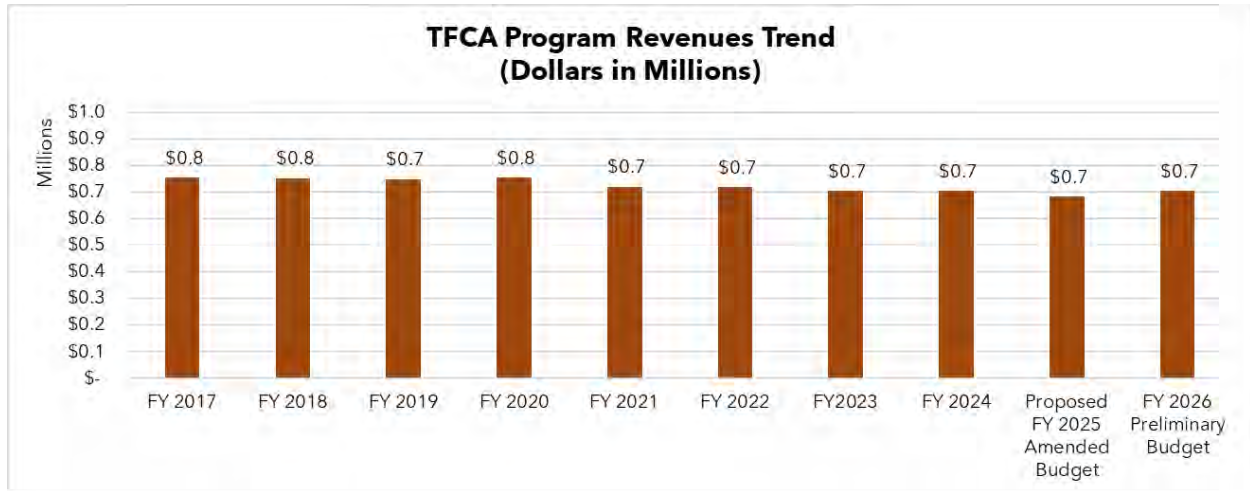
### **Transportation Fund for Clean Air (TFCA) Program Regional Revenues:.....\$701,813**

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.

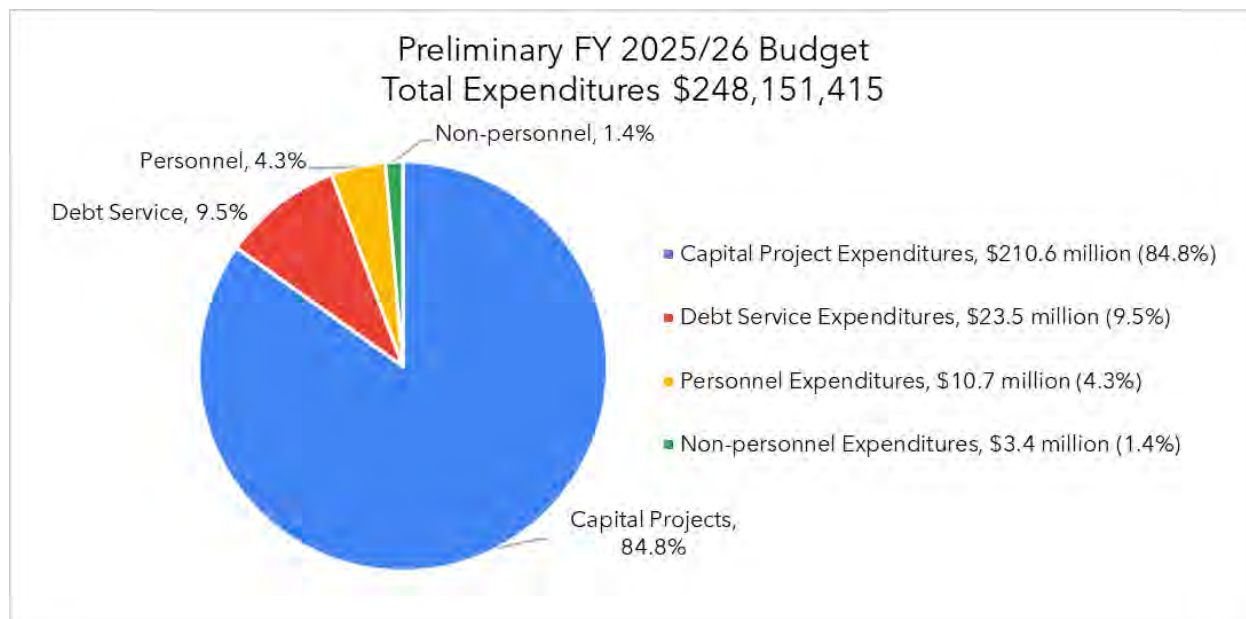
## Attachment 6

### 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.....\$210,554,033**

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**

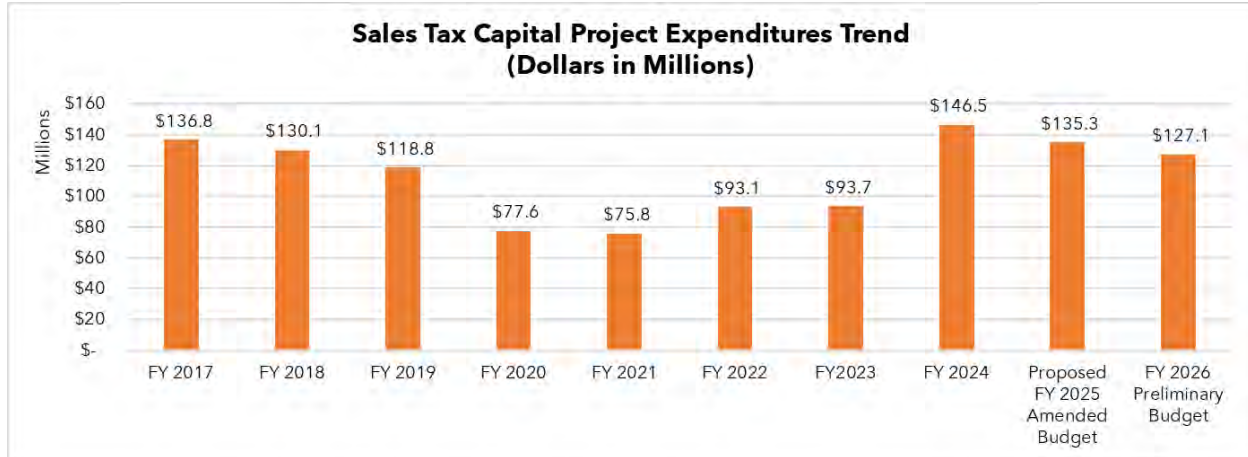
The estimate of sales tax capital expenditures reflects the ongoing coordination with project sponsors to maintain up-to-date project reimbursement schedules for the existing Prop K grants (which carried forward into Prop L) with large remaining balances as well as the expected timing for reimbursements 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/Islais 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

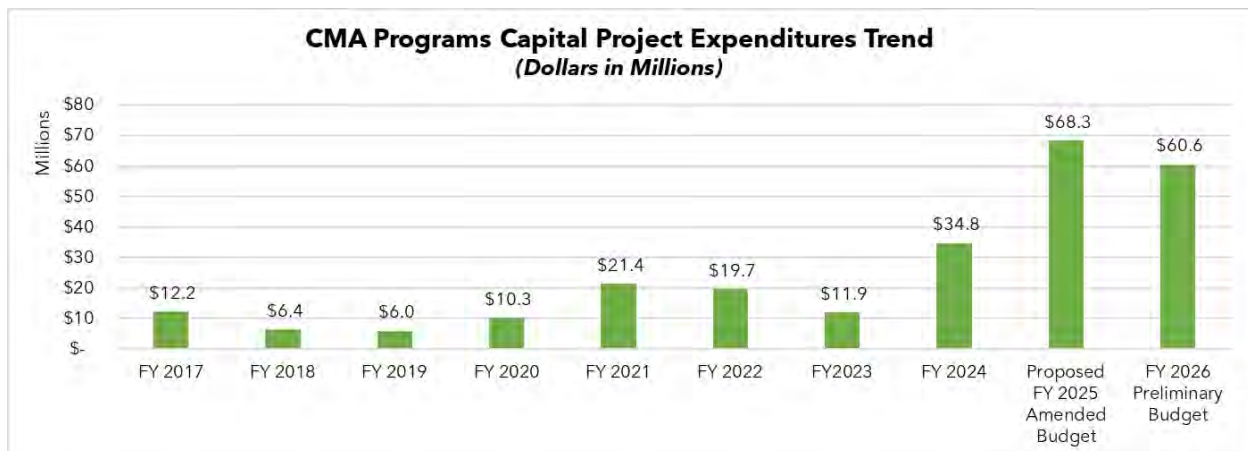
### Line Item Descriptions

#### **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

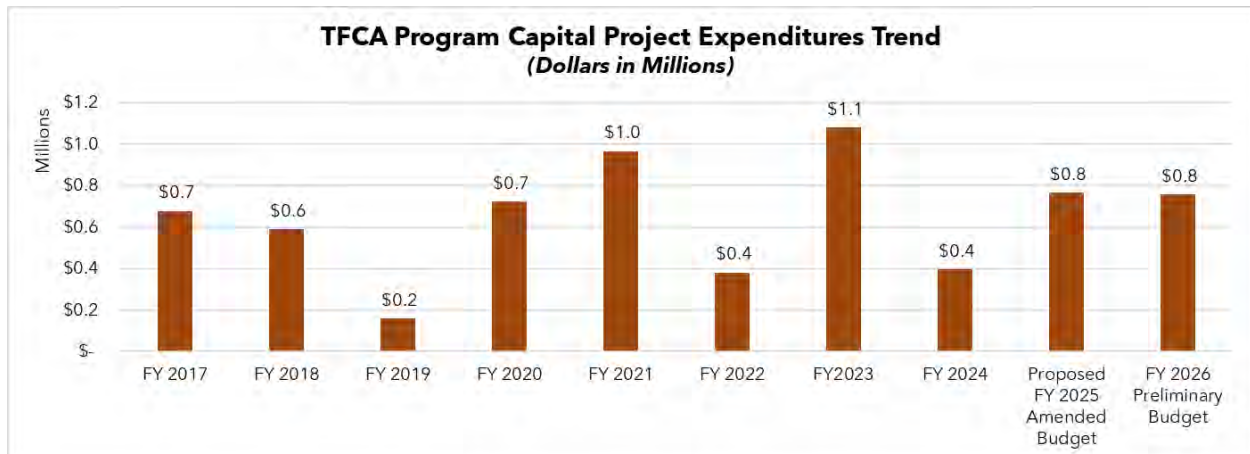
### Line Item Descriptions

**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.



## Attachment 6

### Line Item Descriptions

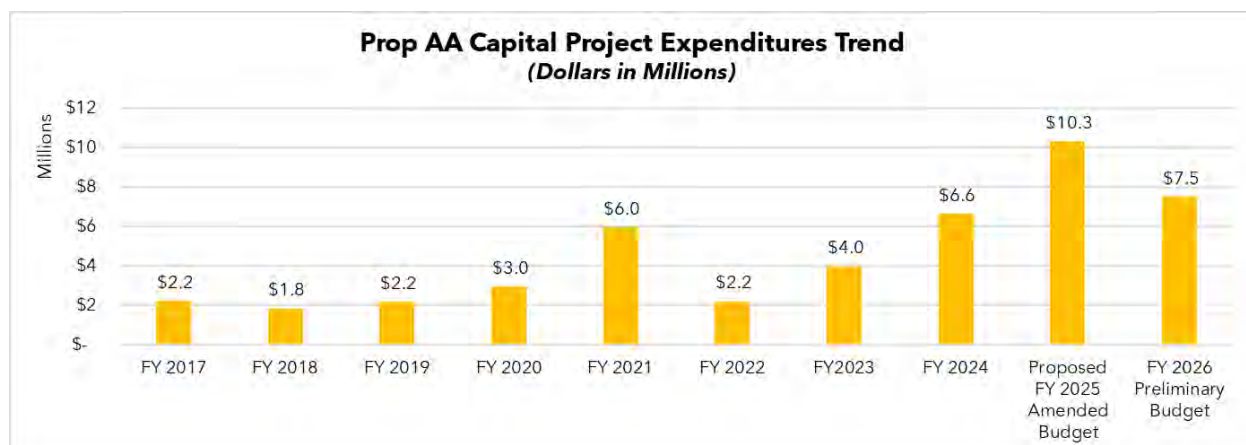
#### Vehicle Registration Fee for Transportation Improvements Program (Prop AA)

**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.



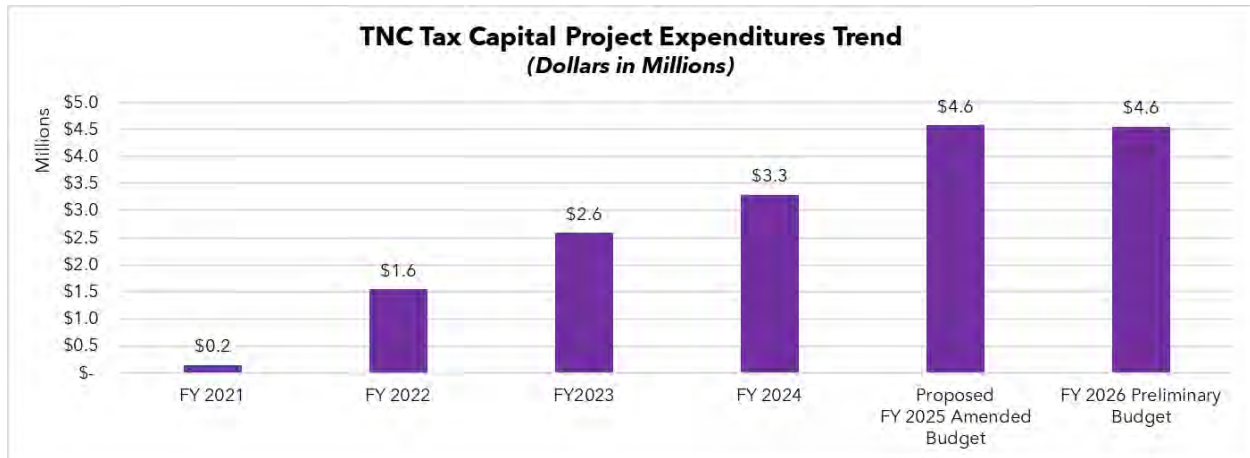
## Attachment 6

### 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.

## Attachment 6

### 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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San Francisco  
County Transportation  
Authority



SFMTA

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# San Francisco Municipal Transportation Agency **Financial Update**

San Francisco County Transportation Authority  
May 13, 2025 - Item 9

# A well-functioning Muni is critical to the Bay Area's economic recovery

- Muni supports the climate, equity and economic recovery goals of the entire region
- Muni carries over half of Bay Area transit riders
- About 55% of all regional transit trips start or end in San Francisco
- Almost half of all Bay Area interagency transit transfers are to or from Muni

**“If we don’t have a solvent transit agency, we will never have economic recovery.” –Ted Egan, San Francisco’s Chief Economist**



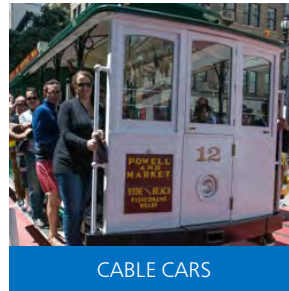
# The SFMTA budget pays for ...



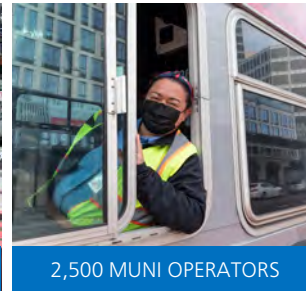
72 MUNI LINES



BUSES AND LRVS



CABLE CARS



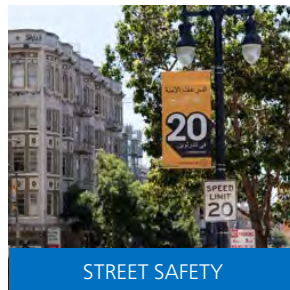
2,500 MUNI OPERATORS



PARATRANSIT



STREET DESIGN



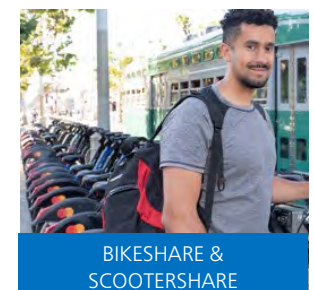
STREET SAFETY



STREET CLOSURES



SCHOOL SAFETY



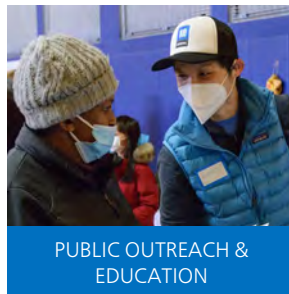
BIKESHARE &amp; SCOOTERSHARE



TRAFFIC SIGNALS



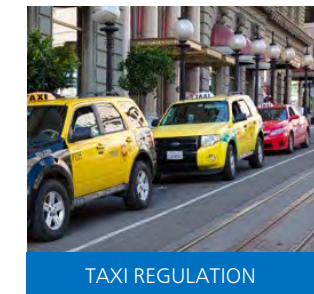
TRANSIT INFRASTRUCTURE



PUBLIC OUTREACH &amp; EDUCATION



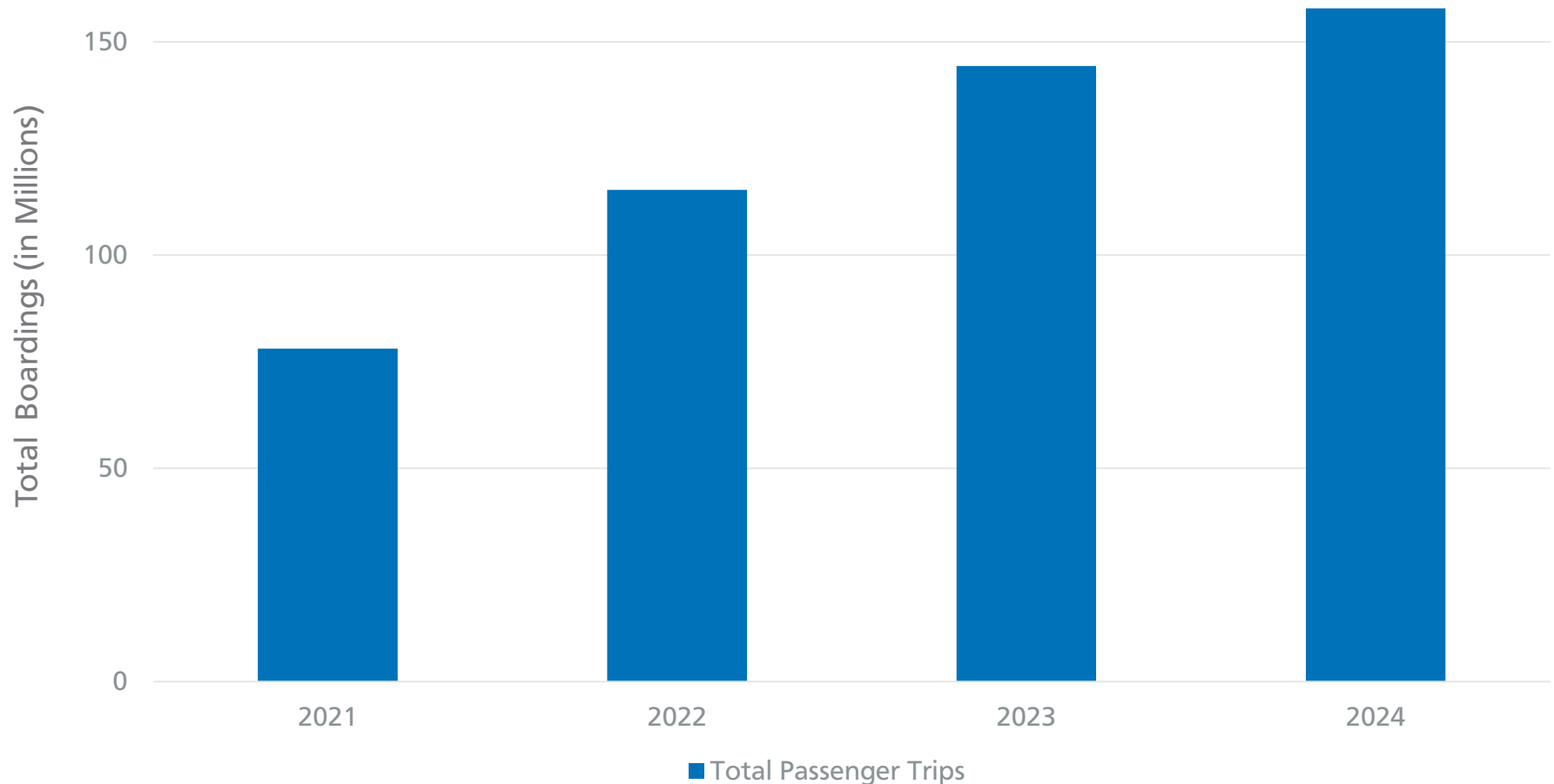
PARKING INFRASTRUCTURE



TAXI REGULATION

# 158 2024 Passenger Trips

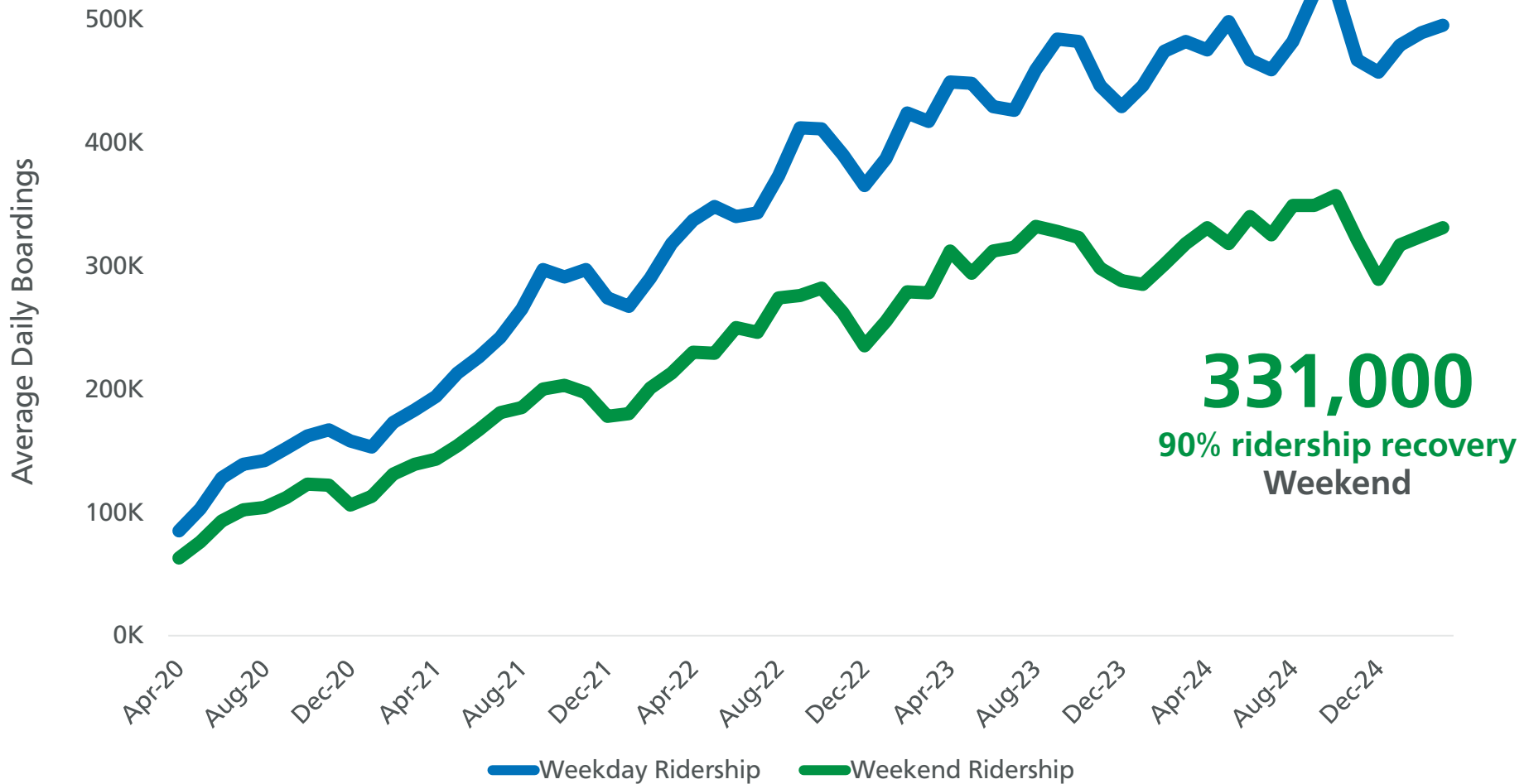
Muni delivered 158 million passenger trips in 2024, 13.5 million more than in 2023.



Data excludes ridership for Cable Car and Streetcar modes.

# March Muni Ridership

**495,000**<sup>159</sup>  
74% ridership recovery  
Weekday



Note: Excludes cable car and streetcar.

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## Customer commendations

---

Great customer service!

---

Great job, especially serving disabled and wheelchair passengers.

---

Cable car operator: He's quietly one of the greatest ambassadors for the city.

---

Great, timely, friendly service!

---

Driver is always friendly, kind, and considerate

---

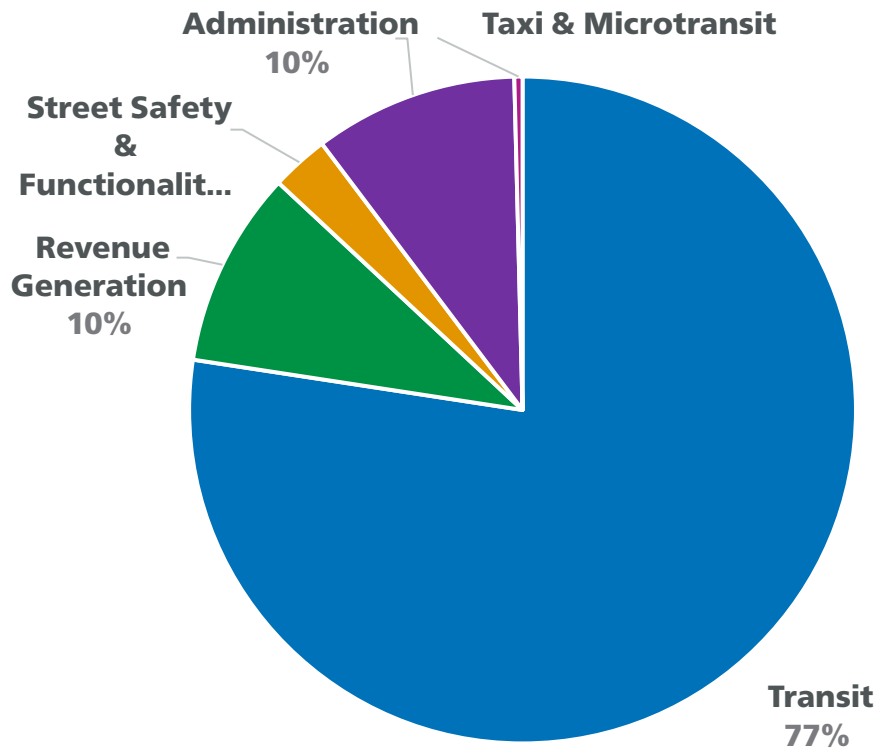
Did his job with kindness and respect.

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### FY 25-26 Expenditure Budget by Service (\$M)



Source: FY24-25 and FY25-26 Original Budget, passed by Board of Supervisors July 2024.  
Note: Transit includes paratransit.

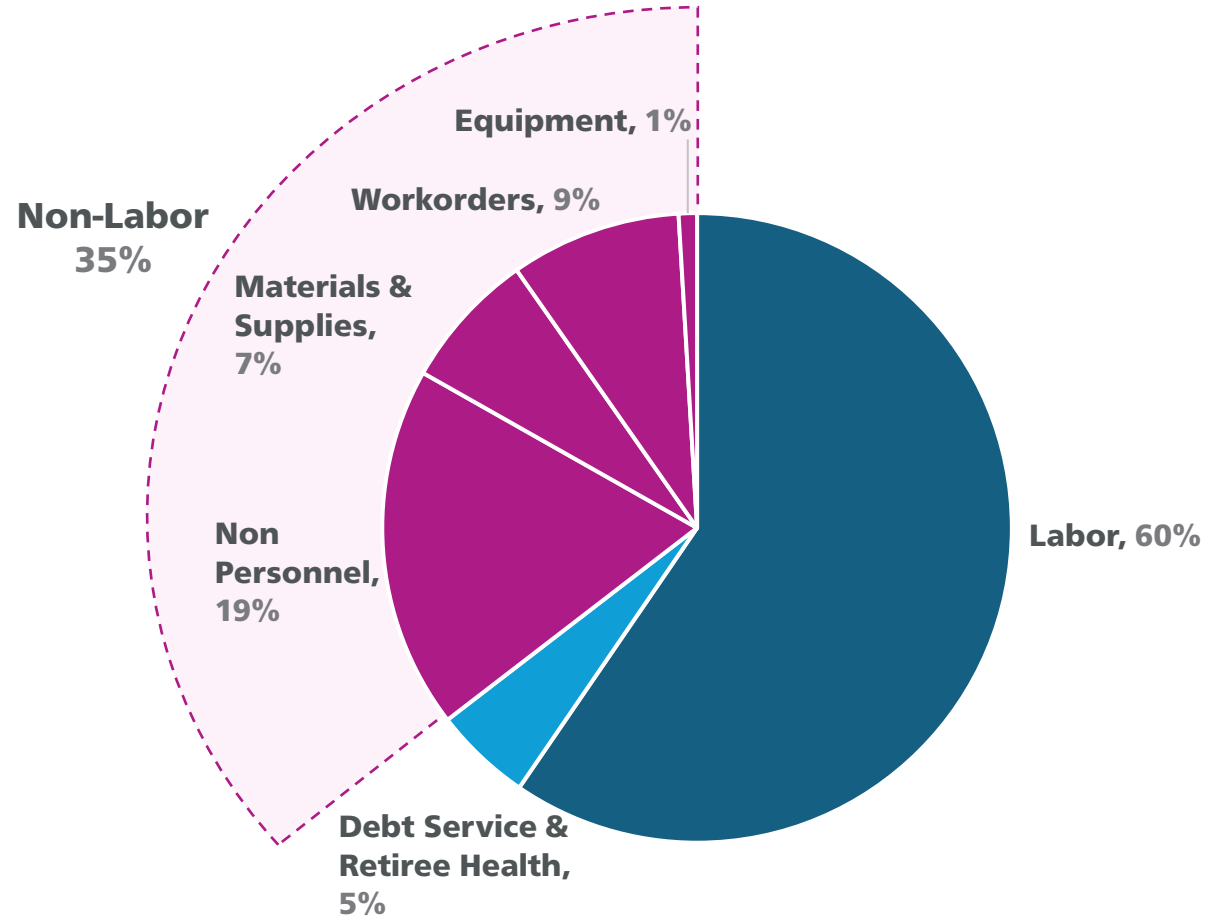
- Almost 90 percent of the SFMTA expenditures are directly related to delivering Muni service or generating revenue to support Muni service
- Most of street safety work is delivered through capital funding sources, including competitive regional and state grants
- Administration costs are small and deliver key functions, such as hiring, payroll, grant administration, workers comp, contracts and compliance

## FY 25-26 Budgeted Expenditure by Expenditure Type

■ **60%** of budget is expended on salaries and benefits for staff.

■ **35%** of budget is expended on non-labor, the services and supplies staff use to do their job.

■ **5%** of budget is expended on debt service and retiree health, contractual obligations that cannot be changed.



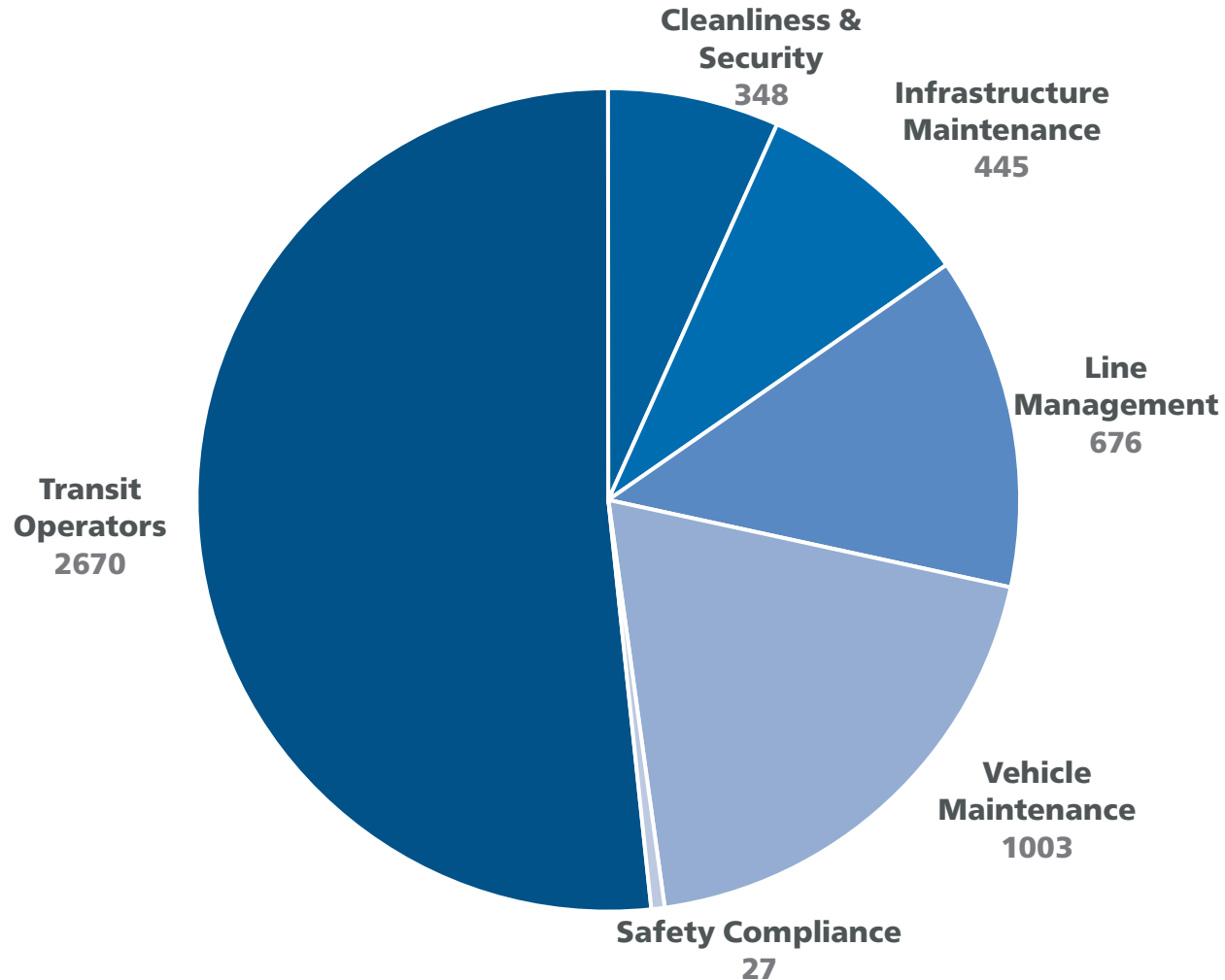
Source: FY25-26 Original Budget, passed by Board of Supervisors July 2024.

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# Labor: Transit

## FY25-26 Budgeted Transit FTEs

Delivering transit requires more than transit operators.



Source: FY25-26 Original Budget, passed by Board of Supervisors July 2024. Note: Excludes attrition and temporary staff. Transit includes paratransit.

**30% revenue generated by the SFMTA:**

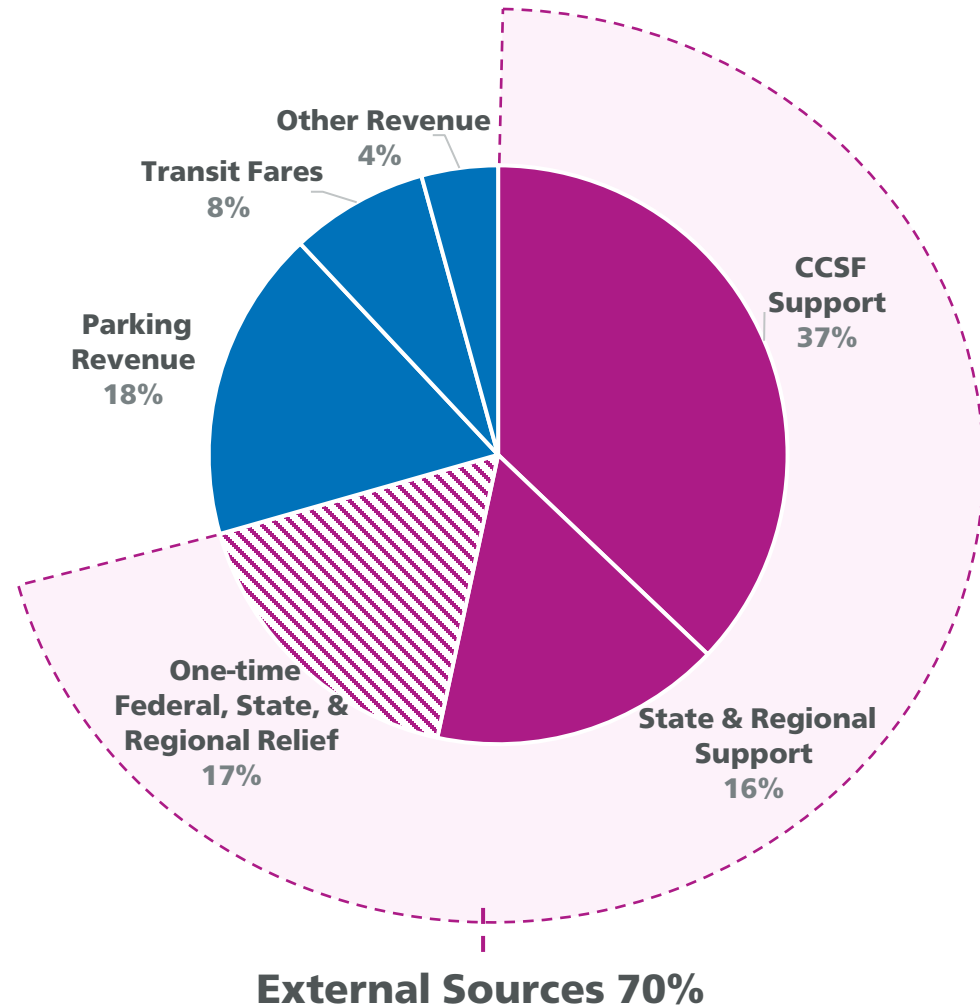
Transit Fares, Parking Revenue, Other Revenue, and Fund Balance.

**70% revenue from external sources:**

CCSF Support, State & Regional Support, and One-time Federal, State, & Regional Relief.

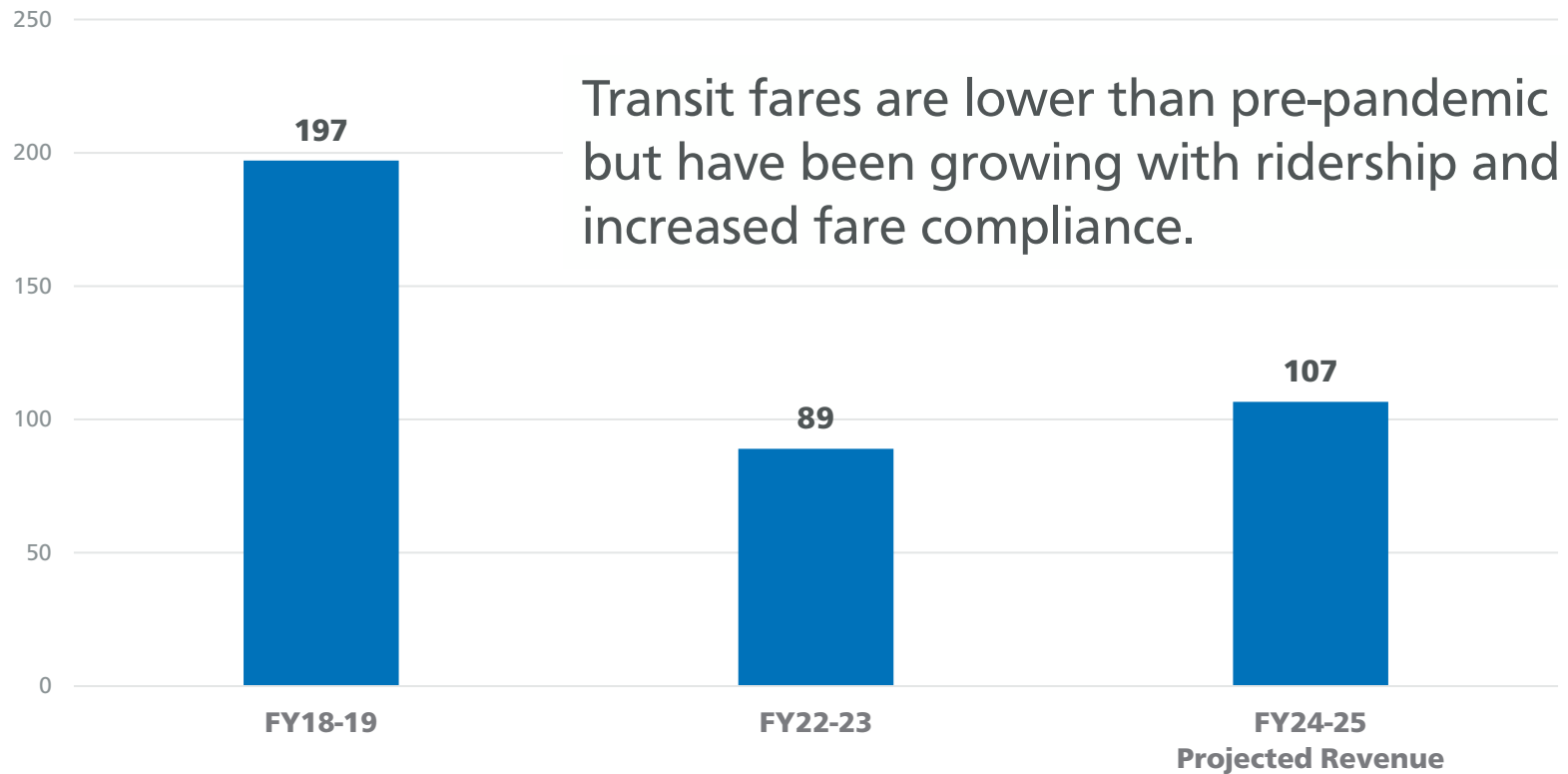
**17% Expiring FY26-27:**  
One-time Federal, State, and Regional Relief fully expended by June 2026.

**FY 25-26 Budgeted Revenue**



Source: FY25-26 Original Budget, passed by Board of Supervisors July 2024.

## Transit Fare Revenues (Actuals/Projected \$M)

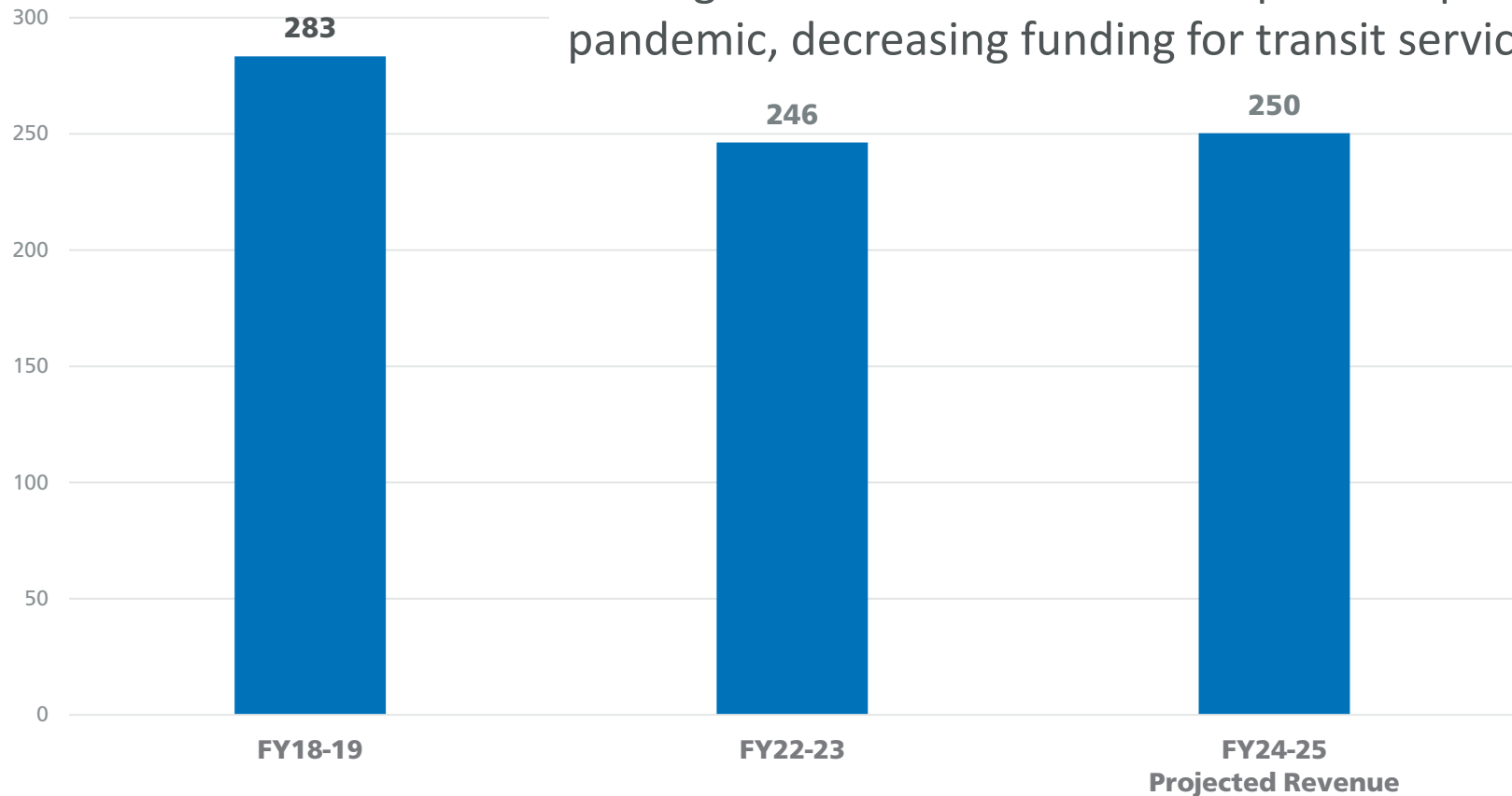


Source: FY24-25 projected revenue based on April 2025 9-month report.

Regional fare collection upgrades and continued enforcement have potential to increase transit fares, but even pre-pandemic fares are insufficient to close gap.

## Parking Revenue (Actuals/Projected \$M)

Parking revenue is down 14% compared to pre-pandemic, decreasing funding for transit service.



Source: FY24-25 projected revenue based on April 2025 9-month report.

Note: Include Seventh & Harrison Lot to tie to year-end financial data

# Transit Fare Compliance



We have stepped up our efforts and we are seeing results:

Increased by  
**100%**

Monthly Fare Inspections

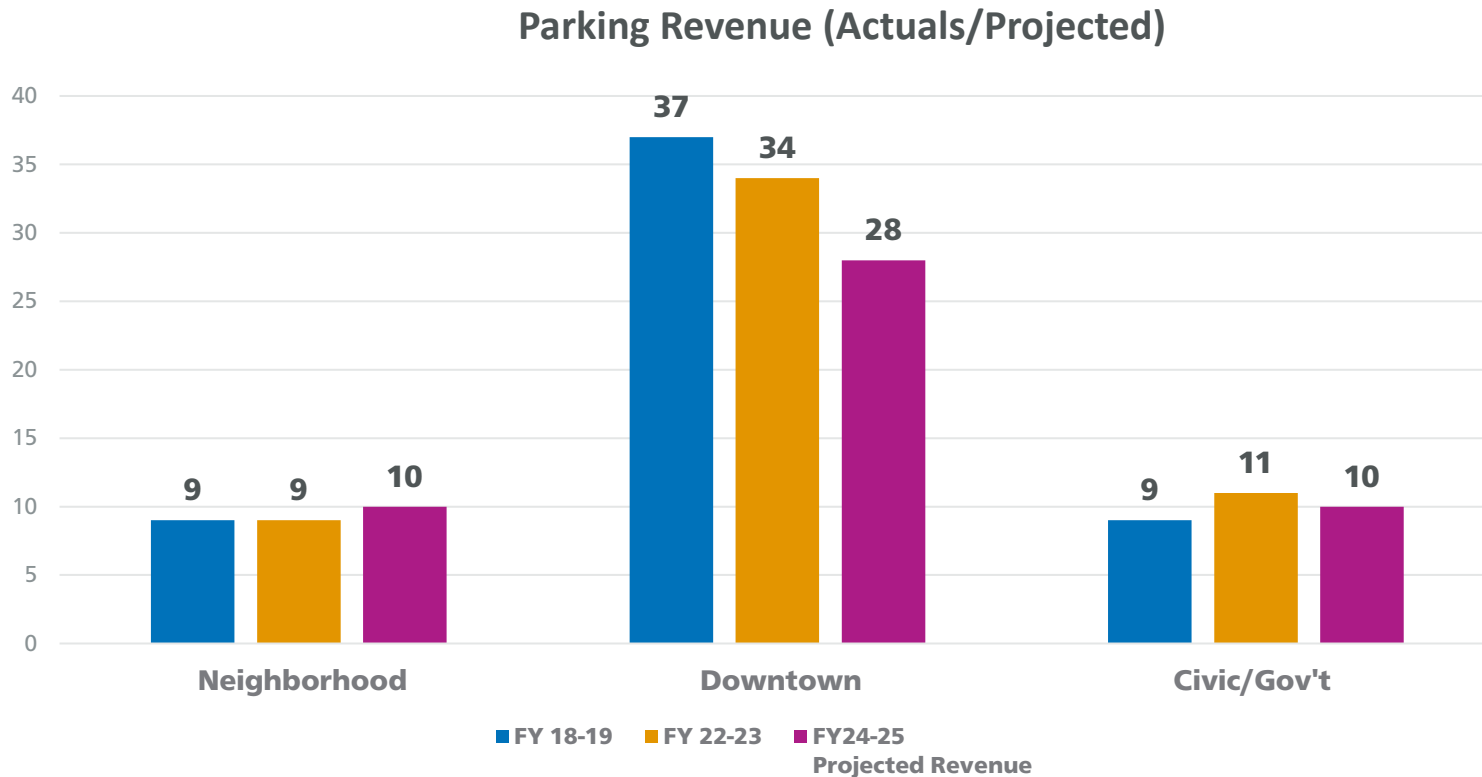
Decreased by  
**30%**

TFI Observed Fare Evasion

Increased by  
**6%**

Revenue per Rider

Positive financial trends at neighborhood and Civic Center garages outweighed by significantly reduced utilization of downtown garages.



Source: FY24-25 projected revenue based on April 2025 9-month report.

Note: Does not include Seventh & Harrison Lot due to insufficient data for comparison. Reflects budgeted parking revenue.



**SFMTA has taken  
action to raise  
revenue**

- **Grew Muni ridership** by improving service quality/customer experience
- **Increased Muni fare compliance** by adding transit fare inspectors and optimizing inspections
- **Increased fares, fees and fines** starting in July 2024, projected to generate \$13M across two-year budget
- **Optimizing existing parking programs** with goal of generating \$18M per year beginning in FY25-26
- **Shifted some capital funding** to operations

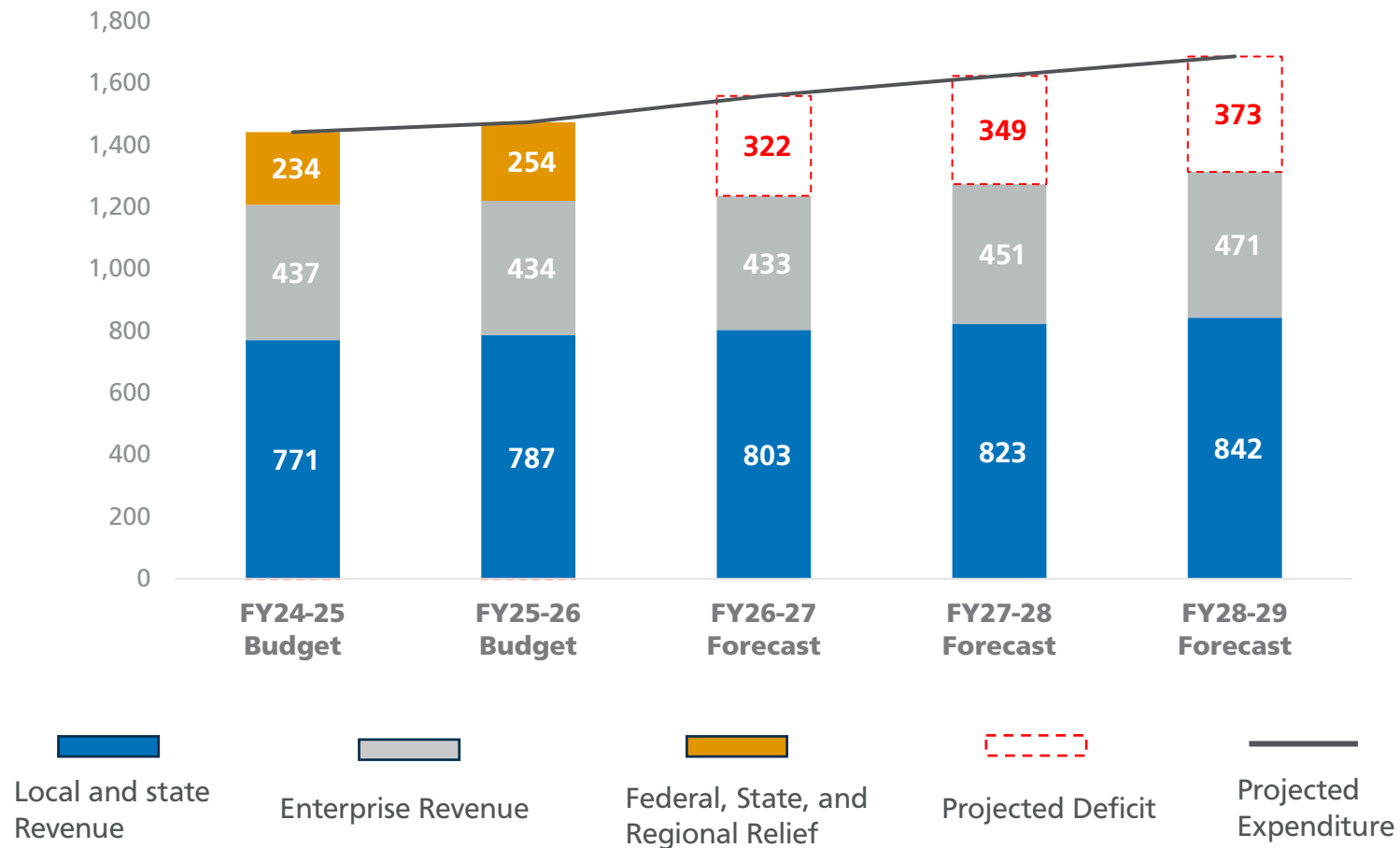
**SFMTA managed lower revenue by becoming more efficient.**

- **Saved \$90 million in personnel costs** annually by reducing hiring and holding positions vacant (*work underway to remove vacant defunded positions from FY25-26 budget*)
- **Cut \$30 million in non-personnel costs** by eliminating planned one-time investments in FY24-25 and FY25-26
- **Offering a dozen fewer Muni routes** than pre-pandemic and only added Muni service if service was cut elsewhere in the system
- In June, **will cut Muni service by 2%** without eliminating any Muni routes
- Installed 100 miles of transit-only lanes and implemented other reliability improvements that allow Muni buses to get to their destinations more quickly – allowing SFMTA to **deliver more Muni service at no additional cost**
- **Used technology to optimize operations** (i.e. self-pay at parking garages, self-scheduling of tow hearings)



The projected deficit is \$322M in FY26-27 and grows with inflation over time

Operating Source by Type (\$M)



# Muni Funding Working Group

- In fall 2024, the Muni Funding Working Group began work to identify approximately **\$320 million** to sustain Muni service, paratransit service, programs that keep our streets safe, and other transportation services after exhausting federal and state relief.
- Convened by the Controller's Office and the SFMTA, the Working Group **reviewed and prioritized policy options** that SFMTA can implement to address its short-term funding gap and long-term structural deficit.
- The Working Group built on previous efforts (T2030, T2045, and the Muni Reliability Working Group) to discuss and provide feedback on packages of options for **stakeholders and elected policy makers to consider**.

# Muni Funding Working Group Members 175

**Members represented a diverse group of stakeholders**

Member	Organization or Group
Chris Arvin	MTA Citizens' Advisory Council
Anthony Ballester	Transport Workers Union
Alicia John-Baptiste	Mayor's Office
Desira Brown	Tenderloin Neighborhood Development Corporation
Tilly Chang	San Francisco County Transportation Authority
Rodney Fong	SF Chamber of Commerce
Kristin Hardy	SEIU
Jon Hee	Chinatown Transportation Research and Improvement Project
Steve Heminger	SFMTA Board
Fiona Hinze	SFMTA Board
Sara Johnson	San Francisco Transit Riders
Kathleen Kelly	Transportation Expert
Julie Kirschbaum	SFMTA Director (non-voting member)

Member	Organization or Group
Rafael Mandelman	Board of Supervisors and San Francisco County Transportation Authority
Myrna Melgar	Board of Supervisors and San Francisco County Transportation Authority
Robin Pam	KidSafe
Seleta Reynolds	LA Metro
Mia Satya	Senior & Disability Action
Alex Sweet	Mayor's Transportation Advisor
Kim Tavaglione	SF Labor Council
Laurie Thomas	Golden Gate Restaurant Association
Laura Tolkoff	SPUR
Greg Wagner	Office of the Controller (non-voting member)

# Muni Funding Working Group Work Plan

The Muni Funding Working Group reviewed **individual options** in the following categories:



**Efficiency Improvements:** streamline systems and processes to decrease operating costs.



**Service Cuts:** reduce service to decrease operating costs.



**Funding Options:** increase fees, revenue, or taxes to increase overall revenue.



**Service Improvements:** enhance services to win voter support for new revenue.

SFMTA then bundled individual options into **six packages** based on Working Group feedback of individual options.

## Efficiencies & Internal Cuts

- Administrative Cuts
- Parking Optimization
- Transit Fare Optimization
- Automated Parking Enforcement

## Large Ballot Measures

- Regional Measure
- Local Sales Tax
- Local Parcel Tax

## Small Ballot Measures

- Up to \$50 million total



## Non-Ballot Revenue

- Visitor Paid Parking
- Sunday Paid Parking
- Evening Paid Parking
- Increase Residential Permit Fee

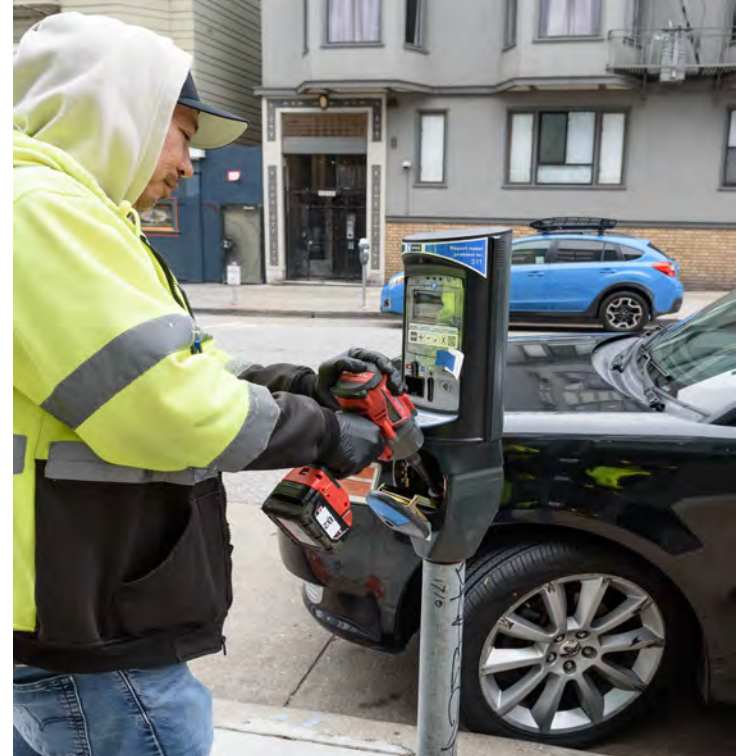
## Subsidy Reductions

- Eliminate or Reduce Fare Subsidies
- Eliminate or Reduce Tow Subsidies

## Non-Muni Cuts

- Constituent Services Reductions
- Street Maintenance Reductions
- Safety Work Reductions

## Muni Service Cuts



# PACKAGE OVERVIEW

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Policy Options by \$millions

Category		Package A:	Package B:	Package C:	Package D:	Package E:	Package F:
Reducing Costs Through Cuts	Efficiencies & Internal Cuts	\$40M	\$40M	\$37M	\$44M	\$42M	\$45M
	Large Ballot Measures	\$260M	\$210M	\$211M	\$168M	\$187M	\$137M
	Small Ballot Measures	-	\$50M	\$43M	\$25M	-	-
	Non-Ballot Revenue	\$20M	\$20M	-	\$49M	\$36M	\$14M
	Subsidy Reductions	-	-	\$15M	-	\$3M	\$15M
	Non-Muni Cuts	-	-	\$14M	\$11M	\$11M	\$18M
	Muni Service Cuts	-	-	-	\$23M	\$41M	\$91M
Total		\$320M	\$320M	\$320M	\$320M	\$320M	\$320M





# SFMTA Budget Strategy

- **Muni Funding Working Group** helped build local consensus
- Closing the funding gap is going to take a package that includes a variety of funding options
- Pursue **revenue measures** for 2026 with regional and state partners
- Develop a **fiscally responsible FY 26-27 and FY 27-28 budget**
- **Fight for funding** to make sure San Francisco has the transportation services it needs and deserves



# Thank you! Questions?





# Appendix: Muni Funding Working Group Package Details

# PACKAGE OVERVIEW

Policy Options by percent of total (\$320M)

Category		Package A:	Package B:	Package C:	Package D:	Package E:	Package F:
Reducing Costs Through Cuts	Efficiencies & Internal Cuts	13%	13%	12%	14%	13%	14%
	Large Ballot Measures	81%	66%	66%	53%	58%	43%
	Small Ballot Measures	0%	16%	13%	8%	0%	0%
	Non-Ballot Revenue	6%	6%	0%	15%	11%	4%
	Subsidy Reductions	0%	0%	5%	0%	1%	5%
	Non-Muni Cuts	0%	0%	4%	3%	3%	6%
	Muni Service Cuts	0%	0%	0%	7%	13%	28%
	Total	100%	100%	100%	100%	100%	100%

**Any of the measures or programs included in any ‘Package’ are for the purposes of discussion and feedback.** These ‘Packages’ incorporate the feedback and suggestions of Muni Funding Working Group (MFWG) members, survey data, outreach and analysis by SFMTA staff.

**Given the real-time, dynamic nature of forecasting revenues and actual collections, the numbers stated in this presentation are subject to change.** We cannot perfectly predict the future, and these packages today, reflect what we know now. We must plan for both risk and uncertainty.

Any final implementation plan eventually developed will have to be resilient to changing conditions with contingencies in place. **As of today, none of the included options are officially endorsed actions or plans by the SFMTA.**

# Package A:

## Preserve Muni & Street Safety – Big at the Ballot in 2026

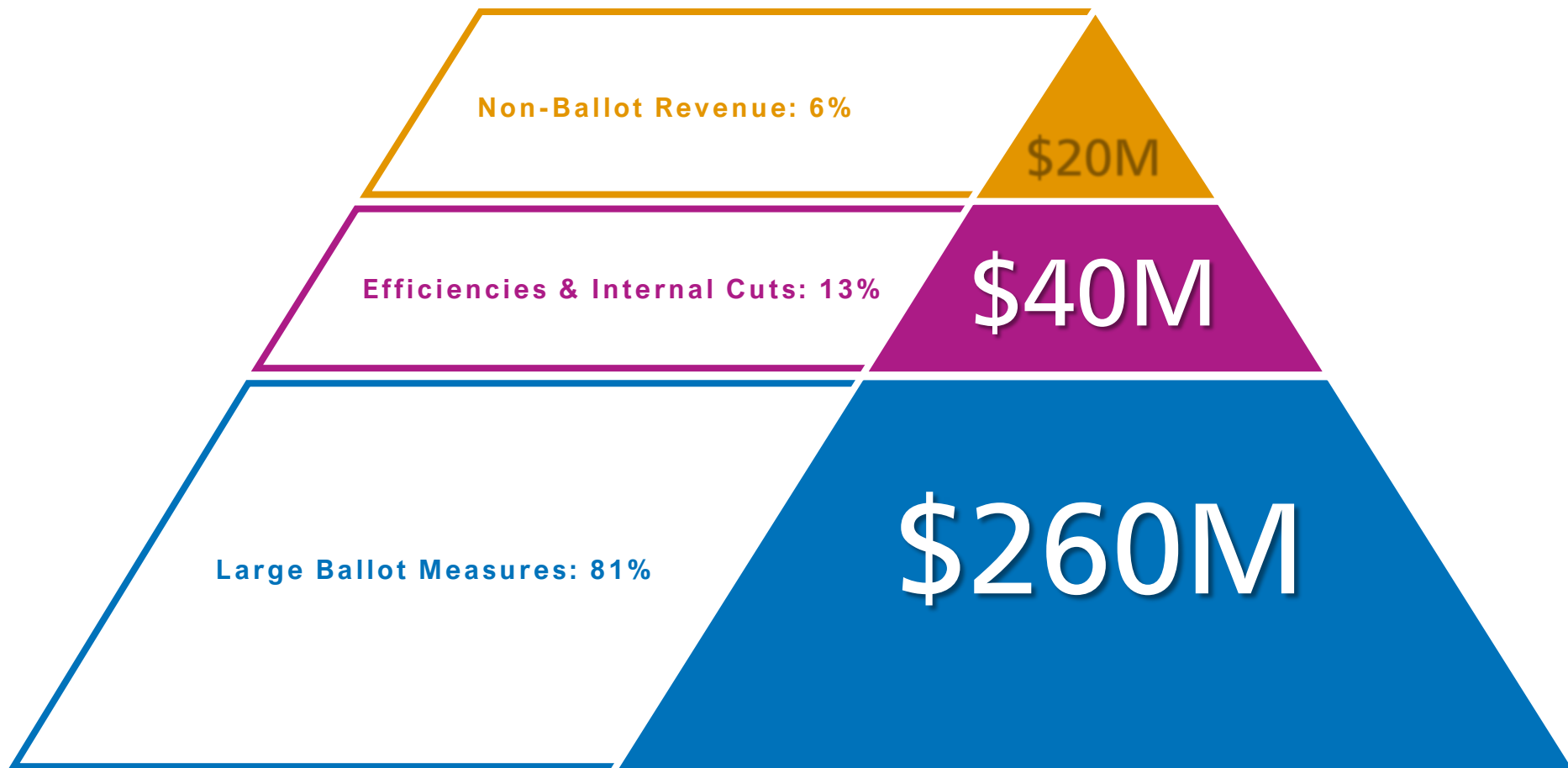
Generating New Revenue	Reducing Costs Through Cuts
<p>Large Ballot Measures (2026)</p> <ul style="list-style-type: none"> <li>• \$162M Regional Revenue Measure (Variable Rate)</li> <li>• \$98M Local Parcel Tax (\$0.175/sq ft)</li> </ul> <p>Non-Ballot Revenues</p> <ul style="list-style-type: none"> <li>• \$20M SF Visitor Paid Parking (2028+)</li> </ul>	<p>Efficiencies &amp; Internal Cuts</p> <ul style="list-style-type: none"> <li>• \$10M Administrative Cuts</li> <li>• \$4M Automated Parking Enforcement</li> </ul>
<p><i>As a baseline, all packages maximize three existing programs to generate revenue, including parking optimization (\$18M), transit fare optimization (\$5M), and accelerating Muni Forward improvements (\$3M), and includes differing levels of Administrative Cuts.</i></p>	

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## PACKAGE A:

### Preserve Muni & Street Safety - Big at the Ballot in 2026

This package assumes a scenario in which there are no Muni Service cuts, Street Safety cuts or subsidy reductions. This requires a high-level of political support and is therefore a high-risk scenario as it is dependent on voter approval of *two large ballot measures in 2026*.



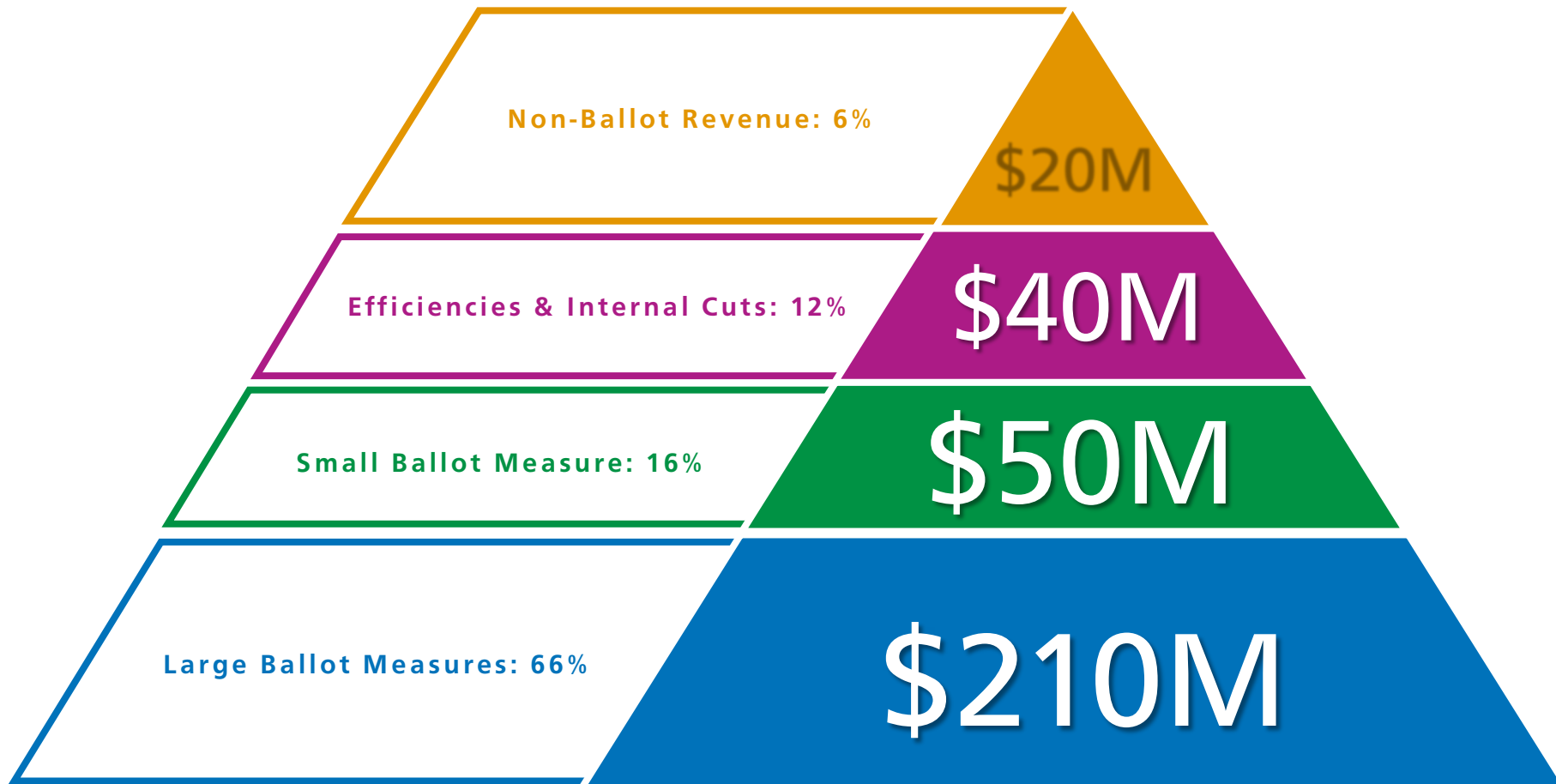
# Package B:

## Preserve Muni & Street Safety – Multiple Ballots over Time

Generating New Revenue	Reducing Costs Through Cuts
<p>Large Ballot Measures (2026)</p> <ul style="list-style-type: none"> <li>• \$162M Regional Revenue Measure (Variable Rate)</li> <li>• \$48M Local Parcel Tax (\$0.067/sq ft)</li> </ul> <p>Small Ballot Measures (2028)</p> <ul style="list-style-type: none"> <li>• \$50M in total</li> </ul> <p>Non-Ballot Revenues</p> <ul style="list-style-type: none"> <li>• \$20M SF Visitor Paid Parking (2028+)</li> </ul>	<p>Efficiencies &amp; Internal Cuts</p> <ul style="list-style-type: none"> <li>• \$10M Administrative Cuts</li> <li>• \$4M Automated Parking Enforcement</li> </ul>
<p><i>As a baseline, all packages maximize three existing programs to generate revenue, including parking optimization (\$18M), transit fare optimization (\$5M), and accelerating Muni Forward improvements (\$3M), and includes differing levels of Administrative cuts.</i></p>	

**PACKAGE B:****Preserve Muni & Street Safety – Multiple Ballots over Time**

This package assumes a scenario in which there are no Muni Service cuts, Street Safety cuts or subsidy reductions. This requires a high-level of political support as it is *dependent on voter approval of two large-ballot measures in 2026 and a smaller measure in 2028.*



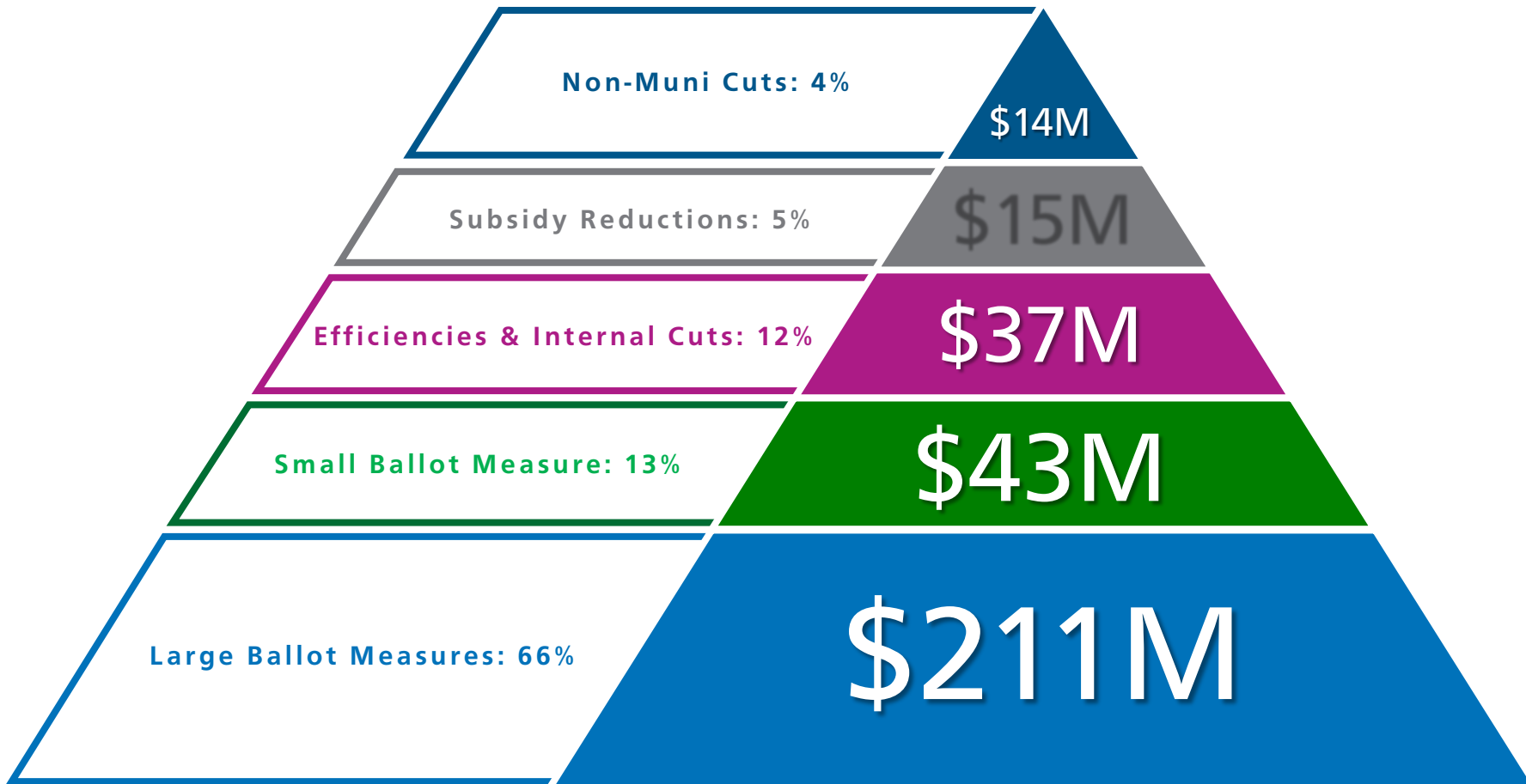
# Package C:

## Protecting Muni Service – Minimizing Cuts for Riders

Generating New Revenue	Reducing Costs Through Cuts
<p>Large Ballot Measures (2026)</p> <ul style="list-style-type: none"> <li>• \$162M Regional Revenue Measure (Variable Rate)</li> <li>• \$49M Local Sales Tax</li> </ul> <p>Small Ballot Measure (2028)</p> <ul style="list-style-type: none"> <li>• \$43M in total</li> </ul>	<p>Efficiencies and Internal Cuts</p> <ul style="list-style-type: none"> <li>• \$11M Administrative Cuts</li> </ul> <p>Non-Muni Cuts</p> <ul style="list-style-type: none"> <li>• \$7M Constituent Services Reductions</li> <li>• \$4M Streets Maintenance Reduction</li> <li>• \$3M Safety Work Reductions</li> </ul> <p>Subsidy Reductions</p> <ul style="list-style-type: none"> <li>• \$3M Eliminate/Reduce Tow Subsidies</li> <li>• \$12M Eliminate/Reduce Fare Subsidies</li> </ul>
<p><i>As a baseline, all packages maximize three existing programs to generate revenue, including parking optimization (\$18M), transit fare optimization (\$5M), and accelerating Muni Forward improvements (\$3M), and includes differing levels of Administrative Cuts.</i></p>	

**PACKAGE C:****Protecting Muni Service – Minimizing Cuts for Riders**

This package assumes a scenario in which Muni service cuts for riders are avoided. This requires a high level of political support *for voter approval of two large-ballot measures in 2026 and a smaller measure in 2028. It avoids new parking fees but includes reductions in fare subsidies, tow subsidies, and street safety cuts.*



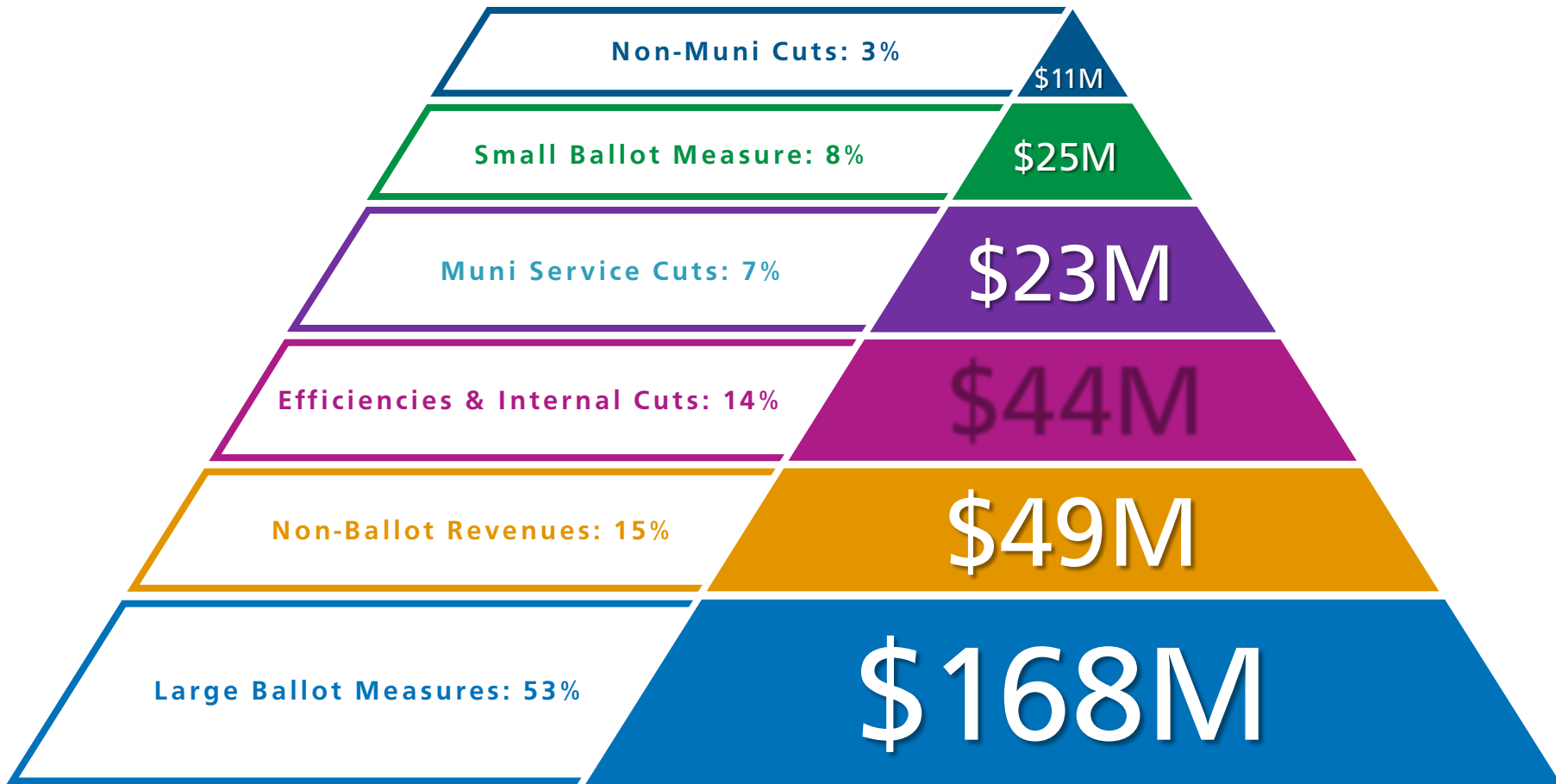
# Package D:

## More Reliance on Non-Ballot Revenue

Generating New Revenue	Reducing Costs Through Cuts
<p>Large Ballot Measures (2026)</p> <ul style="list-style-type: none"> <li>• \$88M Regional Revenue Measure (Option 1A)</li> <li>• \$80M Local Parcel Tax (\$0.114/sq ft)</li> </ul> <p>Small Ballot Measure (2028)</p> <ul style="list-style-type: none"> <li>• \$25M in Total</li> </ul> <p>Non-Ballot Revenues</p> <ul style="list-style-type: none"> <li>• \$30M SF Visitor Paid Parking (2028+)</li> <li>• \$6M Extend Paid Parking to Sunday</li> <li>• \$8M Extend Paid Parking to 10 p.m.</li> <li>• \$5M Increase Residential Parking Permit Fee</li> </ul>	<p>Efficiencies &amp; Internal Cuts</p> <ul style="list-style-type: none"> <li>• \$14M Administrative Cuts</li> <li>• \$4M Automated Parking Enforcement</li> </ul> <p>Non-Muni Cuts</p> <ul style="list-style-type: none"> <li>• \$7M Constituent Services</li> <li>• \$4M Streets Maintenance Reduction</li> </ul> <p>Muni Service Cuts</p> <ul style="list-style-type: none"> <li>• \$23M Muni Service Cuts</li> </ul>
<p><i>As a baseline, all packages maximize three existing programs to generate revenue, including parking optimization (\$18M), transit fare optimization (\$5M), and accelerating Muni Forward improvements (\$3M); and includes differing levels of Administrative Cuts.</i></p>	

**PACKAGE D:****More Reliance on Non-Ballot Revenue**

This package assumes a scenario with *some Muni service cuts*. This depends less on the ballot for revenues and requires *expanded and increased parking fees*. Political support is still needed for three ballot initiatives over multiple elections in 2026 and 2028.



# Package E:

## Cuts Due to Less Opportunity at the Ballot

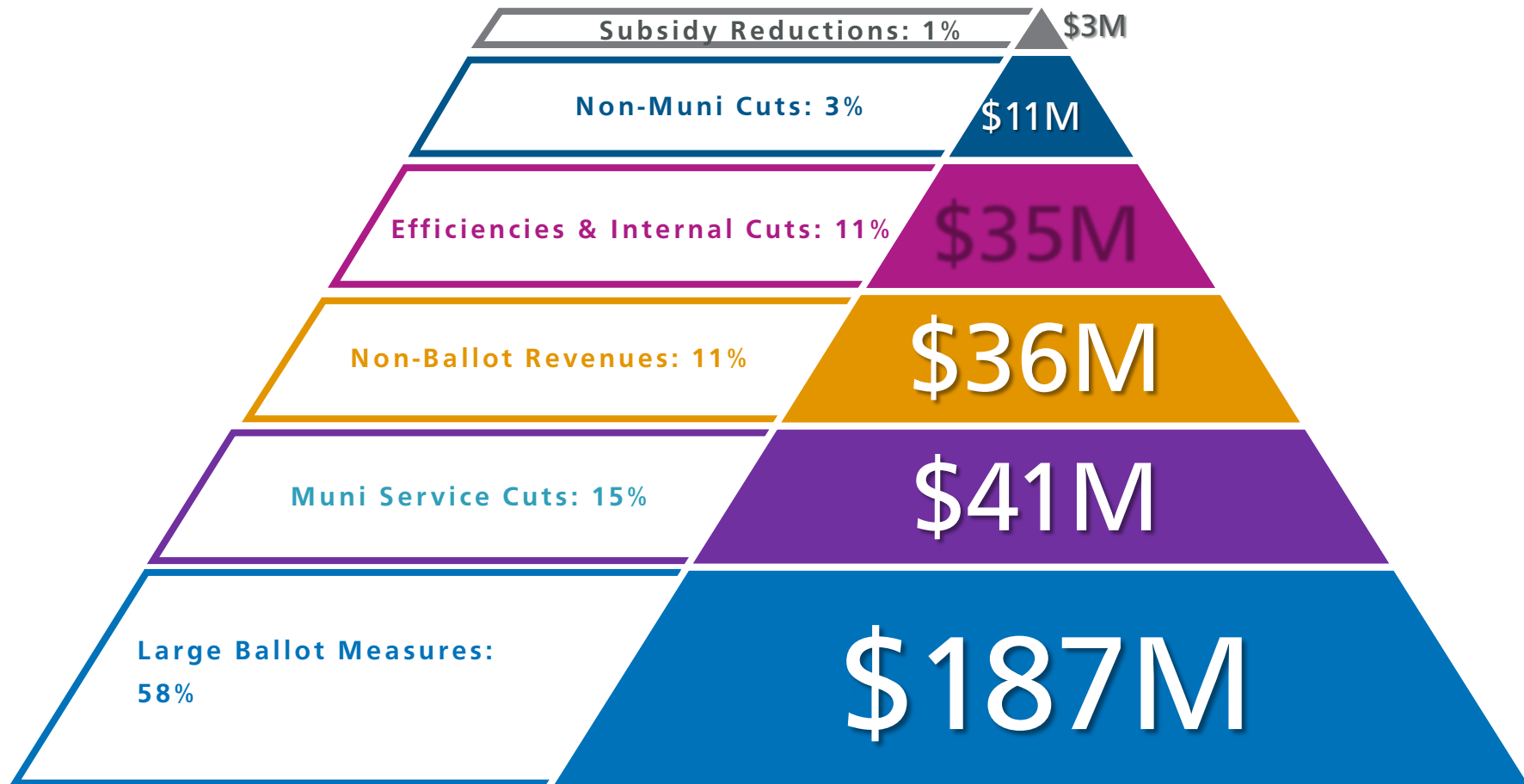
Generating New Revenue	Reducing Costs Through Cuts
<p>Large Ballot Measures (2026)</p> <ul style="list-style-type: none"> <li>• \$88M Regional Revenue Measure (Option 1A)</li> <li>• \$99M Local Sales Tax (1/2-cent)</li> </ul> <p>Non-Ballot Revenues</p> <ul style="list-style-type: none"> <li>• \$30M SF Visitor Paid Parking (2028+)</li> <li>• \$6M Extend Paid Parking to Sunday</li> </ul>	<p>Efficiencies &amp; Internal Cuts</p> <ul style="list-style-type: none"> <li>• \$16M Administrative Cuts</li> </ul> <p>Non-Muni Cuts</p> <ul style="list-style-type: none"> <li>• \$7M Constituent Services Reductions</li> <li>• \$4M Streets Maintenance Reductions</li> </ul> <p>Muni Service Cuts</p> <ul style="list-style-type: none"> <li>• \$41M Muni Service Cuts</li> </ul> <p>Subsidy Reductions</p> <ul style="list-style-type: none"> <li>• \$3M Eliminate/Reduce Tow Subsidies</li> </ul>
<p><i>As a baseline, all packages maximize three existing programs to generate revenue, including parking optimization (\$18M), transit fare optimization (\$5M), and accelerating Muni Forward improvements (\$3M); and includes differing amounts of Administrative Cuts.</i></p>	

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## PACKAGE E:

### Cuts Due to Less Opportunity at the Ballot

This package assumes a scenario in which *Muni cuts for riders are necessary*. This requires a moderate level of political support for two ballot initiatives in 2026, *street safety cuts* and *expanded and increased parking fees*.



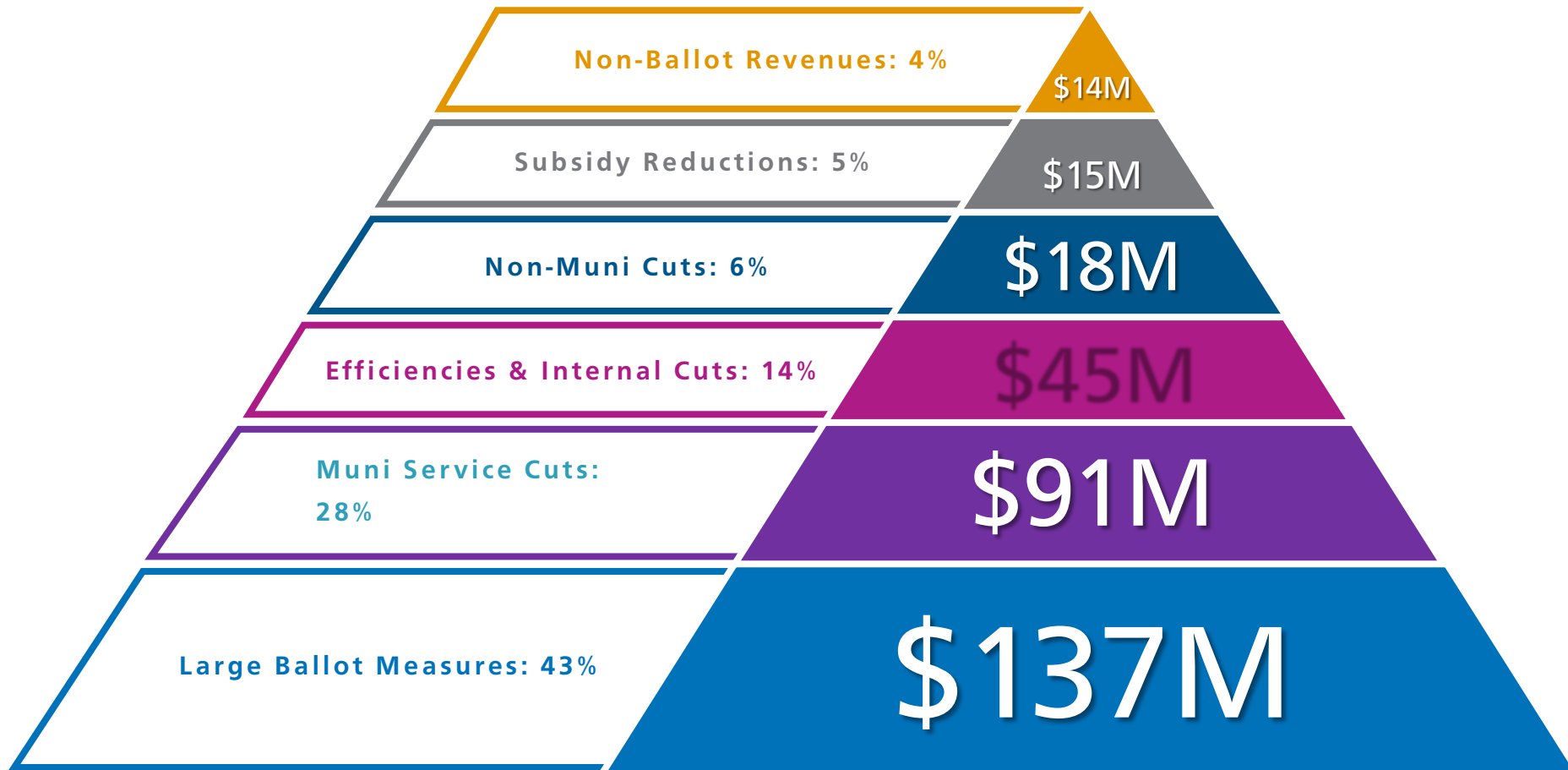
# Package F:

## Fewer Options, More Cuts

Generating New Revenue	Reducing Costs Through Cuts
<p>Large Ballot Measures (2026)</p> <ul style="list-style-type: none"> <li>• \$88M Regional Revenue Measure (Option 1A)</li> <li>• \$49M Local Sales Tax</li> </ul> <p>Non-Ballot Revenues</p> <ul style="list-style-type: none"> <li>• \$6M Extend Paid Parking to Sunday</li> <li>• \$8M Extend Paid Parking to 10 p.m.</li> </ul>	<p>Efficiencies &amp; Internal Cuts</p> <ul style="list-style-type: none"> <li>• \$19M Administrative Cuts</li> </ul> <p>Non-Muni Cuts</p> <ul style="list-style-type: none"> <li>• \$7M Constituent Services Reductions</li> <li>• \$4M Streets Maintenance Reduction</li> <li>• \$7M Safety Work Reductions</li> </ul> <p>Muni Service Cuts</p> <ul style="list-style-type: none"> <li>• \$91M Muni Service Cuts</li> </ul> <p>Subsidy Reductions</p> <ul style="list-style-type: none"> <li>• \$12M Eliminate or Reduce Fare Subsidies</li> <li>• \$3M Eliminate or Reduce Tow Subsidies</li> </ul>
<p><i>As a baseline, all packages maximize three existing programs to generate revenue, including parking optimization (\$18M), transit fare optimization (\$5M), and accelerating Muni Forward improvements (\$3M); and includes differing levels of Administrative Cuts.</i></p>	

**PACKAGE F:****Fewer Options, More Cuts**

This package assumes a scenario in which Muni cuts for riders are necessary. This requires two ballot initiatives to pass. However, revenues are not enough. *Significant cuts to Muni service, street safety, elimination of fare and tow subsidies, and expanded and increased parking fees* are needed to close the gap.



## Executive Summary

Perhaps no place was as visibly impacted by the COVID-19 pandemic than downtown San Francisco. Downtown office attendance dropped to less than 20% and businesses shuttered as resident, commuter, and visitor trips dropped precipitously. Transit ridership plummeted, resulting in a fiscal crisis for transit agencies, while roadway speeds increased, potentially contributing to higher levels of collisions, deaths, and injuries. Today, workers and visitors are returning to downtown, and while transit ridership is rising steadily and traffic increases are largely concentrated on regional freeways, overall trip-making remains below pre-pandemic levels. This document seeks to shed light on the major travel trends and insights of the post-pandemic era to date, providing quantitative information on changes, as measured through household travel surveys, U.S. Census, and other economic and traffic data.

Key findings in the areas of travel behavior, transportation system performance, population, and economy of both Downtown San Francisco as well as the City and County overall include:

This document seeks to shed light on the major travel trends and insights of the post-pandemic era to date

### DOWNTOWN TRAVEL TRENDS<sup>1</sup>

Change in typical weekday trips to/from Downtown by geography

TO/FROM/WITHIN	% DIFFERENCE
<b>Downtown Core</b>	-46%
<b>Rest of SF</b>	-25%
<b>Rest of Bay Area</b>	-25%

Source: Travel diary survey

**69% of the drop in Downtown trips is due to a decline in non-work purposes** such as shopping, eating out, and personal business, though the number of work trips had the largest percentage decrease (-66%).

**Half the decline in the number of Downtown trips was due to a drop in trips within in Downtown.** The other half of the decline in the number of Downtown trips was evenly split between local (to/from the rest of San Francisco) and regional (to/from the rest of the Bay Area) trips.

Downtown San Francisco, as defined in this report

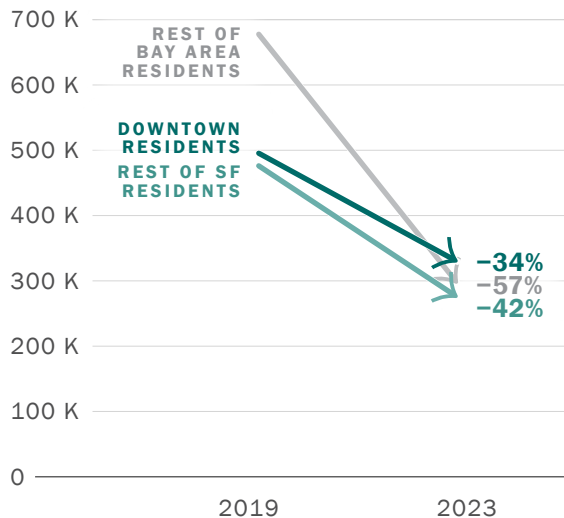


<sup>1</sup> Changes to travel behavior are revealed by data from household travel diary surveys of Bay Area residents jointly administered by the Transportation Authority, the Metropolitan Transportation Commission (MTC), and the Santa Clara Valley Transportation Authority (VTA).

## DOWNTOWN TRAVEL TRENDS (continued)

51% of the decline in Downtown trips is due to fewer trips being made by residents of other Bay Area counties.

Typical adult weekday trips to/from/within Downtown by home location, 2019 - 2023

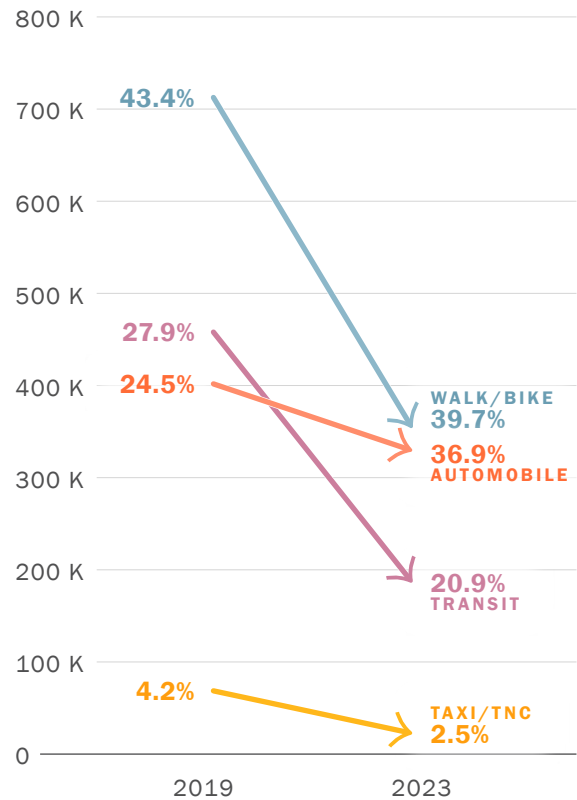


Source: Travel diary survey

Demographically, **trips by middle income travelers (household income \$100k - 200k) declined by 56%**, while trips by high income and low income travelers declined by 42% and 40%, respectively; and **trips by White and Asian/Pacific adults declined much more than Hispanic/Latinx, Black, or other races/ethnicities.**

**Downtown automobile mode share increased from 24% to 37%** (across all trip purposes) while the walk/bike and transit mode shares decreased. Walk/bike remained the top share of Downtown trips, though by a smaller margin.

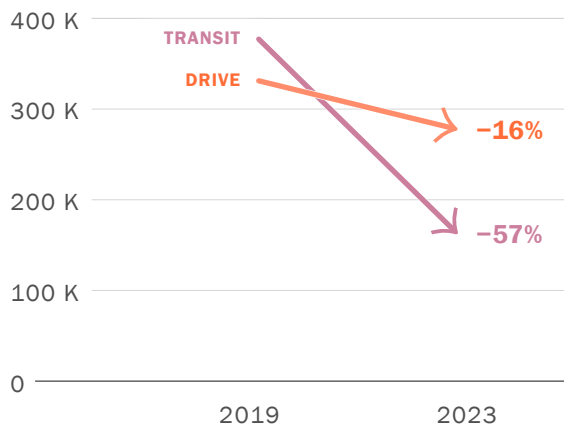
Typical adult weekday trips to/from/within Downtown by mode, 2019 - 2023



Source: Travel diary survey

**Driving has become the dominant mode of transportation** for travel between Downtown and the rest of San Francisco / Bay Area.

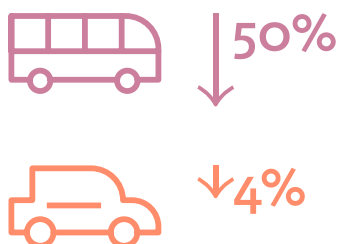
Typical adult weekday trips into / out of Downtown by mode, 2019 - 2023



Source: Travel diary survey

**DOWNTOWN TRAVEL TRENDS** (continued)

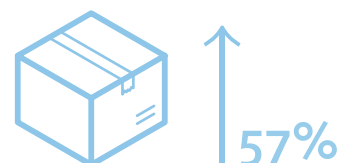
Transit trips between Downtown and the rest of San Francisco declined by **more than 50%** between 2019 and 2023, while drive trips between Downtown and the rest of San Francisco declined only 4%.



Telecommuting rates of San Francisco residents have been dropping to **24% in 2023**, but remain significantly elevated compared with pre-COVID rates (7% in 2019) and higher than residents of the rest of the Bay Area.



Use of delivery services (e.g. for food or online shopping groceries/packages) increased significantly, with **the share of Downtown San Francisco residents receiving deliveries per typical weekday increasing from 26% to 40%.**



The share of Downtown workers telecommuting two or more days per week increased from 14% to 63% between 2019 and 2023.

Telecommute frequency for Downtown workers, 2019 - 2023

**FEWER THAN 2 DAYS PER WEEK**

2019



37.2%

2023

**2 OR MORE DAYS PER WEEK**

2019



13.7%



62.8%

2023

50 K

100 K

150 K

200 K

250 K

300 K

350 K

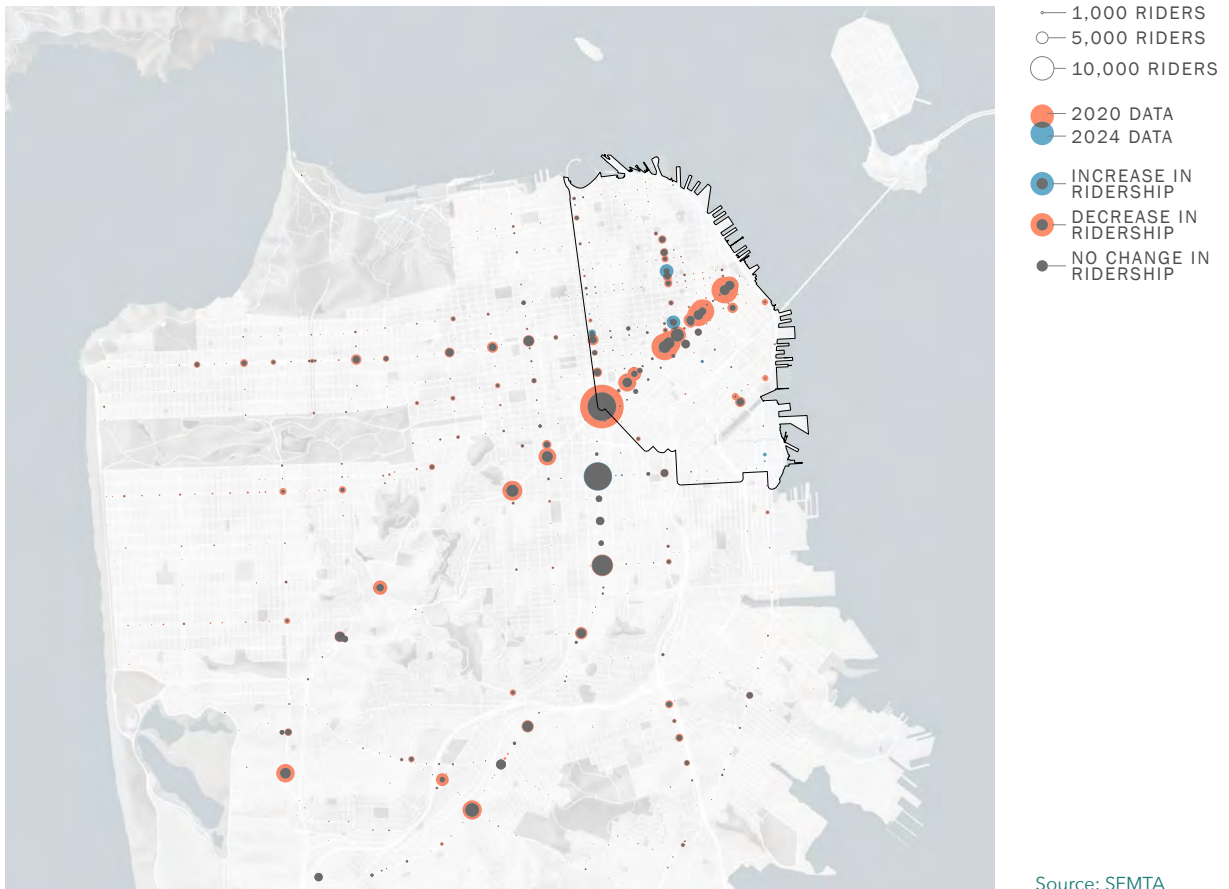
400 K

Source: Travel diary survey

## TRANSPORTATION SYSTEM PERFORMANCE

Muni continues to have the highest ridership of all Bay Area transit operators, and has recovered to close to 70% of pre-COVID weekday ridership by 2024. **Muni ridership has been resilient in neighborhoods such as Mission, Bayview, and Mission Bay, and on corridors such as Mission, Van Ness, Stockton, and 16th Street where transit investments were made.**

Weekday Muni ridership by intersection for February 2020 and February 2024



Source: SFMTA

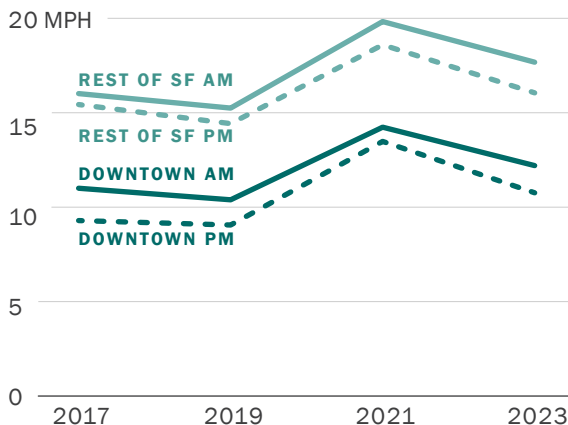
BART ridership continues to recover, though still remaining well below pre-COVID levels. **BART ridership recovery is more robust on weekends than weekdays and outside the Downtown core of San Francisco than within.** Downtown stations ridership recovered to 36% of 2019 ridership by 2024 for weekdays and 54% for weekends.

Caltrain ridership recovered to approximately half of pre-COVID ridership by March 2025. **The Caltrain Electrification project continues to boost ridership**, contributing to a 37% year-on-year increase in ridership in the first seven months of service.

## TRANSPORTATION SYSTEM PERFORMANCE (continued)

Roadway congestion on surface arterials in Downtown remains below pre-COVID levels, as indicated by higher average speeds.

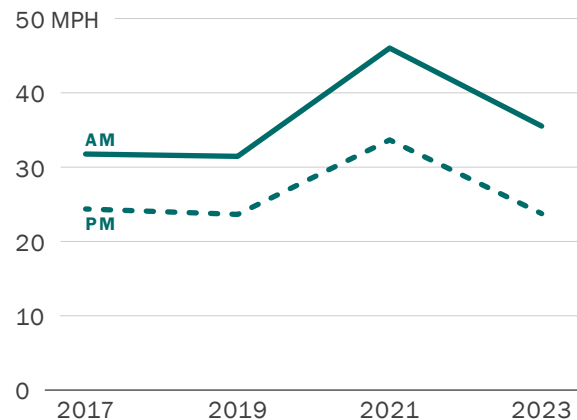
Weekday peak automobile speeds on CMP network surface arterials in Downtown and the rest of San Francisco, 2017 - 2023



Source: INRIX and SFCTA, also cf. 2023 CMP report

Average congestion on freeways in San Francisco has returned to pre-COVID levels in the PM peak, despite office attendance at 40% - 45% of pre-COVID levels (reported below).

Weekday peak automobile speeds on CMP network freeways, 2017 - 2023

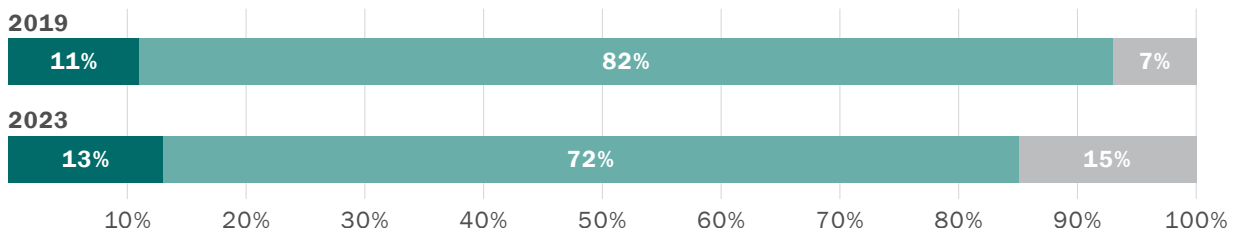


Source: INRIX and SFCTA, also cf. 2023 CMP report

Congestion on the I-80 freeway in Downtown reflects an **increased share in through trips (between East Bay and the Peninsula / South Bay)**, and a decreased share in people driving into San Francisco.

Share of Downtown I-80 auto trips by origin/destination

INTRA-SF TO/FROM SF NON-SF (PASS THROUGH)



Source: Travel diary survey

The share of trips on the I-80 freeway in Downtown with a work destination has **declined**, while non-work destinations (including discretionary trip purposes e.g. shopping, medical, and recreational) have increased.

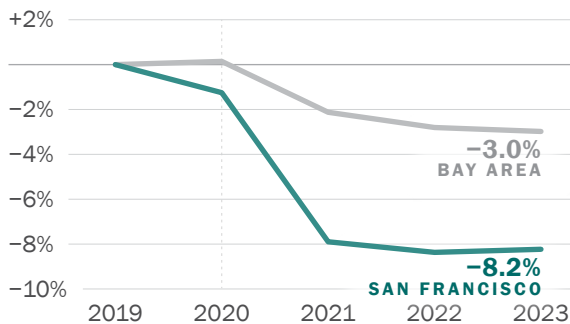
Bay Bridge and Golden Gate Bridge volumes are 9% and 16% lower, respectively, than pre-COVID, but **volumes at the San Mateo County screenline have returned to 2019 levels.**

Many of these transportation trends can be further contextualized by San Francisco's population and employment changes, transit service level adjustments and work from home patterns in the post-pandemic era:

## POPULATION & DEMOGRAPHICS

**San Francisco's population is 8% lower in 2023 than in 2019 – the Bay Area declined 3%.**

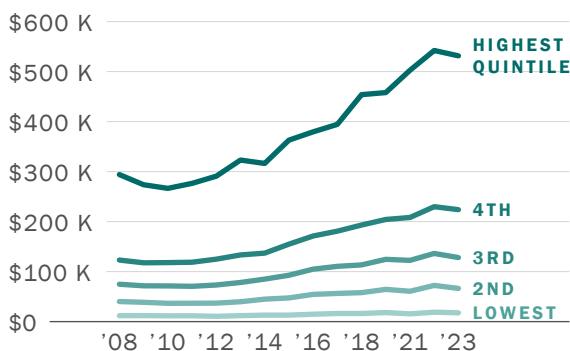
Percentage change in population in San Francisco and the Bay Area, 2019 - 2023



Source: U.S. Census Bureau, Population Division. Annual Estimates of the Resident Population for Counties in California. Data is from July 1 of each year.

**The household income gap between higher income households and lower income households has widened, and the income of San Francisco's lowest household income quintile declined 3% between 2019 and 2023.**

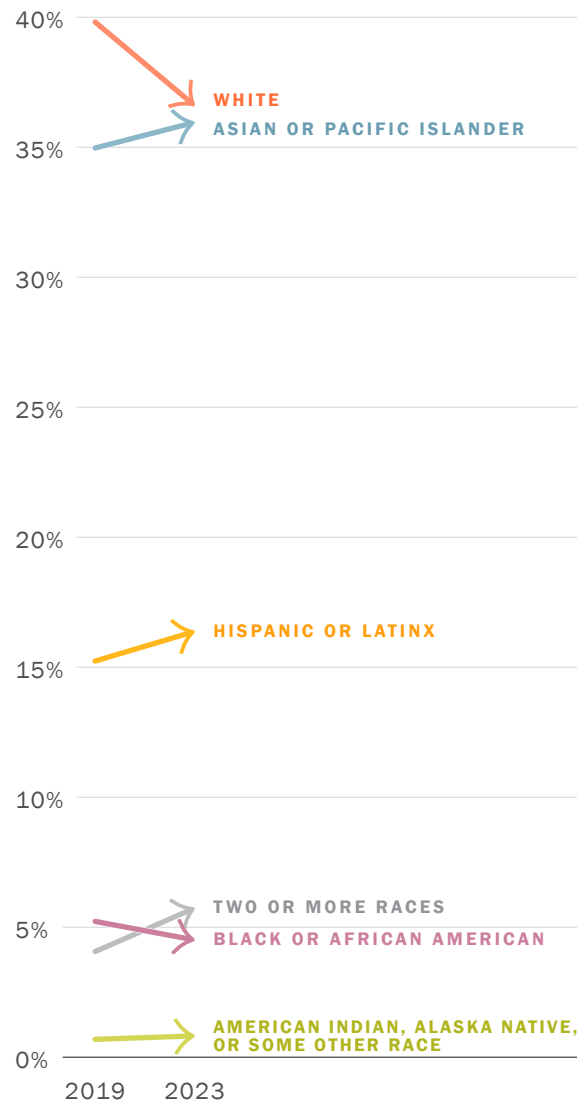
Mean household income in each quintile for San Francisco



Source: U.S. Census ACS 1-Year Estimates Detailed Tables, Table B19081, 2008 - 2023

**San Francisco's population is becoming more racially and ethnically diverse.**

San Francisco resident race/ethnicity shares, 2019 - 2023

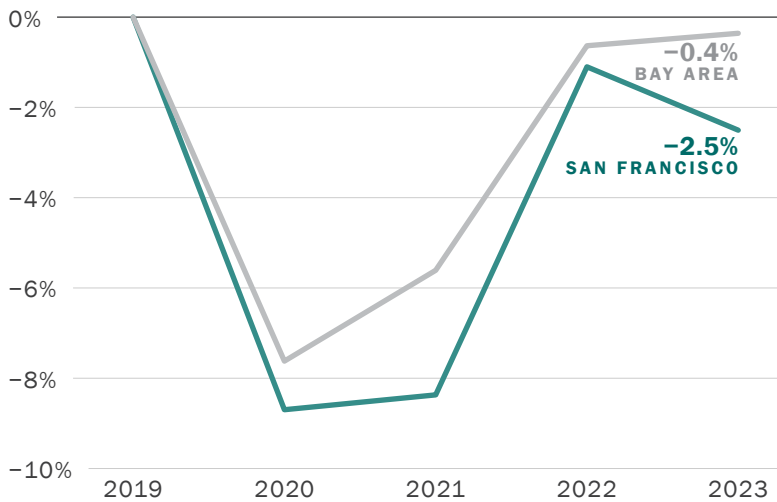


Source: U.S. Census Bureau. Hispanic or Latino Origin by Race. American Community Survey, ACS 1-Year Estimates Detailed Tables, Table C03002, 2019 and 2023.

## ECONOMY & EMPLOYMENT

**Employment in San Francisco is 2.5% lower in 2023 than in 2019** while the Bay Area is virtually unchanged.

Percentage change in total employment by place-of-work in San Francisco and the Bay Area, 2019 - 2023



Source: California Employment Development Department. Current Employment Statistics.

**Office rental market vacancy is slowly reducing** but remains at just below 37% at the end of 2024.

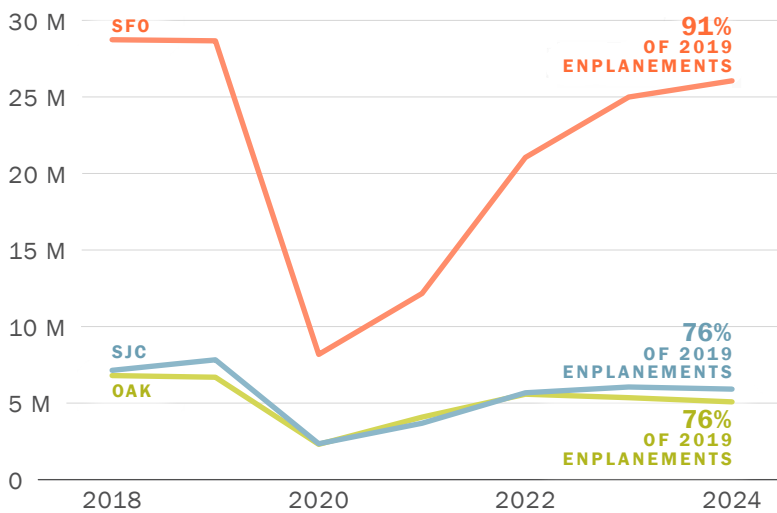


**Office attendance has stabilized** at 40% - 45% of 2019 attendance levels, as of the end of 2024.



**Airport enplanements at SFO have returned to 91% of pre-COVID levels**, which is a stronger recovery than has occurred at OAK or SJC (both 76%).

Airport enplanements at SFO, OAK, and SJC, 2018 - 2024



Source: SFO, via San Francisco Economic Recovery Dashboards.

**Hotel and short term rental occupancy rates are recovering**, but remain well below pre-COVID levels at 60% - 65%.



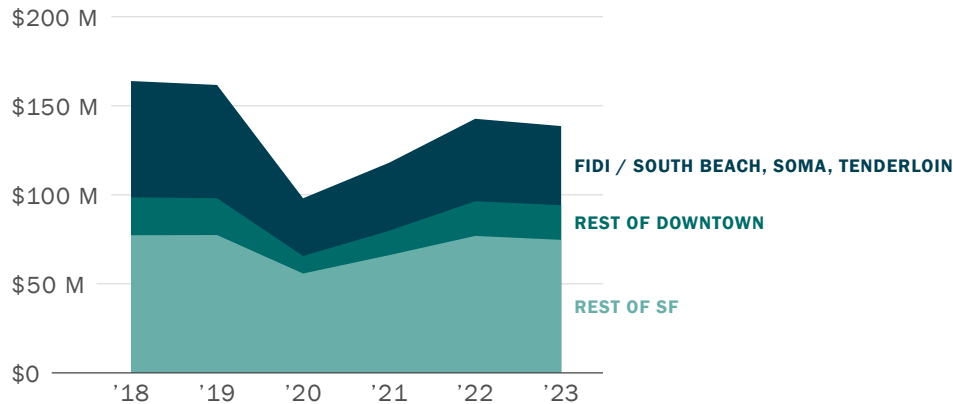
**Employment in the leisure and hospitality industries is increasing**, but remains below pre-COVID levels.



## ECONOMY & EMPLOYMENT (continued)

The drop in annual sales tax revenue in **Downtown** accounts for **83% of the lower sales tax revenue** in San Francisco overall between 2019 and 2023.

San Francisco sales tax revenue by geography, 2018 - 2023



Source: HdL Companies, via San Francisco Economic Recovery Dashboards.

While the COVID-19 pandemic has been profoundly disruptive, it also provides San Francisco the opportunity to facilitate a healthy recovery: reconceiving downtown, building a more resilient economy, and ensuring that these benefits are shared by all. This will rely on stabilizing and growing local and regional transit, and also monitoring and managing private vehicle demand and congestion. In the transportation sector, this effort will be guided by San Francisco's long-standing Transit First policy and the goals of the countywide San Francisco Transportation Plan: promoting equitable access, ensuring safety and livability, and supporting a healthy environment and economic vitality, through effective program delivery and engagement across the city.

# Downtown Travel Study



San Francisco  
County Transportation  
Authority

Transportation Authority Board – Agenda Item 10  
May 13, 2025

# Key Findings Outline

## Travel trends

- Downtown travel trends mostly from household travel diary survey (2019 & 2023, MTC/SFCTA/VTa)

## Population & economy

Downtown boundary



# Travel Trends



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Downtown Travel Study

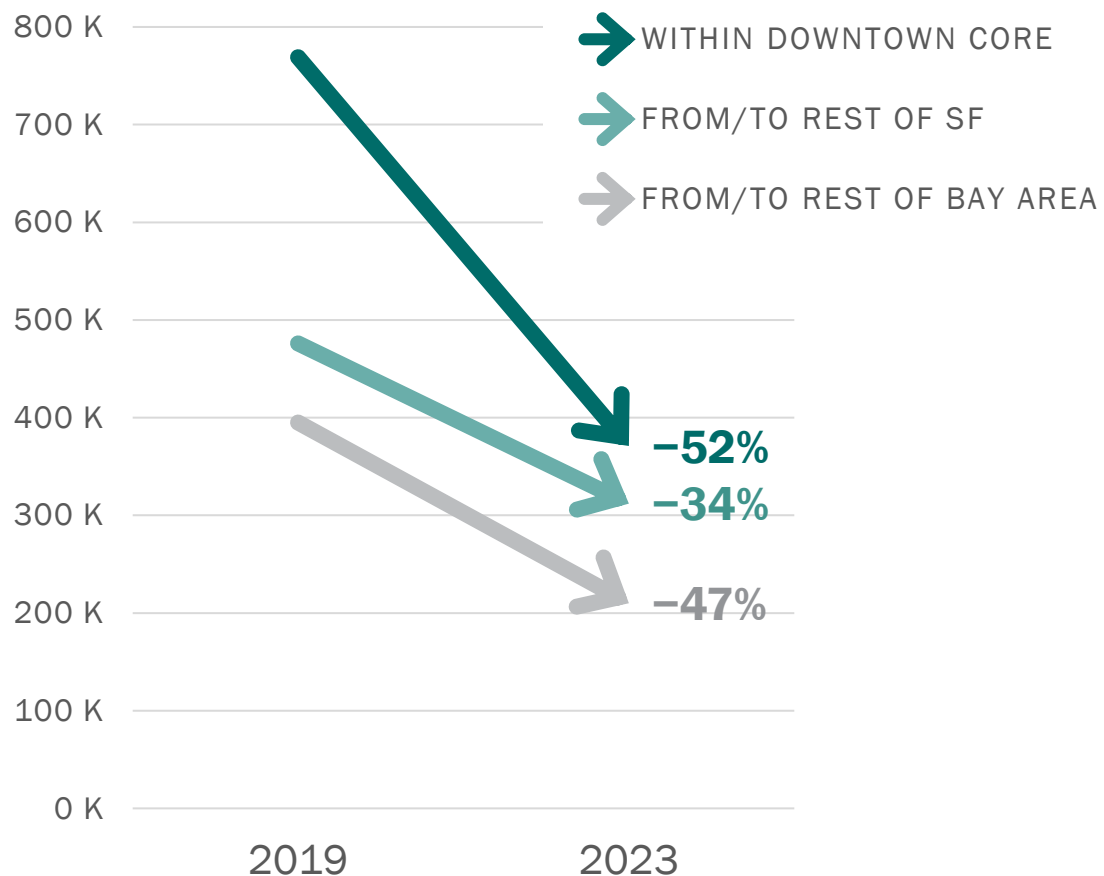
# Change in total trips

## Adult (18+) typical weekday trips

TO/FROM/WITHIN	2019	2023	% DIFFERENCE
DOWNTOWN	1,641,000	893,000	-46%
REST OF SAN FRANCISCO	2,698,000	2,015,000	-25%
REST OF BAY AREA	24,540,000	18,433,000	-25%

# Change in Downtown trips

## Adult (18+) typical weekday trips

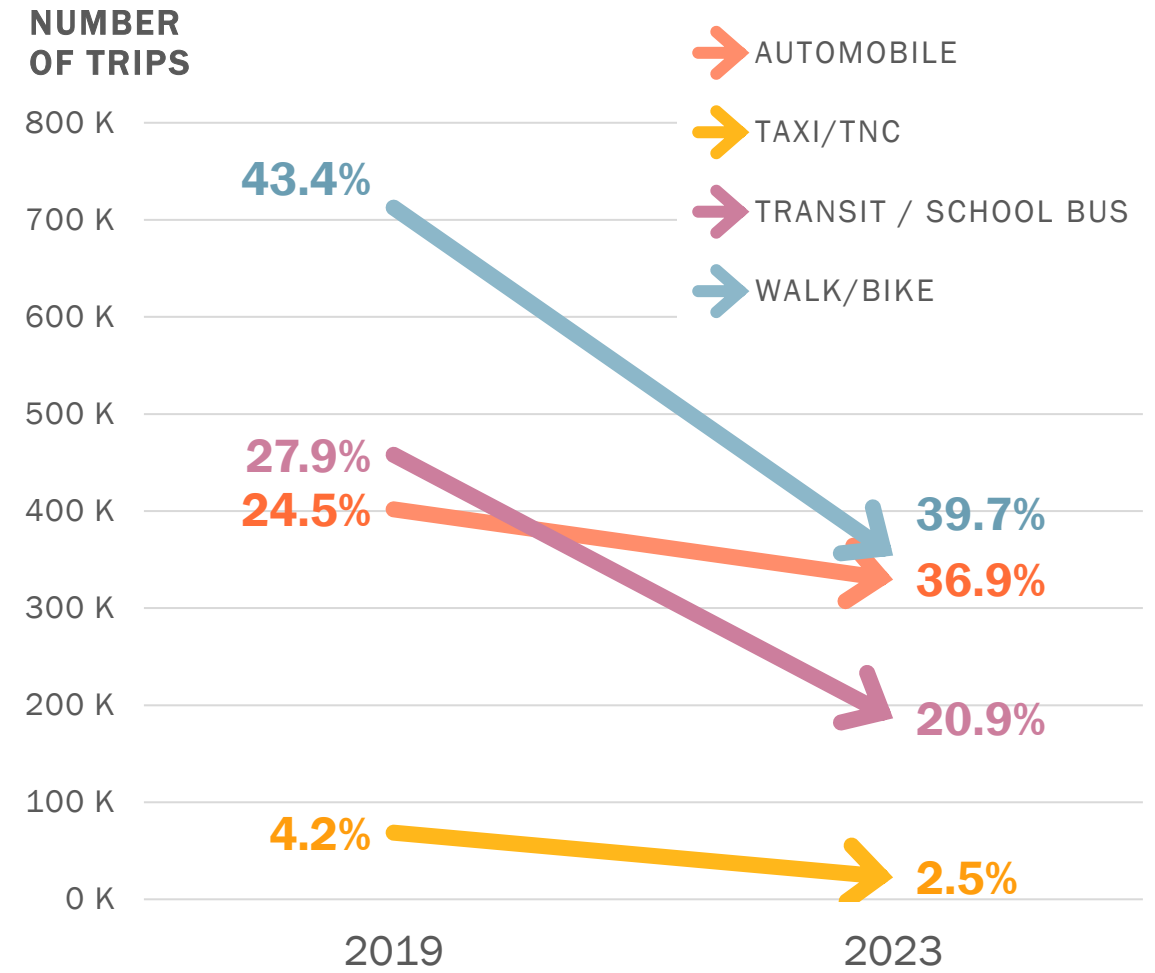


TO/FROM DOWNTOWN	2019	2023	% DIFF
Within Downtown	769,000	371,000	-52%
From/To Rest of SF	476,000	312,000	-34%
From/To Rest of Bay Area	395,000	210,000	-47%
<b>Total</b>	<b>1,640,000</b>	<b>893,000</b>	<b>-46%</b>

# Change in Downtown trips by mode

- Auto mode share increased
- Walk/bike/transit mode share decreased
- Driving now the dominant mode between Downtown and the rest of SF / Bay Area

## Adult (18+) typical weekday trips to/from/within Downtown

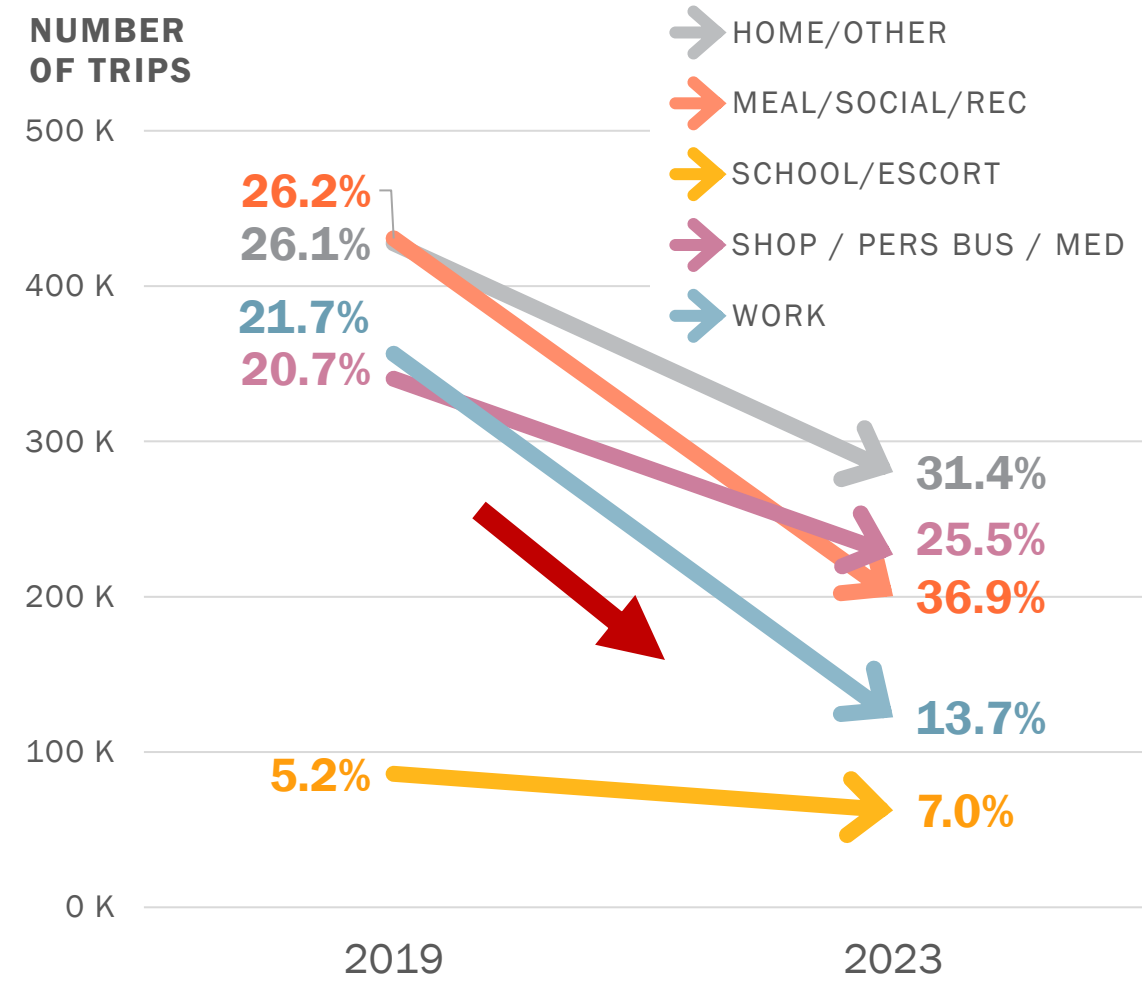


Note: y-axis shows number of trips, arrow tips show shares (%)  
Source: Travel diary survey

# Change in Downtown trip purposes

- 69% of decline in Downtown trips is due to decline in non-work purposes
- The number of work trips had largest percentage decline (−66%)

## Adult (18+) typical weekday trips to/from/within Downtown

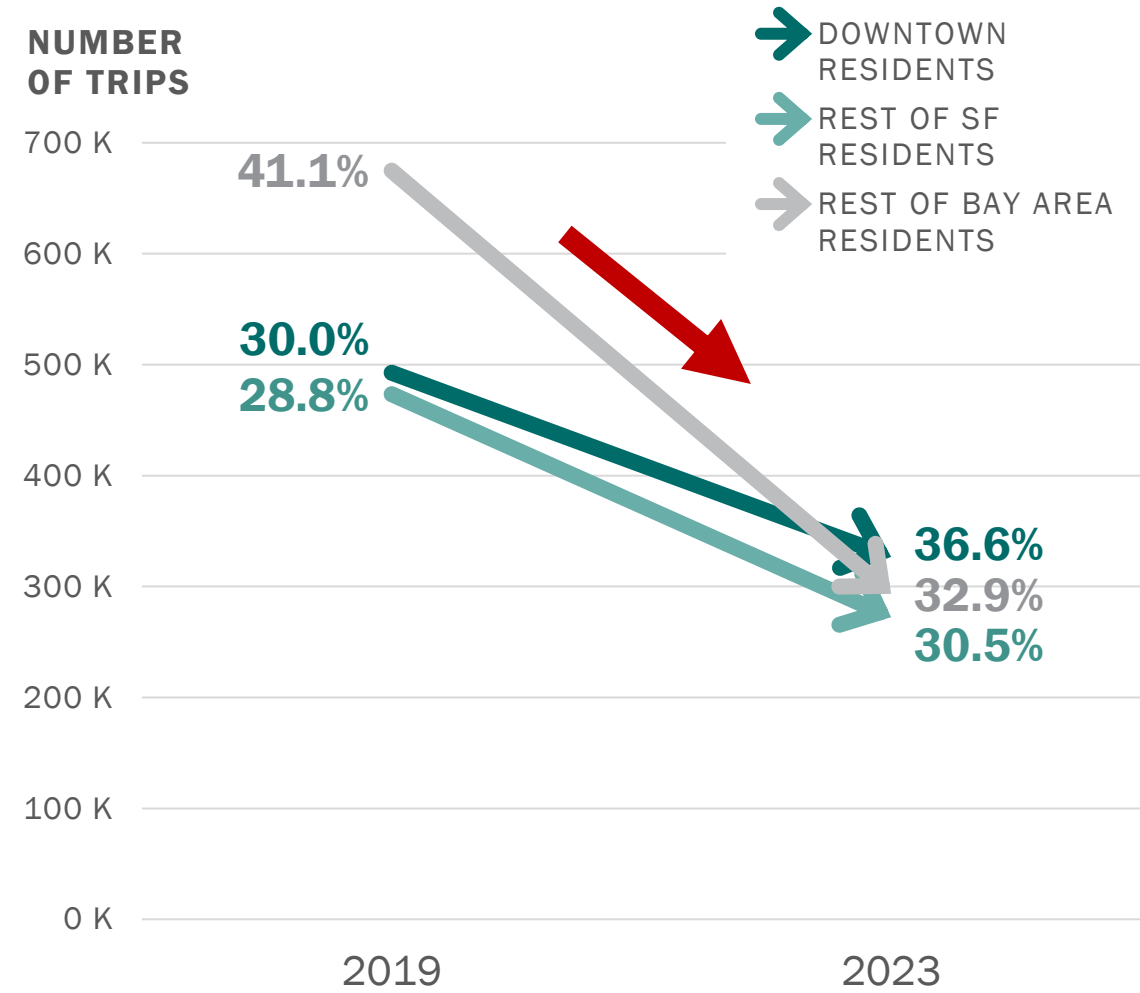


Note: y-axis shows number of trips, arrow tips show shares (%)  
Source: Travel diary survey

# Change in Downtown trips by home geography

- 51% of decline in the number of Downtown trips is due to fewer trips by residents of other Bay Area counties

## Adult (18+) typical weekday trips to/from/within Downtown



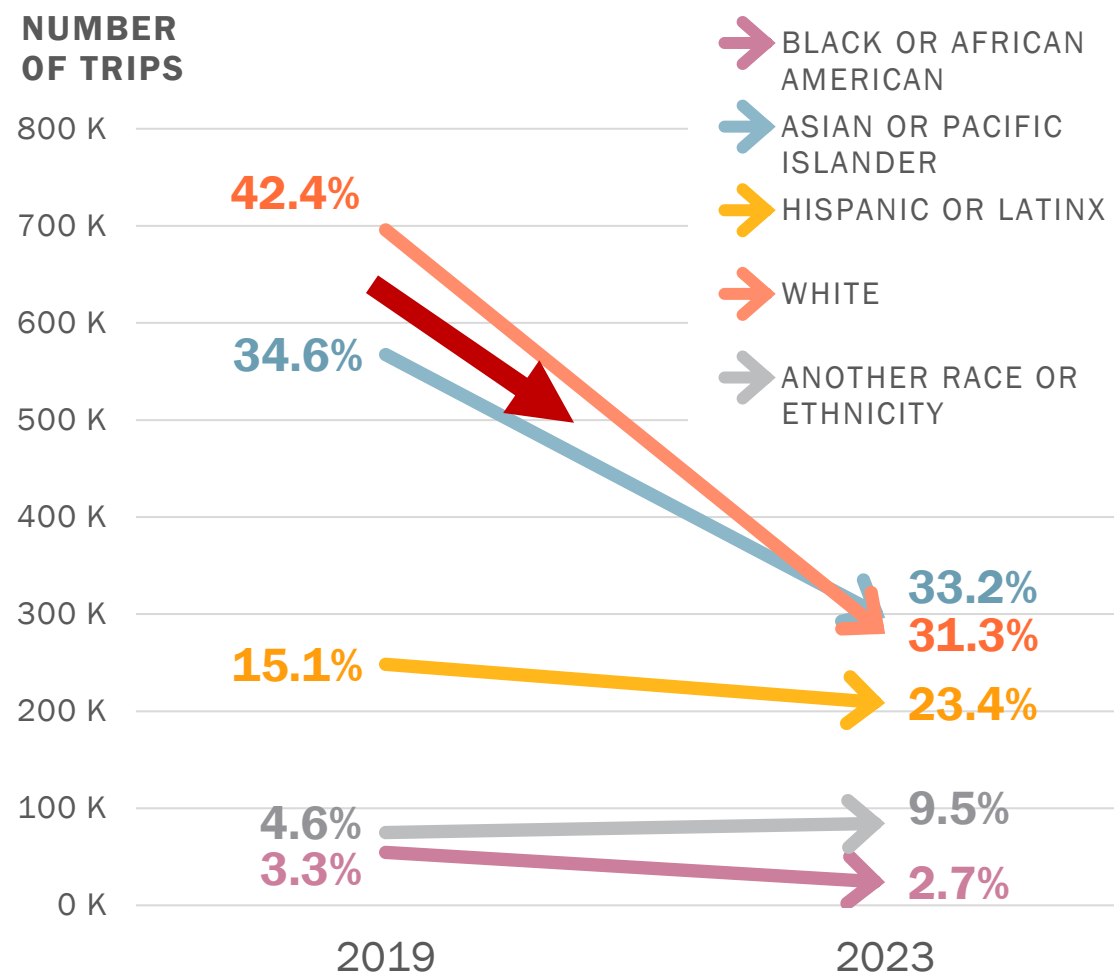
Note: y-axis shows number of trips, arrow tips show shares (%)  
Source: Travel diary survey



# Change in Downtown trips by race/ethnicity

- Trips by White and Asian/Pacific adults declined more than other race/ethnicities

## Adult (18+) typical weekday trips to/from/within Downtown

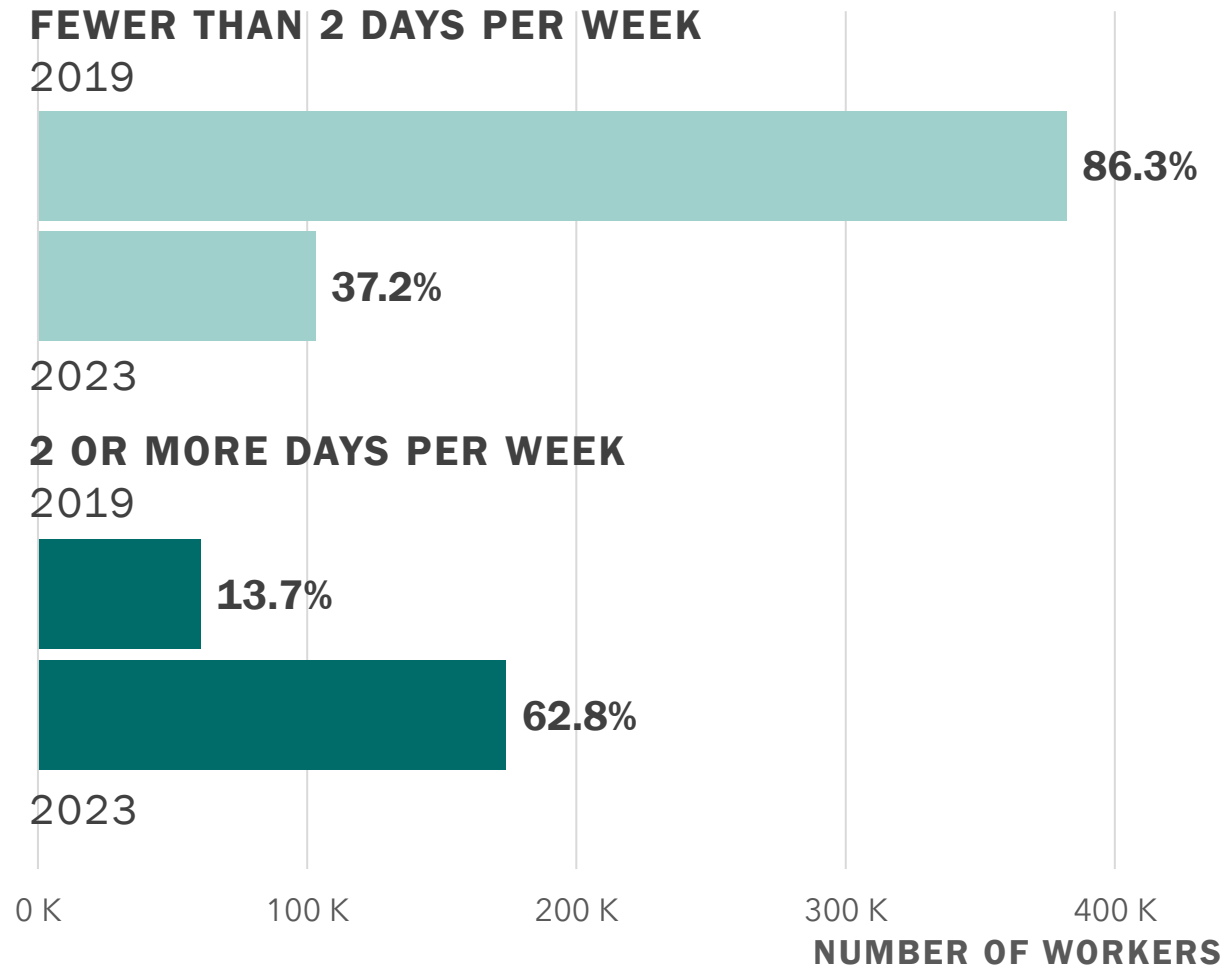


Note: y-axis shows number of trips, arrow tips show shares (%)  
Source: Travel diary survey

## Change in telecommuting

- Share of Downtown workers telecommuting 2+ days/week increased (14% to 63%)
- Telecommuting rates of SF residents are dropping, but still higher than pre-COVID and higher than residents in other Bay Area counties

### Telecommuting by Downtown workers

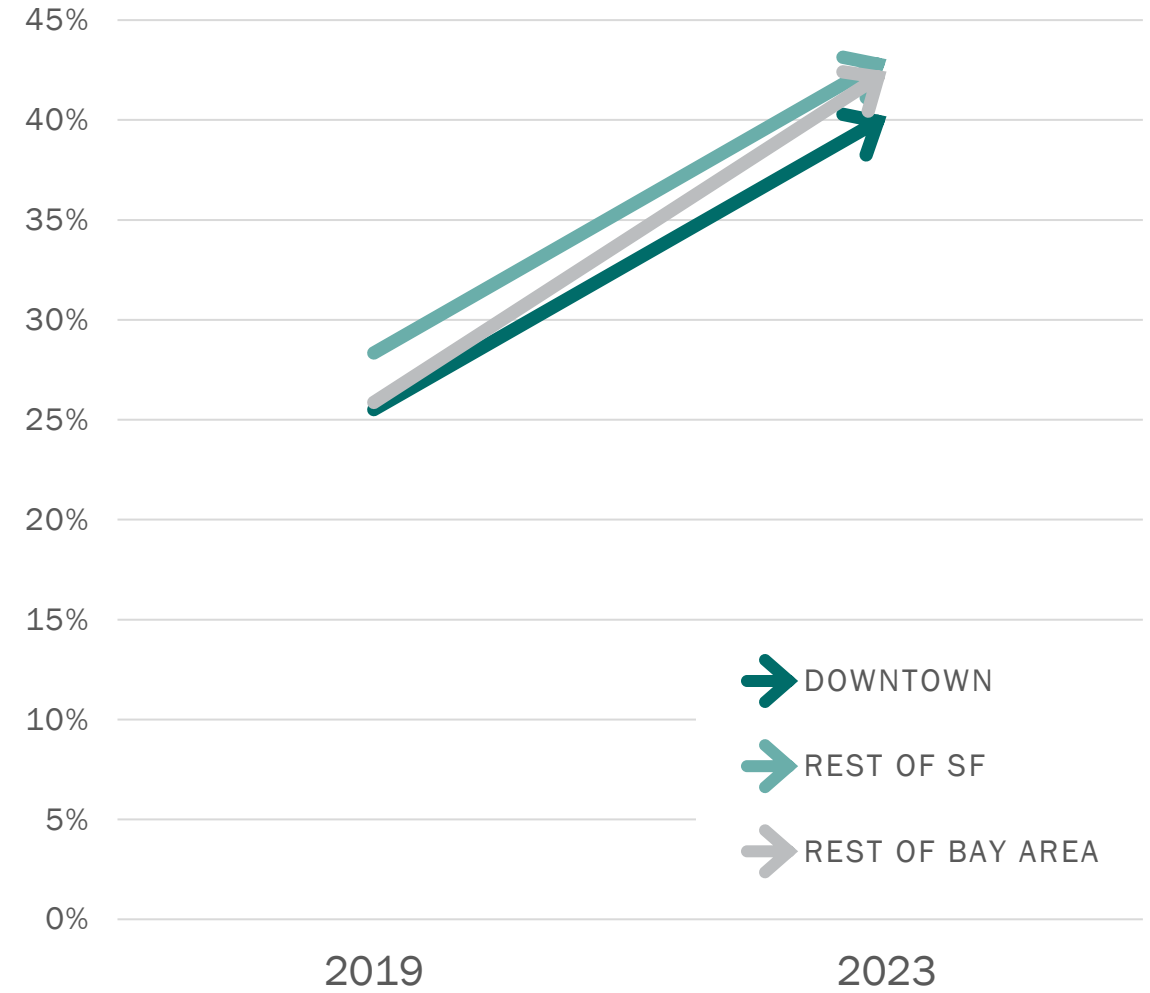


# Change in deliveries

- Share of Downtown residents receiving deliveries on a typical weekday increased from 26% to 40%

## Deliveries by home geography

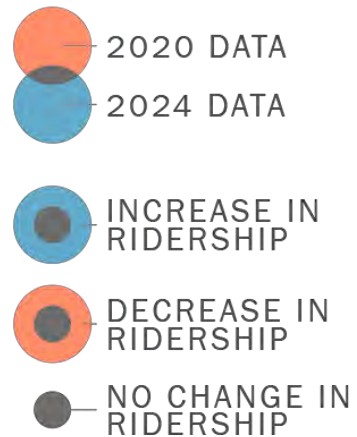
SHARE



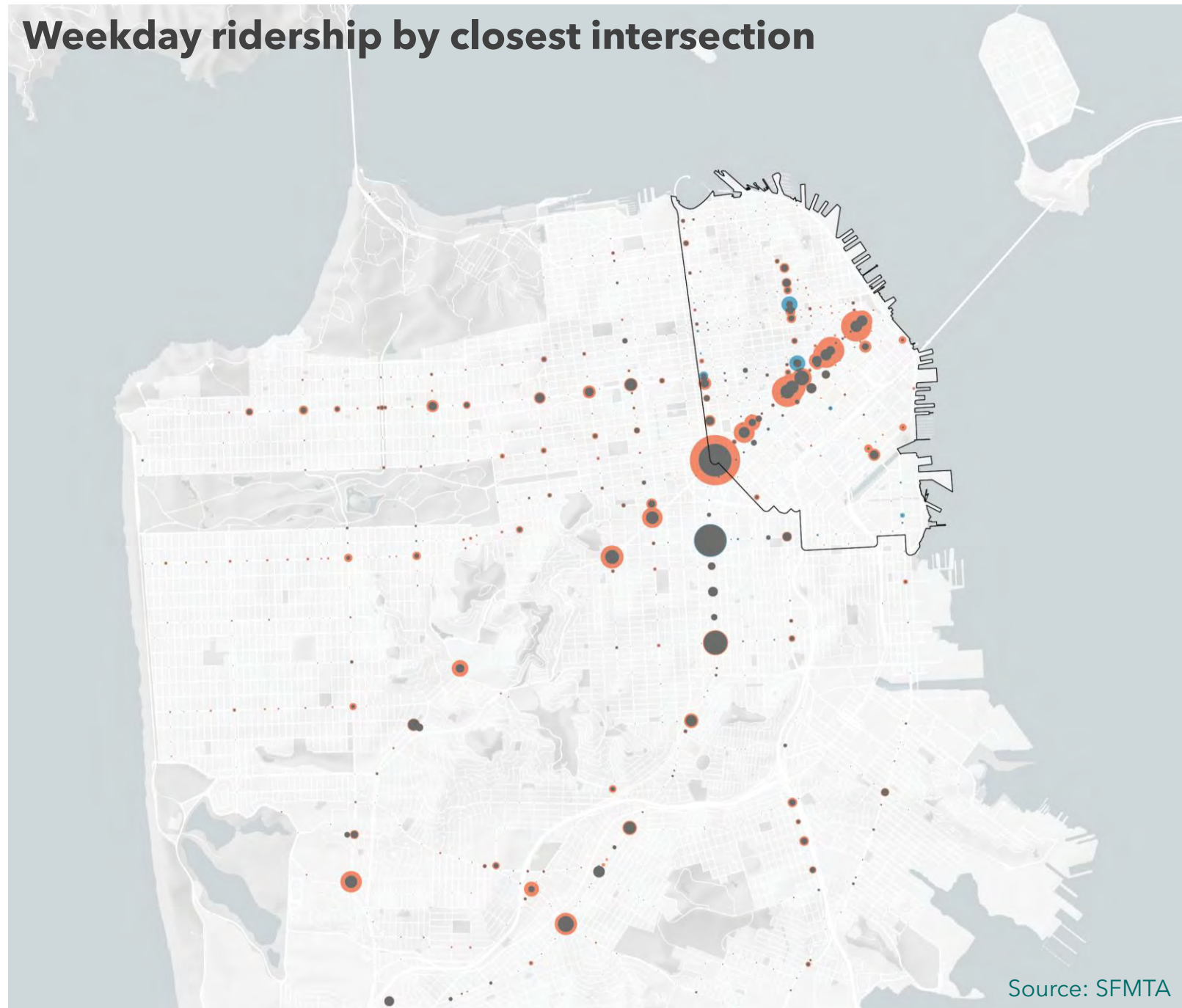
Note: y-axis shows number of trips, arrow tips show shares (%)  
Source: Travel diary survey

# Change in Muni ridership

- Highest ridership in Bay Area
- Ridership resilient in some neighborhoods and corridors



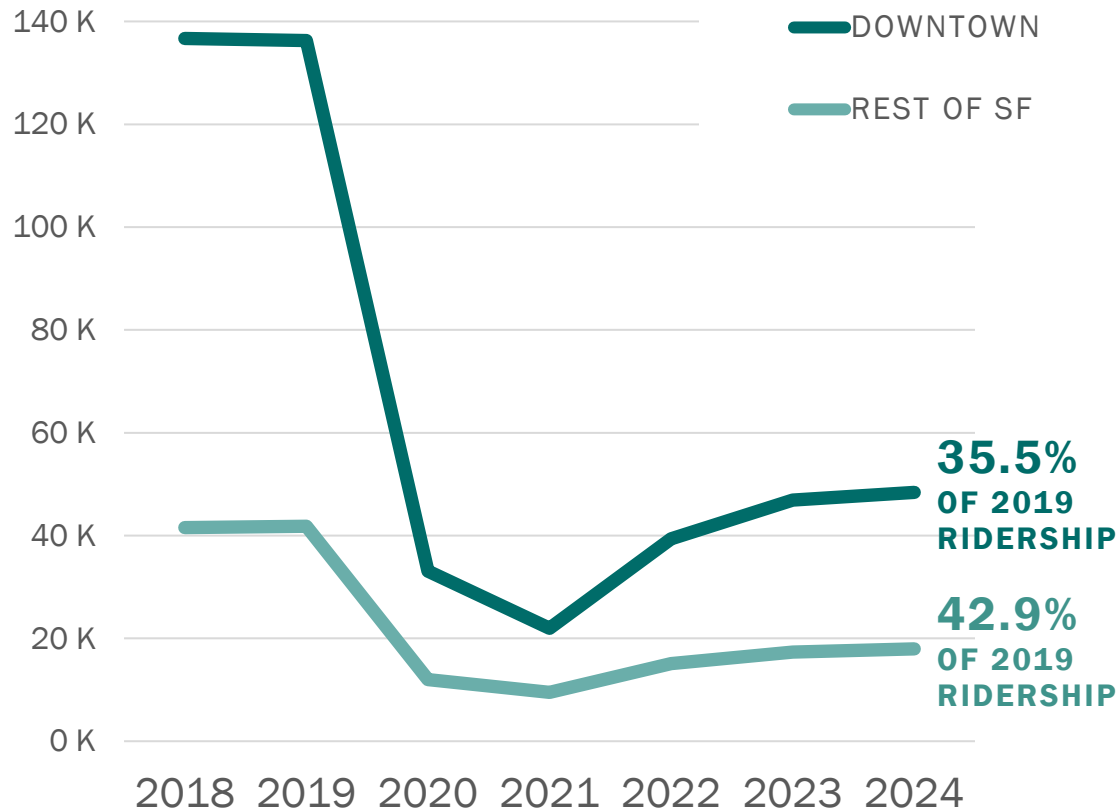
## Weekday ridership by closest intersection



# Change in BART & Caltrain ridership

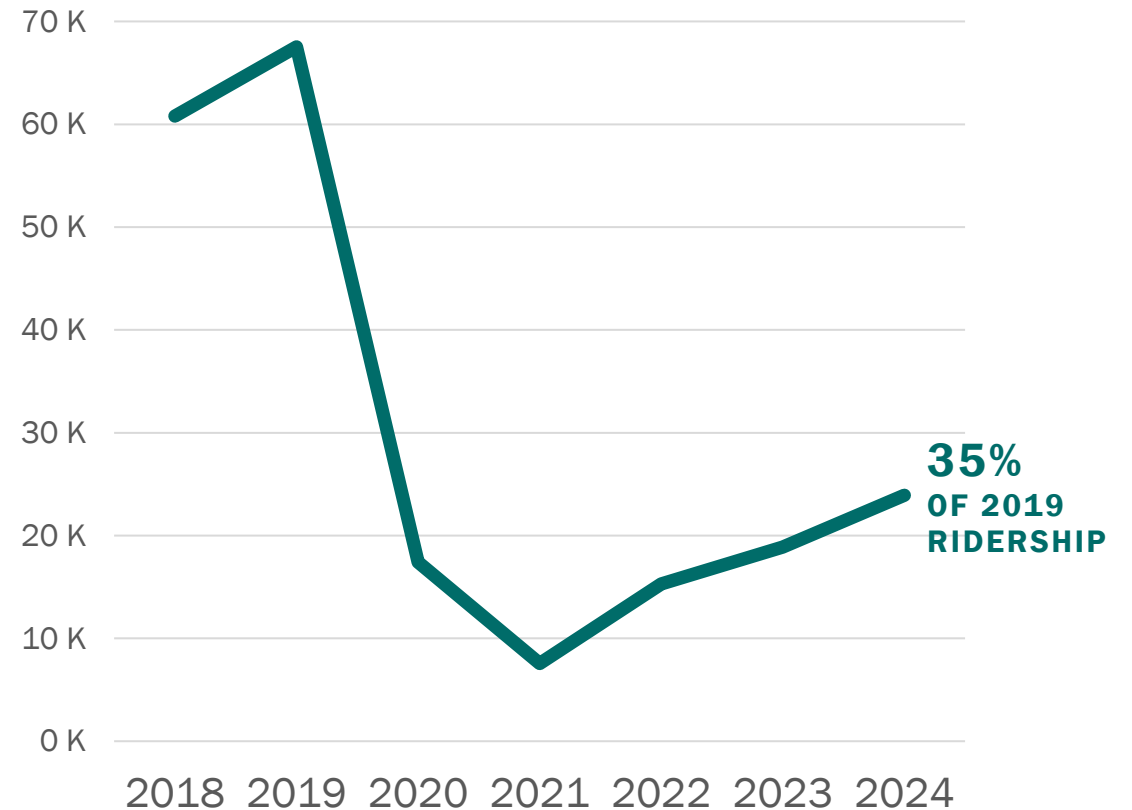
## BART

Average Weekday Ridership



## Caltrain

Average Weekday Ridership

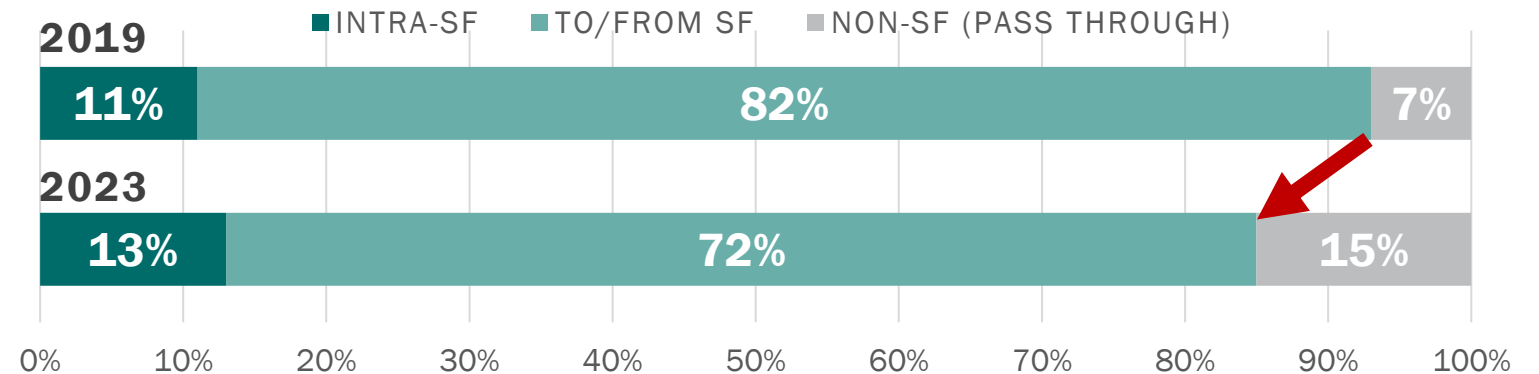


## Change in freeway trips

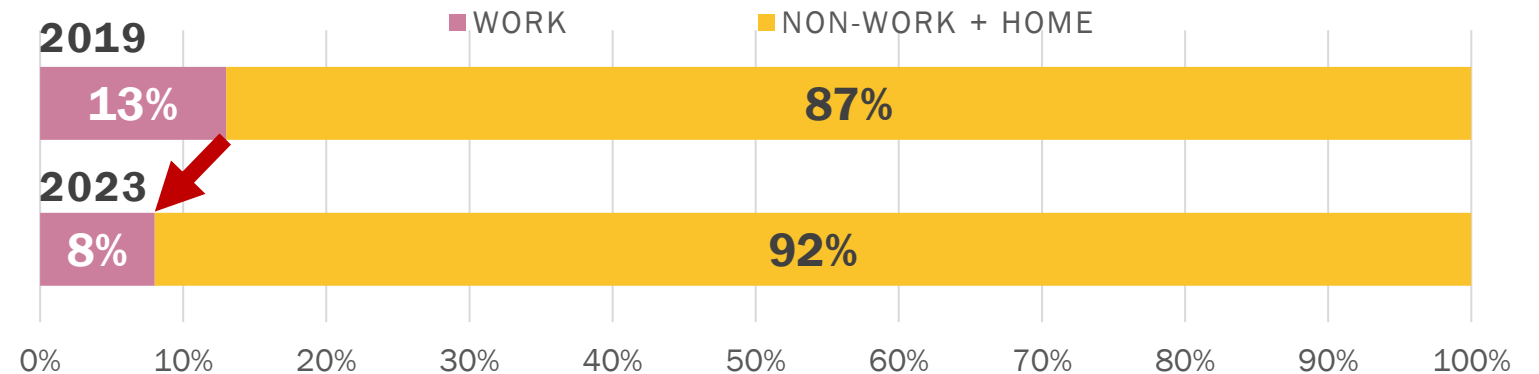
- Increased share of trips passing through SF
- Decreased share of work trips

### Adult (18+) typical weekday auto trips on I-80 (between US-101 and Bay Bridge)

#### Trip origin/destination



#### Trip purpose



# Population and Economy

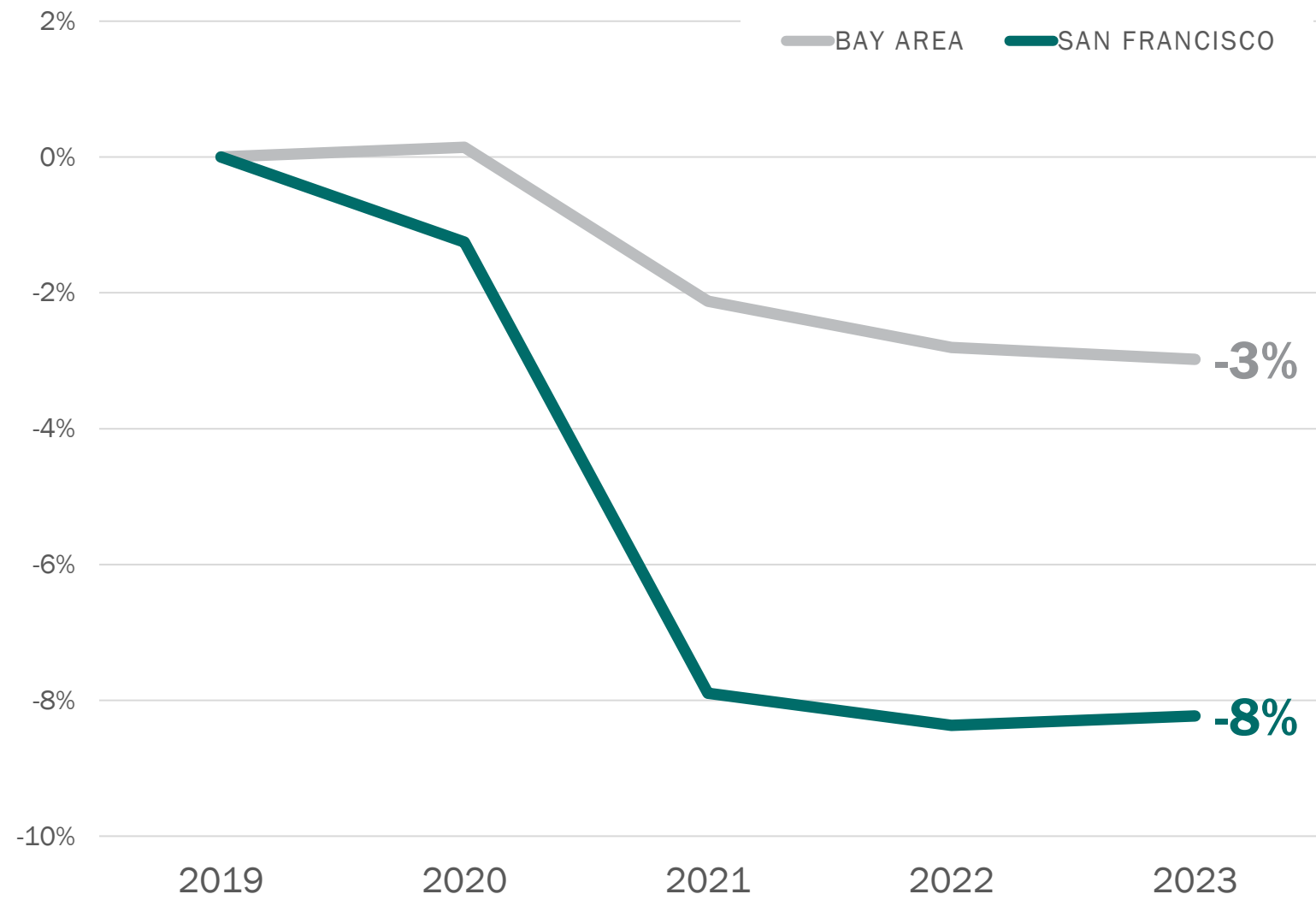


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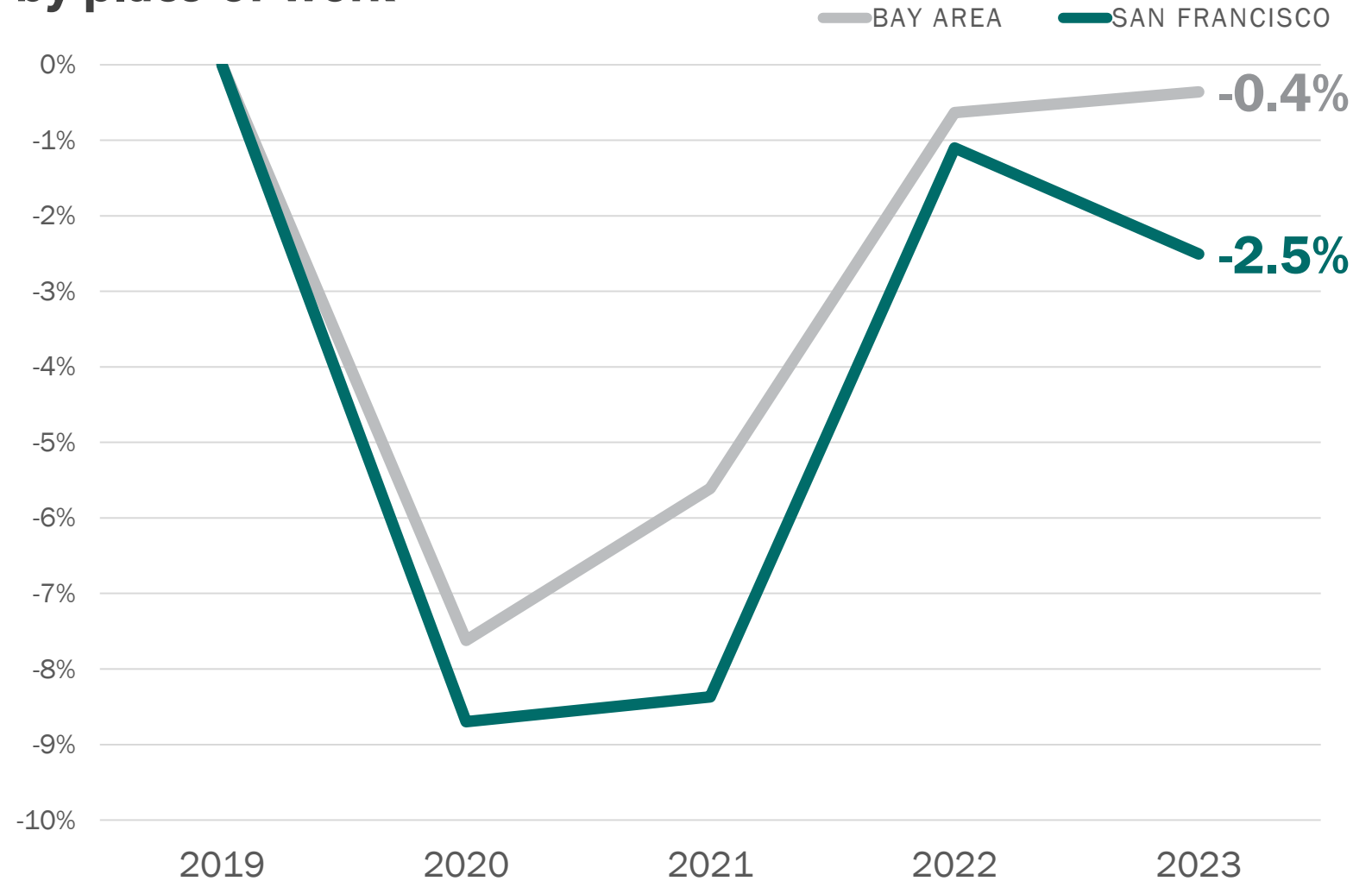
# Population

Percent change in population



# Employment

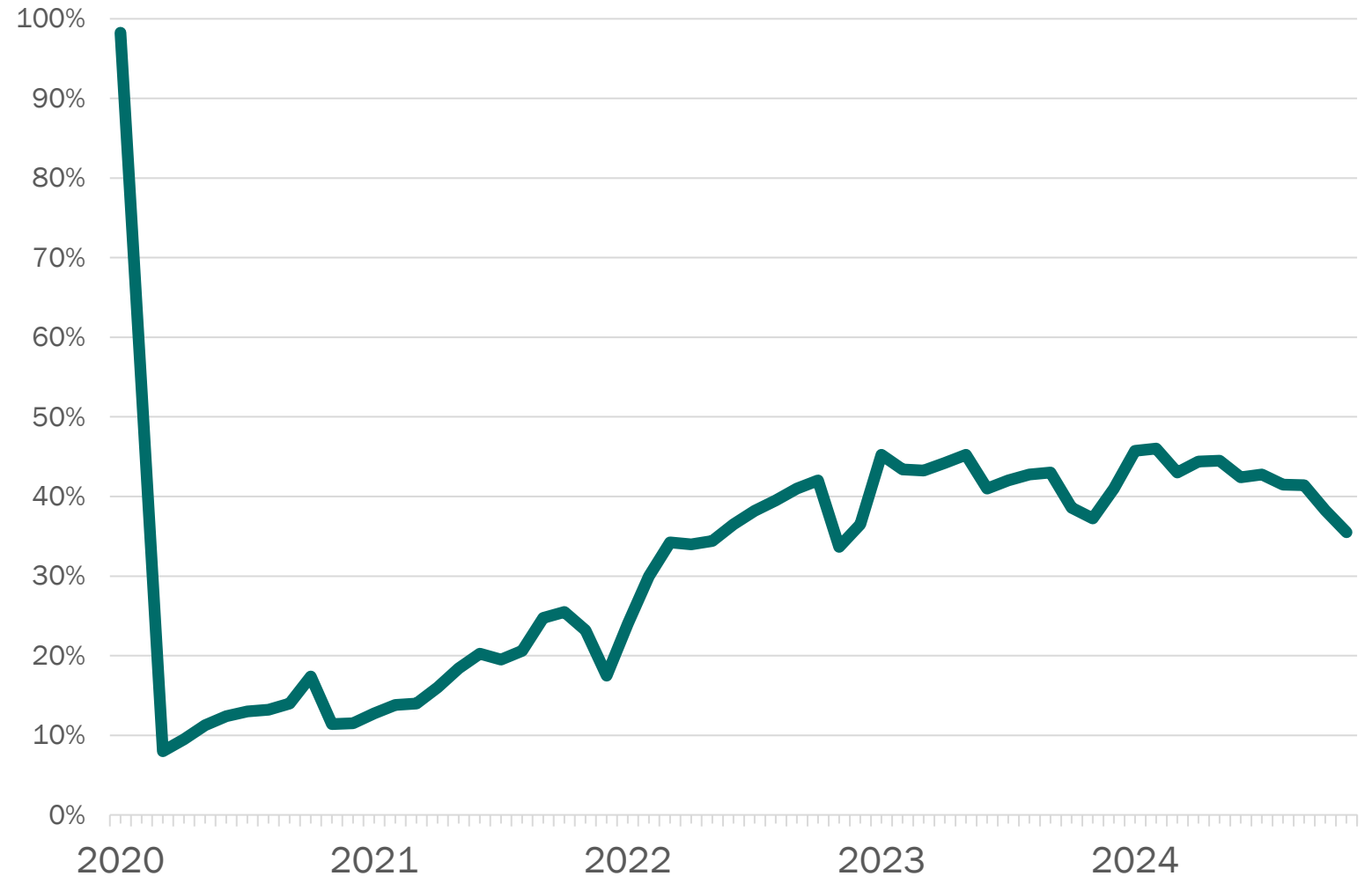
## Percent change in total employment by place-of-work



# Office attendance

- Stabilized at 40-45% of 2019 (end of 2024)
- Recent executive orders required more days in the office by government workers

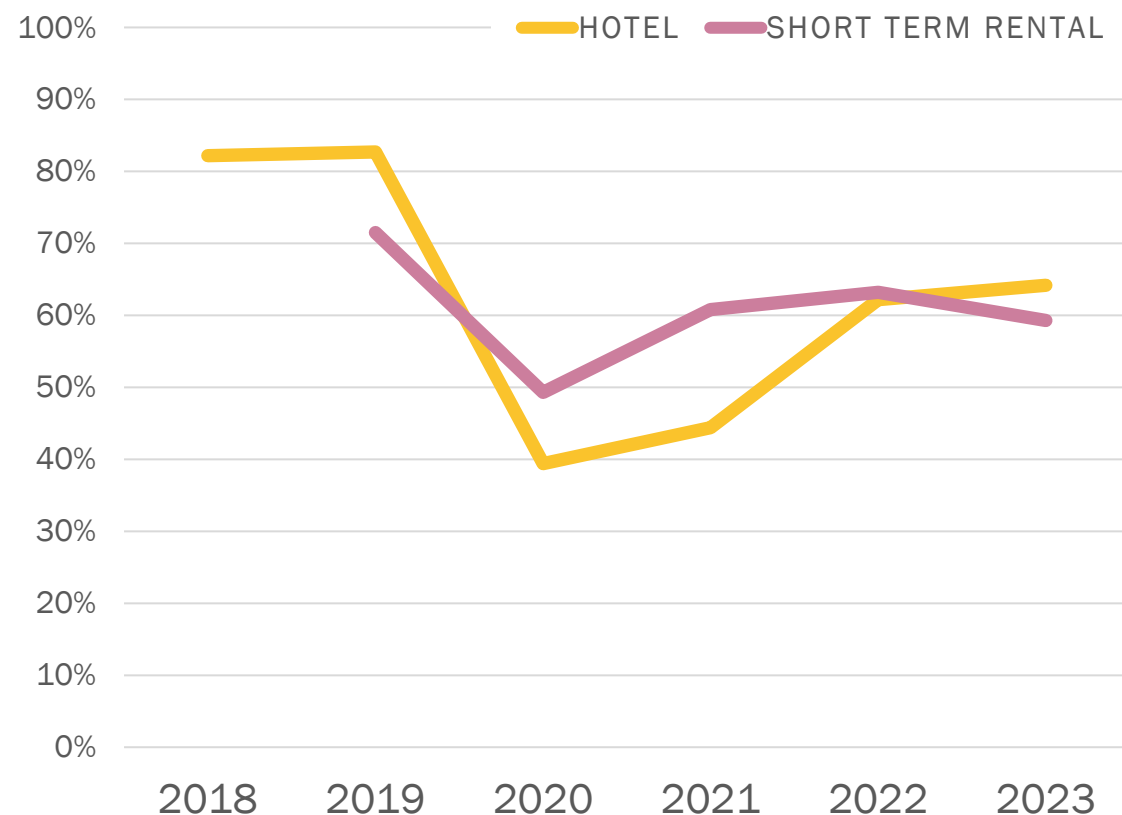
## SF metropolitan area office attendance



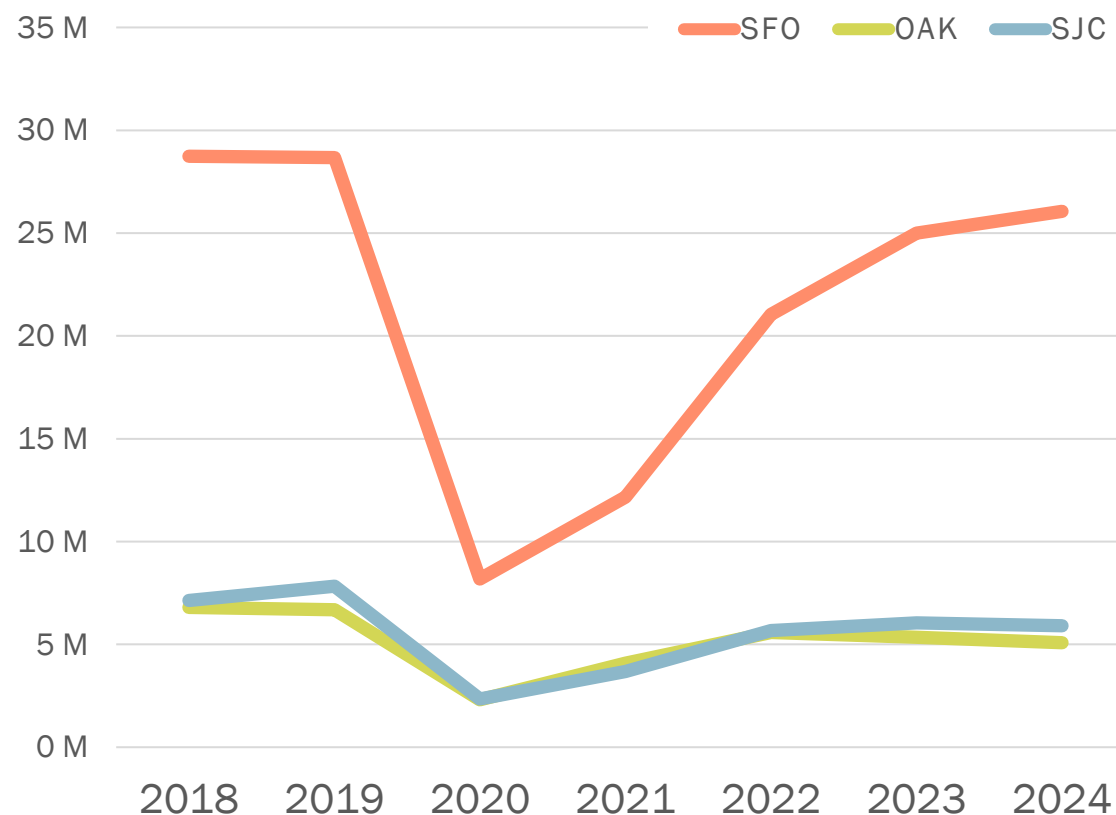
Note: The occupancy measure is a percentage that divides that number, averaged weekly, divided by a pre-COVID baseline.  
Source: Kastle Systems, via San Francisco Economic Recovery Dashboards.  
<https://www.sf.gov/data/san-francisco-office-attendance>

# Visitor travel

## Accommodation occupancy rate

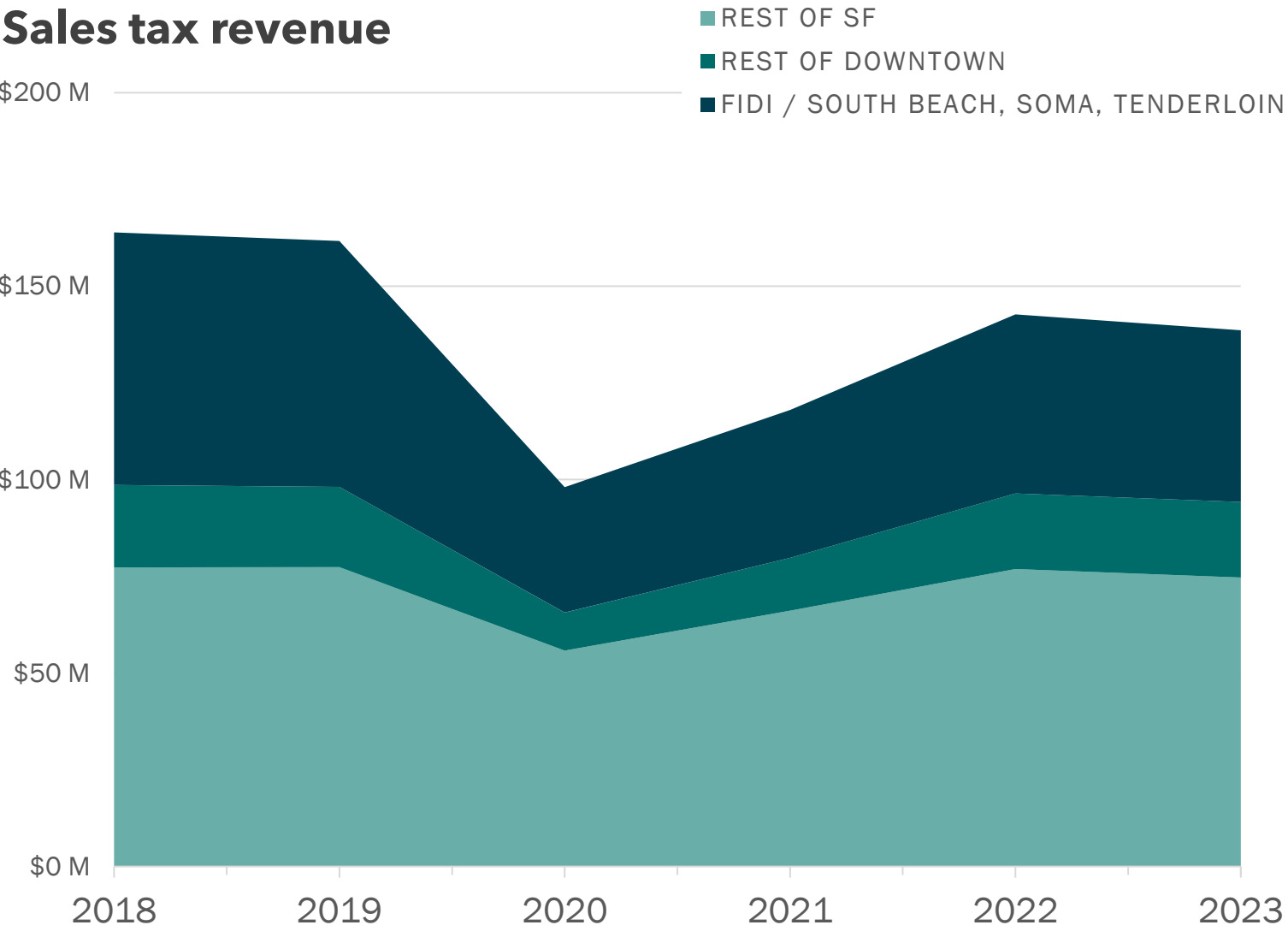


## Airport enplanements



# Sales tax

- Downtown accounts for 83% of the lower sales tax revenue in San Francisco



# Conclusions

- Downtown trips remain lower than pre-COVID
- Mode share: automobile increased; transit/walk/bike decreased
- Composition of travelers to Downtown shifted to be less regional and more local
- Emerging congestion on some freeways for part of the day

# Thank you.

**Chun Ho Chow**

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415-522-4834 office



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[sfcta.org/stay-connected](https://sfcta.org/stay-connected)