



# Memorandum

## AGENDA ITEM 7

**DATE:** April 23, 2026  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 5/14/2026 Board Meeting: Approve Programming Priorities for Up to \$4,548,974 in San Francisco’s State Transit Assistance County Block Grant Funds, with Conditions

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Approve programming priorities for up to \$4,548,974 in San Francisco’s State Transit Assistance (STA) County Block Grant Funds, with conditions, in the following priority order:</p> <ol style="list-style-type: none"> <li>1. \$492,734 for the San Francisco Bay Area Water Emergency Transportation Authority (WETA) Treasure Island Electric Ferry Service</li> <li>2. \$2,812,954 for the San Francisco Municipal Transportation Agency (SFMTA) Paratransit Program</li> <li>3. Up to \$1,243,286 for the Bay Area Rapid Transit District (BART) Elevator Attendant Program</li> </ol> <p><b>SUMMARY</b></p> <p>The Metropolitan Transportation Commission (MTC) estimates that San Francisco has up to \$4,548,974 in STA County Block Grant funds available to be programmed to transit operators for paratransit and other transit operating and capital needs, including providing lifeline transit services. The available funds consist of up to \$4,119,257 in anticipated Fiscal Year (FY) 2026/27 STA revenues and \$429,717 in uncommitted capacity from interest earned. The Transportation Authority programs these funds in our capacity as the Congestion Management Agency (CMA) for San Francisco. MTC has advised CMAs to program 95% of expected FY 2026/27 revenues, or \$3,913,294 for San Francisco, with consideration for</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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<p>programming up to 100% should revenues meet full projections given volatility of this revenue source.</p> <p>Attachment 1 summarizes our recommendation to fund three projects shown in priority order. Our first priority recommendation is \$492,734 for WETA’s Treasure Island Electric Ferry Service. In May 2024, the Board programmed \$1,418,859 in FY 2024/25 revenues to this project; however, actual revenues were below the State Controller’s Office estimates and only \$926,125 was available. The recommended funds would fulfill our prior programming commitment. Our proposed second priority is programming \$2,812,954 to SFMTA’s Paratransit program to complement Prop L funds and support this critical program for seniors and people with disabilities in FY 2026/27. Finally, we recommend \$1,037,323 (at 95% of revenue projection) up to \$1,243,286 (at 100% of revenue projection) to BART’s Elevator Attendant Program at shared BART/Muni stations downtown. BART and SFMTA equally share the Elevator Attendant Program cost. Our proposed priorities are due to MTC by May 1 and final priorities after Board approval in May.</p>	
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**BACKGROUND**

STA revenues come from the state sales tax on diesel fuel. It is a flexible transit funding program that can be used for a wide range of transit capital and operating purposes. It is also a volatile source of funding given the fluctuations in the price of diesel fuel. In FY 2018/19, MTC began distributing a majority of the region’s STA population-based funds to CMAs through a transit-focused STA County Block Grant program, combining funds that were previously distributed via a regional paratransit program, a regional Lifeline Transportation Program, and a northern counties/small transit operators' program. The STA County Block Grant program allows each county to determine how best to invest in paratransit and other transit operating and capital needs, including providing lifeline transit services. Funds are distributed among the nine Bay Area counties based on the percentage that each county would have received in FY 2018/19 under the former regional programs. MTC requires that by May 1 of each year, CMAs submit the proposed programming for STA population-based funds, but we have confirmed with MTC staff that we can submit final approved programming after Board action on this item in May.



In addition to supporting SFMTA's Paratransit program through the half-cent transportation sales tax, since FY 2018/19 the Transportation Authority has been programming STA funds to SFMTA for Paratransit in line with the amount that SFMTA would have received under the prior regional paratransit program. For the remaining STA funds available to San Francisco, on an annual basis, the Board has approved projects that are typically consistent with our history of funding lifeline transportation projects that focus on Equity Priority Communities and improve mobility and accessibility for low-income populations. Attachment 5 shows projects previously funded through the STA County Block Grant Program.

## **DISCUSSION**

**Funds Available.** Each year, MTC provides the Transportation Authority with a projection of San Francisco's share of STA County Block Grant program revenues for the next fiscal year as well as an updated estimate for the current fiscal year, which may be higher or lower when confirmed at the end of each fiscal year following the State's reconciliation of revenues generated. For the current programming cycle, we have an estimated \$4,548,974 available. This includes:

- \$4,119,257 in estimated FY 2026/27 STA revenues, which is about 9.78% lower than the FY 2025/26 estimate due to reduced diesel fuel sales tax revenues statewide and
- \$429,717 from interest earned on prior year STA funds

MTC has advised us to program 95% of expected FY 2026/27 revenues, with consideration for programming up to 100% should revenues meet full projections; thus our recommendation discussed in the next section includes a prioritized list of projects for \$4,343,011 (95% of estimated revenues) up to \$4,548,974 (100% of estimated revenues) in STA funds.

**Recommendation.** Attachment 1 summarizes the staff recommendation for programming all available STA block grant funds. The sections below describe the recommended projects.

**WETA's Treasure Island Electric Ferry Service (\$492,734).** In 2024, the Board recommended programming \$1,418,859 at 95% of projected FY 2024/25 STA revenue levels to contribute to the first 12 months of operations of electrified ferry service on the route between Treasure Island and the Ferry Building. WETA plans to operate the service using one electric vessel (150 passenger capacity), replacing the current diesel-powered service operated by the private developer. Actual FY



2024/25 STA revenues were only 85.6% of the projection, leaving \$926,125 for this project. The recommended \$492,734 in FY 2026/27 STA funds would fulfill our prior funding commitment to this project.

The STA Block Grant funds are intended as 'seed' money toward operations of fully electric public ferry service that will benefit the Equity Priority Community of Treasure Island by reducing point source emissions in the area. Ferry service to Treasure Island also will support the expected increase in population from 2,000 residents to more than 20,000 new residents in 8,000 new homes, 27% of which will be affordable, by 2042. The service will connect people to existing and planned open space, hotels, restaurants, shops, and entertainment venues.

STA funds represent about 38% of the 12-month operating budget of \$3,775,833. In our role as Treasure Island Mobility Management Agency, we are working to support WETA's efforts to identify and secure a full funding plan for this project. Electrified ferry service is expected to begin in 2027. Future years of ferry service are planned to be funded by a combination of fare revenues, an Operating Subsidy funded by the Treasure Island private developer; federal/state/regional funding; and revenues from the congestion management system once the program is adopted.

Ferry service has been a central component of improved transit access to the island since the 2011 Treasure Island Transportation Implementation Plan, which included extensive outreach.

**SFMTA's Paratransit Program (\$2,812,954).** As detailed in Attachment 3, the recommended STA funds would support SFMTA's Paratransit program in FY 2026/27, which provides transit services for seniors and persons with disabilities and includes the Essential Trip Card, a program that launched at the onset of the COVID-19 pandemic to help older adults and people with disabilities pay for essential trips in taxis. The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act. These programs are critically important to persons with disabilities and the elderly who are unable to fully utilize other forms of public transportation.

We recommend programming \$2,812,954 in FY 2026/27 STA Block Grant funds for Paratransit, which is \$487,046 less than last year given that STA revenues FY 2026/27 are projected to be lower. This decrease is expected to be made up by SFMTA operating funds and Prop L funds programmed for Paratransit in FY 2026/27. When taking the recommended STA funds and Prop L funds into consideration, this results



in the Transportation Authority providing 55.0% of the FY 2026/27 Paratransit operations funding plan which is similar to FY 2025/26 at 55.2%.

In our FY2025/26 STA recommendation, we recommended an elevated contribution to Paratransit as a temporary arrangement that benefits the SFMTA's operating budget by reducing the need for operating funds, allowing more of those funds to be available for transit service. We recommend maintaining this elevated share of funding in FY 2026/27. We will continue monitoring the Paratransit program's usage and as we see increased program use and costs, and as the SFMTA moves toward economic recovery, we will expect to see the Transportation Authority's share of the Paratransit program cost to decline to be more in line with past practice.

**BART's Elevator Attendant Program (\$1,037,323 up to \$1,243,286).** This program provides elevator attendants to monitor each elevator at the four downtown BART and SFMTA shared stations: Civic Center/UN Plaza, Powell Street, Montgomery Street, and Embarcadero. The attendants help to improve safety, mobility, and accessibility for customers who rely on elevators to access the transit systems, and discourage undesirable behaviors, improve elevator cleanliness and performance, decrease fare evasion, and reduce maintenance costs. The program also supports economic recovery for downtown San Francisco and encourages people to take transit. BART and SFMTA contribute equally to the cost of the program. The Transportation Authority has programmed STA funds for this program since 2019.

We recommend maintaining the same programming level for the Elevator Attendant Program as last year because, unlike Paratransit, which is eligible for Prop L, the Transportation Authority has very limited options to fund this program. BART and SFMTA equally share the remaining program costs above and beyond the STA amount.

In 2025, BART approved a new contract with a new operator for the Elevator Attendant Program. Actual program costs under this new contract increased by approximately 9% from \$3.4 million in FY 24/25 to \$3.7 million in FY25/26 to provide elevator attendants at the four stations 52 weeks per year, 7 days per week during all revenue hours. Program costs for FY 26/27 are expected to be \$3.8 million.

### **FINANCIAL IMPACT**

There are no impacts to the Transportation Authority's budget associated with the recommended action.



### **CAC POSITION**

At its April 22, 2026 meeting, recognizing that STA funds can be used to fund transit operations and in light of the transit fiscal cliff, the CAC adopted an amended motion of support to approve the programming priorities as recommended by staff, with a request to revisit the programming priorities if one or more of the transit revenue measures targeting the November election do not pass in the fall, provided that MTC policy allows this.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1: Recommendations
- Attachment 2: Project Information for WETA's Treasure Island Electric Ferry Service
- Attachment 3: Project Information for SFMTA's Paratransit Program
- Attachment 4: Project Information for BART's Elevator Attendant Program
- Attachment 5: Projects Funded in Fiscal Years 2018/19 - 2025/26
- Attachment 6: Resolution

**Attachment 1.**

<b>Recommended Fiscal Year 2026/27 STA Block Grant Programming<sup>1</sup></b>				
<b>Listed in Priority Order</b>				
<b>Project (Sponsor)</b>	<b>Uncommitted Capacity from Interest Earned</b>	<b>95% of Revenue Estimate</b>	<b>100% of Revenue Estimate</b>	<b>Total Programming</b>
1. Treasure Island Electric Ferry Service (WETA)	\$429,717	\$63,017	\$63,017	<b>\$492,734</b>
2. Paratransit Program (SFMTA)	\$0	\$2,812,954	\$2,812,954	<b>\$2,812,954</b>
3. Elevator Attendant Program (BART)	\$0	\$1,037,323	\$1,243,286	<b>\$1,037,323 up to \$1,243,286<sup>2</sup></b>
Total Funds	\$429,717	\$3,913,294	\$4,119,257	<b>\$4,343,011 up to \$4,548,974</b>

<sup>1</sup>Given the uncertainty of forecasting STA revenues, MTC recommends that CMAs prioritize programming 95% of their county's estimated new STA revenue and identify programming for up to 100% should revenues reach that level.

<sup>2</sup>The amount available for this project depends on the actual STA revenues received.



**Attachment 2.  
Fiscal Year 2024/25 State Transit Assistance County Block Grant Program  
[UPDATED APRIL 2026]  
Project Information**

## **Treasure Island Electric Ferry Service**

**Sponsor:** Water Emergency Transportation Authority (WETA)

**Approved Fiscal Year 2024/25 STA County Block Grant Programming:** \$1,418,858 up to \$1,686,004

(Actual Fiscal Year 2024/25 Revenues: \$926,125)

**Recommended Fiscal Year 2026/27 STA County Block Grant Programming:** \$492,734

**Recommended Phase:** Operations

**Districts:** 6

### **SCOPE**

The requested funds would help fund the operations for a Treasure Island Electric Ferry Service for 12 months. The 2021 Treasure Island Mobility Management Program Implementation Report (pg. 15-16) identifies a frequent ferry service between Treasure Island and downtown San Francisco as a central part of improving transit access on the island. Planned housing development on Treasure Island will dramatically increase the population from 2,000 residents to more than 20,000. The Treasure Island Electric Ferry is an important element of the transportation network of the Bay Area and is currently planned to commence service as early as ~~January 2026~~ 2027.

The Treasure Island Ferry will serve about 245,000 riders in the opening year of operations. The operating funds from this grant will contribute to funding the service for 12 months. The will be an expected 14 departures per day in both the westbound and eastbound directions, 7am-9pm on weekdays, and 9am-11pm on weekends. Details of the service plan will be determined through a service plan and business plan developed jointly by WETA and TIMMA. The service will operate using one small electric vessel (~~149~~ 150 passenger capacity) and two crews.

Fully electric service will benefit the Equity Priority Community of Treasure Island by reducing point source emissions in the area. According to data collected via the American Community Survey between 2014 and 2018, Treasure Island is classified as an Equity Priority Community (EPC) with over 73% of individuals identifying as people of color, 64% classified as low income, and 31% classified as zero-vehicle households.

The Treasure Island Electric Ferry service will add a critical transit link to downtown San Francisco for Treasure Island residents, workers, and visitors that avoids potential congestion and delays on the Bay Bridge. The only current public transit link is Muni's 25 Treasure Island bus line, which terminates at the Salesforce Transit Center in San Francisco. The ferry service will add redundancy and access to more destinations, jobs, and activity centers in downtown San Francisco and along the waterfront. Additionally, the Treasure Island Electric Ferry will provide a seamless transfer to the rest of SF Bay Ferry's regional routes, Golden Gate Ferry's routes, and various Muni bus and metro lines nearby. With WETA's emergency response



**Attachment 2.**

Updated April 2026 Fiscal Year 2024/25 State Transit Assistance County Block Grant Program

Project Information

Treasure Island Electric Ferry Service

mandate, the Treasure Island Electric Ferry and the associated infrastructure will allow the agency to perform evacuations or other emergency operations in the event of a critical failure of the Bay Bridge that would otherwise cut off vehicular access to Treasure Island.

The 2023 Treasure Island Supplemental Transportation Study (pg. 37) discusses the extensive outreach and engagement that has been conducted on Treasure Island to date. This included both surveys and focus groups in multiple languages. WETA will work with TIMMA and other relevant stakeholders to establish a fare policy for the service. Additionally, TIMMA would work with the transit operators on Treasure Island to establish a multi-operator transit pass that would allow unlimited trips on the electric ferry service. This pass would be offered at a discount to low-income residents.

Work is currently underway to construct and upgrade the necessary infrastructure at both the downtown San Francisco Ferry Terminal and the Treasure Island Ferry Terminal to support a fully electric ferry service. A charging float is expected to be available at Downtown San Francisco in ~~May 2025~~ **the future**, and the Treasure Island Ferry Terminal will be fully electrified by ~~January 2026~~ **the time service begins in 2027**. The electric vessel has an anticipated delivery date of ~~August 2026~~ **June 2027** as of now. ~~WETA is working to accelerate the delivery schedule of the vessel. The agency will work to identify a suitable interim vessel to provide the service starting in January 2026 or potentially seek an exception to the electric vessel requirement for routes under 3 miles if the electric vessel is unavailable.~~

**REPORTING AND PERFORMANCE METRICS**

Key performance metrics are shown in the table below:

<b>PERFORMANCE METRIC</b>	<b>DESCRIPTION</b>	<b>REPORTING FREQUENCY</b>
<b>Number of trips</b>	Number of total passenger trips	Monthly and Yearly
<b>Service hours and miles</b>	Hours of operation and miles travelled by vessels	Monthly and Yearly
<b>On time performance</b>	Includes late and cancelled trips	Monthly and Yearly
<b>Ridership and occupancy</b>	Number of passengers and percent of capacity filled. Includes bikes.	Monthly and Yearly
<b>Operating cost per boarding</b>	Total cost per individual passenger trip.	Monthly and Yearly

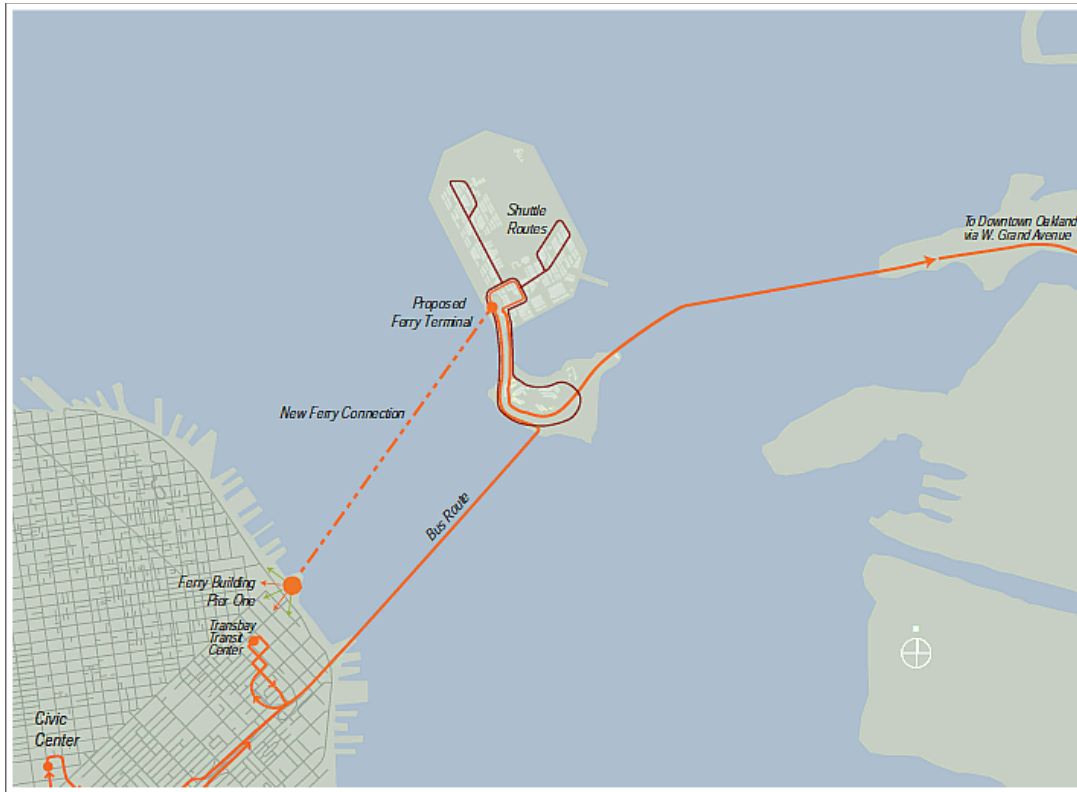


# San Francisco County Transportation Authority

## Attachment 2.

Updated April 2026 Fiscal Year 2024/25 San Francisco State Transit Assistance Block Grant Program  
Programming Recommendation  
Treasure Island Electric Ferry Service

### Appendix A. Treasure Island Ferry Route Map



# San Francisco STA County Block Grant Program Operating Project Schedule, Cost, and Funding Plan



**San Francisco  
County Transportation  
Authority**

<b>Project Name:</b>	Treasure Island Electric Ferry Service
<b>Project Sponsor:</b>	Water Emergency Transportation Authority (WETA)

Operating Projects	
<b>Start Date of Operations:</b>	<del>1/2/2026</del> 7/1/2027
<b>End Date of Operations:</b>	<del>12/31/2026</del> 6/30/2028

Source	Year 1	Year 2	Year 3	Total	Status <sup>1</sup>
SF LTP (requested)	\$1,418,858	\$0	\$0	\$1,418,858	Planned
Fare Revenue	\$521,850	\$0	\$0	\$521,850	Planned
TBD (e.g. STA, tolls [once program is adopted])	\$1,835,125	\$0	\$0	\$1,835,125	Planned
	\$0	\$0	\$0	\$0	
	\$0	\$0	\$0	\$0	
	\$0	\$0	\$0	\$0	
<b>Total Funding</b>	<b>\$3,775,833</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,775,833</b>	

Cost by Task and Agency	Year 1	Year 2	Year 3	Total	Source of Cost Estimate
Vessel Crew Labor	\$1,598,658	\$0	\$0	\$1,598,658	Treasure Island Ferry Feasibility Study + Escalation
Vessel Electricity	\$648,748	\$0	\$0	\$648,748	Treasure Island Ferry Feasibility Study + Escalation
Vessel Operation and Maintenance	\$247,596	\$0	\$0	\$247,596	Treasure Island Ferry Feasibility Study + Escalation
Facility Operation and Maintenance	\$663,032	\$0	\$0	\$663,032	Treasure Island Ferry Feasibility Study + Escalation
System Expenses	\$617,799	\$0	\$0	\$617,799	Treasure Island Ferry Feasibility Study + Escalation
	\$0	\$0	\$0	\$0	
<b>Total Expenditures</b>	<b>\$3,775,833</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,775,833</b>	

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

Costs are in 2026 dollars. Ridership for 12 months of service assumed to be 245,000 boardings (Treasure Island Ferry Feasibility Study). 14 trips/day in both directions on both weekdays and weekends using one small (149 pax) electric vessel. Average fare calculated to be \$2.13 (85% of full adult one-way fare of \$2.50). The \$2.50 adult fare is the lowest fare considered in the ferry feasibility study. Exact service plan and fare structure will be determined at a later date.

UPDATED APRIL 2026: Fare revenue and funding plan are under development as part of the TI Ferry Service Business Plan, expected to be complete in fall 2026.

<sup>1</sup> Planned funds have not been programmed or allocated specifically to the project or program that is the subject of the current request; Programmed funds have been committed to the project by the agency with the authority to do so; Allocated funds have been approved for expenditure for the subject project by the funding authority.



**Attachment 3.  
Fiscal Year 2026/27 State Transit Assistance County Block Grant Program  
Project Information**

## **Paratransit**

**Sponsor:** San Francisco Municipal Transportation Agency (SFMTA)

**Recommended Fiscal Year 2026/27 STA County Block Grant Programming:** \$2,812,954

**Recommended Phase:** Operations

**Districts:** Citywide

### **SCOPE**

The SFMTA provides Paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act (ADA). Paratransit services are provided to persons with disabilities who are unable to independently ride bus or light rail service some or all the time and are certified eligible according to federal criteria. Paratransit in San Francisco is administered by a broker that delivers service through a diverse set of providers and resources, including 100 city-owned vehicles that are less than 5 years old, private taxis and group vans associated with community-based organizations throughout the city. About 600,000 trips, or 50,000 trips per month, are provided to the approximately 19,000 registered clients in SF Paratransit.

Transdev has served as the Paratransit Broker since 2000 and the primary transportation service provider since 2014. On June 14, 2016, the Board of Supervisors approved a contract with Transdev to provide paratransit broker services through June 30, 2021, with an option for a five-year extension, and in an amount not to exceed \$142,902,104. On May 14, 2021, the Board of Supervisors approved exercising the option for the five-year extension recommended by the SFMTA Board and increased the not to exceed amount to \$308,271,023. SFMTA is in the process of finalizing an amendment that will extend the terms of the current agreement for two additional years, through June 30, 2028, and increase the not-to-exceed amount to \$339,102,572.

The Paratransit Broker services include determination of client eligibility, customer service, overseeing and monitoring the operation of the taxi debit card system, procurement, subcontracting, and oversight of van and taxi services, and reporting and record keeping. Transdev itself operates the SF Access service and a portion of the group van services. All other transportation services for which the broker is responsible are procured via contracts with other providers.



**Attachment 3.**

Fiscal Year 2026/27 State Transit Assistance County Block Grant Program  
Project Information  
Paratransit

**Project Sustainability**

SFMTA relies on a variety of federal, state, and local funding sources to fund all Paratransit expenditures. Below is a breakdown of the funding sources for Fiscal Year 2026/27 for the Paratransit broker services contract:

FUNDING SOURCE	AMOUNT	PERCENTAGE
Prop L	\$14,329,000	46%
Federal 5307	\$5,243,189	17%
State Transit Assistance	\$2,812,954	9%
Department of Disability and Aging Services	\$570,000	2%
BART	\$2,070,000	7%
Muni Operating Funds	\$6,137,626	20%
<b>Total</b>	<b>\$31,162,769</b>	<b>100%</b>

**Coordination and Program Outreach**

In addition, the Paratransit Broker is responsible for the continued development and implementation of the mobility management program, including activities to make it easier for San Francisco’s disabled and senior residents to navigate the transportation services available to them, such as our Shop-a-Round and Van Gogh shuttle programs. The Mobility Management team is responsible for at least 20 outreach events throughout the year, with an emphasis on ensuring that these are conducted in areas identified as Equity Priority Communities. The Broker, through their Mobility Management department, also administers the Essential Trip Card (ETC) program, including enrollment and handling inquiries from the public, along with their other outreach duties. The ETC program is a taxi service available to all seniors and individuals with disabilities who need to complete essential trips.

**Cost-Effectiveness and Performance Indicators**

SFMTA uses different service modes to deliver Paratransit service to our riders. Utilizing this multi-modal approach provides riders with more choices to choose whether SF Access or taxis best meets their trip needs and allows SFMTA to deliver service in a cost effective manner.

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



**San Francisco  
County Transportation  
Authority**

**Attachment 3.**

Fiscal Year 2026/27 State Transit Assistance County Block Grant Program

Project Information

Paratransit

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<b>PARATRANSIT PERFORMANCE INDICATORS</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26 (THROUGH JANUARY 2026)</b>
<b>Total Passenger Trips Provided</b>	387,136	488,085	519,626	550,014	586,218	341,616
<b>ETC Trips Provided</b>	63,729	83,939	82,999	91,374	103,114	61,332
<b>On-time Percentage: Group Van &amp; Access Van</b>	99.32%	94.64%	93.99%	97.57%	97.21%	97.05%
<b>On-time Percentage: Taxi</b>	95.80%	92.79%	94.35%	97.72%	98.08%	98.14%
<b>Complaints</b>	217	249	208	191	208	84
<b>Cost per Passenger Trip</b>	\$57.56	\$53.17	\$54.79	\$54.53	\$51.08	\$50.88

**Funding Plan**

	Proposed	
	FY2026/27 Budget	% of Contract Budget
<b>Revenues/Recovery</b>		
<b><u>Paratransit (including Essential Trip Card Program)</u></b>		
Federal Transit Agency 5307	\$ 5,243,189	16.8%
Prop L *	\$ 14,329,000	46.0%
BART ADA Contribution	\$ 2,070,000	6.6%
State Transit Assistance (STA) - Paratransit **	\$ 2,812,954	9.0%
SFMTA Operating Budget ***	\$ 6,137,626	19.7%
Department of Disabled and Aging Recovery	\$ 570,000	1.8%
<b>Paratransit subtotal</b>	<b>\$ 31,162,769</b>	<b>100.0%</b>

**Major Line Item Budget**

	Proposed	
	FY2026/27 Budget	% of Contract Budget
<b><u>Apportionment</u></b>		
Paratransit Broker	\$ 31,162,769	100%
Muni Paratransit Staff ****	\$ 277,100	1%
<b>Total</b>	<b>\$ 31,439,869</b>	<b>101%</b>

\*FY 2026/27 amount programmed in the Prop L Strategic Plan.

\*\*FY 2026/27 STA revenues are projections and annual amounts may be higher or lower when confirmed at the end of the fiscal year following the State’s reconciliation of actual revenues generated. In the event of a shortfall in SF's STA funds for FY 2026/27, the SFMTA will work with Transportation Authority staff to adjust the Paratransit funding plan accordingly.

\*\*\* SFMTA is portraying the FY 2026/27 program budget based on actual program usage, rather than the maximum possible contract amount. This more accurately represents the cost of the program observed in recent years. The budget additionally accounts for post-COVID ridership levels, negotiated cost reduction with the contractor for FY 2026/27, and wage increases resulting from union agreements for all non-management SF Access contractor employees. When taking the recommended STA funds into consideration, this results in the Transportation Authority providing 55.0% of the funding plan for the Paratransit program which is similar to FY 2025/26 at 55.2%, and an increase compared to 48.4% in FY 2024/25. Recommended funding levels from Prop L and STA funds, in turn, mean that SFMTA can use flexible Operating Budget funds for transit service and other needs.

\*\*\*\* Funded with SFMTA Operating Funds

## Key Paratransit Performance Trends FY 2021-2026

YTD  
(January 2026)

Paratransit Performance Indicators	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Total Passenger Trips Provided	387,136	488,085	519,626	550,014	586,218	341,616
ETC Trips	63,729	83,939	82,999	91,374	103,114	61,332
On-time Percentage						
(Group Van & Access Van)	99.32%	94.64%	93.99%	97.57%	97.21%	97.05%
Taxi	95.80%	92.79%	94.35%	97.72%	98.08%	98.14%
Complaints	217	249	208	191	208	84
Cost per Passenger Trip	\$57.56	\$53.17	\$54.79	\$54.53	\$51.08	\$50.88



**San Francisco  
County Transportation  
Authority**

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**Attachment 4.  
Fiscal Year 2026/27 State Transit Assistance County Block Grant Program  
Project Information**

## **Elevator Attendant Program**

**Sponsor:** Bay Area Rapid Transit (BART), with San Francisco Municipal Transportation Agency (SFMTA)

**STA County Block Grant Request:** \$1,037,323 up to \$1,243,286

**Recommended Phase:** Operations

**Districts:** 3, 5, 6

### **SCOPE**

This request would help fund one fiscal year of operations of the Elevator Attendant program at four downtown BART and Muni stations (Powell Street, Civic Center/UN Plaza, Montgomery Street, and Embarcadero). The attendants help to improve safety, mobility, and accessibility for customers who rely on elevators to access the transit systems. The attendants also discourage undesirable behaviors, improve elevator cleanliness and performance, decrease fare evasion, and reduce maintenance costs. The four stations are located in Equity Priority Communities. See the following Elevator Attendant Program Details document for additional information.



# Elevator Attendant Program Details

ATTACHMENT 3

MARCH 2026



## **Project Need, Goals and Objectives**

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

The Elevator Attendant Program, a joint initiative by BART and San Francisco Municipal Transportation Agency (SFMTA) Muni, was launched in 2018 to improve elevator safety, cleanliness, and reliability at downtown San Francisco stations. The program began as a pilot at Powell and Civic Center, later expanding to Embarcadero and Montgomery. Partnering with District Works, trained attendants assist riders, deter misuse, and report issues which transforms elevators into safe, accessible spaces for all riders, including seniors, riders with disabilities, cyclists, and families with children. For FY 27, BART anticipates that 1.4 million trips will be taken in the elevators by patrons (approximately 116,667 trips per month). In the first two quarters of FY 26 alone, nearly 700,000 trips were taken on the San Francisco downtown elevators, with 41% (approx. 287,000) having an observed need (mobility device, stroller, or luggage) to use the elevator. The high usage and reliance on elevators to access transit underscores the importance of Elevator Attendants and their role in keeping them operational.

The Program deters sanitation and safety concerns inside each of the eight elevators at the four downtown San Francisco stations, and helps keep the elevator operational by ensuring maintenance concerns are reported promptly. The Program provides services while BART and Muni trains are in service to ensure all customers in need of an elevator can benefit. Each station has two elevators, and each elevator has one attendant for each shift. Attendants staff the elevators during all revenue hours when stations are open to the public. Coverage is broken up into three shifts. Each shift is also staffed with floaters and supervisors to ensure the service is not interrupted. The attendants greet riders, operate the elevator, collect data on the number of users, and deter inappropriate behavior. A June 2025 survey of BART's SF Downtown Elevator Attendant Program found 90% of riders satisfied with attendants' helpfulness. Riders praised improved safety, cleanliness, and order. One rider shared: "I prefer using the elevator when an attendant is present—it feels much safer and cleaner. They're crucial to the BART experience!"

### **2. Describe the significance of the unmet transportation need or gap that the proposed project seeks to address and how the project will address that need or gap. Specify the goals and objectives of the project.**

The Elevator Attendant Program goals are to ensure elevators at the four downtown San Francisco stations consistently remain safe, clean, and in working order for all BART/SFMTA customers. Clean, functioning elevators are critical to increasing access to transit service for populations with mobility limitations. The presence of staff inside the elevators provides a sense of security for riders who need to access transit via the elevators. The station elevators are vital gateways for thousands of customers who rely on them to access transit many of whom are of low-income, people with disabilities, and minorities who may not have other transportation options and depend on transit for their daily functions. The Program directly addresses a need in MTC's Coordinated Public Transit – Human Services Transportation Plan (2024), which identifies safety investments for pedestrians and transfers between fixed route transit and paratransit as gaps in the transportation system. The Program assists to close these gaps in the system by providing pedestrians and people with disabilities safer and enhanced access to BART and SFMTA rail service. The Program also addresses ongoing frustrations with poor elevator conditions, expressed by customers and BART's Accessibility Task Force (BATF). The BATF provides advise to the BART Board of Directors and staff on disability-related concerns and advocates for people with disabilities and/or seniors, many of whom are of low-income.

The Elevator Attendant Program addresses the needs of BART and SFMTA's customers and of downtown community members living and working near the stations. The attendants help to ensure elevators at the four downtown San Francisco

stations consistently remain safe, clean, and in working order. Additionally, improved cleanliness of the elevators has helped to reduce elevator downtime. Customers, including those who arrive by paratransit and need to use the elevator to access fixed route transit service, have more reliable elevator service at some of the busiest stations to get to and from the platform. Thus, the Program provides and enhances access for people with disabilities, families with children, low-income riders, and a wider network of people living and working near the stations.

**3. Describe how the project supports and the specific benefits to Equity Priority Communities (EPCs) and disadvantaged populations, include a description of the EPCs and pertinent demographic data.**

The Elevator Attendant Program serves the community where the shared BART/Muni stations are located and provides specific benefits to Equity Priority Communities (EPCs) and people who are historically disadvantaged. The Project's area expands from the Embarcadero station to the Civic Center/UN Plaza station. As shown in the Project's Area Map, **Attachment 2**, the stations are in an area with a high density EPCs. Specifically, the stations are in an area with many people who have a disability, are of low-income, and/or are of a minority background. According to the San Francisco County Transportation Authority EPCs data, the Project's area has 17% to 33% of people with disabilities, 66% to 73% of people who identify as a minority, and 32% to 69% of people who are of low-income. Data captured by Elevator Attendants since the Program was launched, in April of 2018, includes one of these measures – people with disabilities. Most recent data from the first half of FY 26 shows that of the approximately 700,000 elevator trips taken by patrons, 41% (247,000) were of those who had an observed need for the elevator. Approximately 8% (56,000) trips were by people who had a physical need to use the elevator as observed by their mobility device (wheelchair, walker, or cane). The Program's quantitative and qualitative information demonstrates that the Elevator Attendant Program supports and provides benefits to the community where the stations are located.

## **Community-Identified Priority**

**4. Discuss how the project addresses a transportation gap and/or barrier identified in a Community-Based Transportation Plan (CBTP) and/or other substantive local planning effort involving focused inclusive engagement with low-income populations. Indicate the name of the plan(s) and the page number(s) where the relevant gap and/or barrier is identified. Indicate the priority given to the project in the plan.**

The proposed BART Elevator Attendant Program at Embarcadero, Montgomery, Powell, and Civic Center directly addresses several transportation barriers identified in the 2024 Coordinated Public Transit–Human Services Transportation Plan (MTC, November 2024). The Plan highlights that riders, particularly seniors, riders with disabilities, cyclists, and families with children experience significant challenges accessing reliable, real-time information about station conditions, including “elevator issues,” which limits their ability to complete trips independently (pp. 61–62). By providing on-site staff who can real time information regarding elevator access, the Program responds directly to this information-access gap and aligns with the Plan's high-priority focus on improving accessibility and communication for transit-dependent riders.

The Plan also emphasizes the need to maintain accessible fixed-route transit facilities, noting that functional, safe station elevators are essential components of ADA-compliant transit service (p. 32). Downtown San Francisco has the region's highest share of zero-vehicle households at 30% (pp. 25), underscoring the importance of reliable elevator access for residents who depend on BART for daily mobility. The Elevator Attendants deter activity that can result in elevators going out of service, and also report maintenance concerns immediately, which reduces downtime of the elevators. This maximizes elevator reliability and ensures that patrons who rely on elevators do not experience an issue to begin with. Attendants help ensure that elevators remain usable, clean, and safe, directly supporting the Plan's emphasis on improving infrastructure that riders with disabilities rely on.

## Implementation Plan and Project Management Capacity

### **5. Is the project ready to be implemented? What, if any, major issues need to be resolved prior to implementation and when will they be resolved?**

The Elevator Attendant Program has been successfully operating since the spring of 2018. The Program expanded to provide services at all four downtown San Francisco stations since the fall of 2019. The Program is coordinated in partnership with SFMTA. Since 2019, BART and SFMTA have had an agreement to administer the Program, whereby BART manages the service provider and tracks program data, invoices, and payments.

In Fall 2024, BART initiated a competitive process to secure a contractor for the Elevator Attendant Program due to an expiring agreement. In April 2025, recognizing the continued value and importance of the Program, the BART Board approved funding to keep this service in place through June 30, 2030 and awarded a new contractor for the program, District Works. In August 2025 BART and SFMTA signed an agreement to continue jointly funding the Program through June 30, 2030.

### **6. Describe your organization's ability to provide and manage the proposed project.**

BART, in partnership with SFMTA, has successfully managed the Elevator Attendant Program since the spring of 2018. The Program has been managed by BART staff with extensive experience overseeing similar projects benefiting diverse community members. The Program was first managed by Mr. Tim Chan, Group Manager of Station Planning, who has over 20 years of experience in urban planning and relevant experience overseeing projects providing services to Equity Priority Communities. Since 2021, the Program transitioned to be managed under BART's first position focused on social service partnerships. The Program is currently managed by Mili Choudhury, Senior Manager of Social Services partnerships, who brings over 20 years of experience working with disadvantaged populations, and who has built a strong partnership with District Works to administer the Program. .

### **7. Describe any proposed use of innovative approaches that will be employed for this project and their potential impact on project success.**

The presence of attendants at transit station elevators and the partnership established between BART, SFMTA, and District Works, a community-based organization (CBO) and social enterprise, is an innovative approach. The attendants serve as ambassadors for BART and the SFMTA, and contribute to a safe, clean, and accessible transit system. District Works manages the elevator attendants. A core value of District Works is to exemplify the principal of radical hospitality creating environments where all individuals – residents, business owners, visitors, and the vulnerable – feel seen respected and cared for. Core training for staff is aligned with these values. Ambassadors are intentional about wearing bright clothing that allows them to be seen and easily identified as staff that are representing BART in a welcoming and professional environment.

## Project Sustainability

### **8. Describe the project sustainability: (Operating Projects) describe efforts to identify potential funding sources for sustaining the service beyond the grant period. If funding is identified, provide the responsible agency(is) and funding sources for all ongoing service.**

BART and SFMTA jointly fund operation of the Program, each providing 50 percent of operational costs. The Program is currently funded through June 30, 2030. This STA Block Grant application is to fund costs for FY26-27. BART and SFMTA are committed to continuing this initiative beyond the performance period of this grant.

## Cost-Effectiveness and Performance Indicators

**9. Demonstrate how the proposed project is the most appropriate and cost-effective way in which to address the identified transportation need.**

Various plans and community input have identified the need to improve the sense of safety and security in accessing elevators at transit stations and the need to reduce elevator down time, thus improving transit access for people who are of low-income and/or have a disability. The Elevator Attendant Program addresses this transportation need in a cost-effective way that has multiple benefits to the community where the stations are located, BART and SFMTA riders – from San Francisco, Bay Area, or from outside the region, and people who have a disability. Since the program was launched, safety and security concerns have been significantly reduced. The presence of attendants at the elevators in downtown San Francisco stations has discouraged and reduced unwanted activities inside the elevators and decreased elevator down time due to cleaning and maintenance needs. Through the program, District Works is providing elevator attendants at the four stations 52 weeks per year, 7 days per week during all revenue hours. Coverage is broken up into three shifts per day. Each shift is also staffed with floaters and supervisors to ensure the service is not interrupted. This is full coverage service is a total cost of \$3,823,371 estimated for FY27, including costs to pay attendants (with benefits), program oversight, weekly reporting, grant specific activities, equipment costs, and indirect costs.

**10. Identify performance measures to track the effectiveness of the project in meeting the identified goals. Provide the baseline and new or continued units of service to be provided (e.g., number of trips, service hours, etc.) and cost per unit of service (e.g., cost per trip or persons served per month and year).**

The Program goals are to ensure elevators at the four downtown San Francisco stations consistently remain safe, clean, and in working order for all BART/SFMTA customers. The following performance measures are being used, and will continue to be used, to track the effectiveness of the Program and report for the LTP grant in FY27. All of the following metrics are reported Monthly and Quarterly.

Performance Metric	Goal
Total number of users at each elevator and each station. Data is additionally segmented by: <ul style="list-style-type: none"> <li>• Users with luggage, strollers, carts or wagons</li> <li>• Users with bicycles, scooters, or electric scooters</li> <li>• Users with walkers, canes, or wheelchairs</li> </ul>	Maintain access to users and document trends in number of users
Total Number of instances that Station Agent was contacted for. Data is additionally segmented by: <ul style="list-style-type: none"> <li>• Biohazard issue</li> <li>• Potential overdose situation</li> <li>• Cleanliness issue</li> <li>• Elevator out of order</li> </ul>	Track and manage situations that impact elevator operations.
Total number of times Station Agent was requested to call police for. Data is additionally segmented by: <ul style="list-style-type: none"> <li>• Threat/assault between patrons</li> <li>• Threat/assault between patron and Attendant</li> </ul>	Track and mitigate instances of negative behavior related to the services provided by the program.

## Coordination and Program Outreach

**11. Describe how the project will be coordinated with the community, public and/or private transportation providers, social service agencies, and non-profit organizations serving Equity Priority Communities. Describe plans to market the project, and ways to promote public awareness of the project.**

BART, the SFTMA, and District Works work closely with the community in implementing the Elevator Attendant Program services. Attendants have come to be regarded as assets and stewards of the communities in which they work, creating a sense of safety and security in some of the most dangerous and socially impacted communities in San Francisco. Since 2018, BART and SFMTA have conducted media campaigns, including press releases, and other outreach to inform the public about the Program. The Elevator Attendants themselves are the ultimate ambassadors of the initiative. BART also engages regularly with its' [Accessibility Task Force](#) which meets monthly. This group is a liaison to the greater Bay Area community of people with disabilities.

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

BART and SFMTA signed a joint funding agreement for this program in August 2025.

## **Project Schedule, Budget and Funding Plan**

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

Please see Attachment 4.

**San Francisco State Transit Assistance County Block Grant  
Attachment 2 - Project Information Form  
Operating Project Schedule, Cost, and Funding Plan**



**San Francisco  
County Transportation  
Authority**

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

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

<b>Project Name:</b>	Elevator Attendant Program
<b>Project Sponsor:</b>	BART

**Operating Projects**

**Schedule**

<b>Start Date of Operations:</b>	7/1/2026
<b>End Date of Operations:</b>	6/30/2027

**Budget**

<b>Cost by Task and Agency</b>	<b>Year 1</b>	<b>Total</b>	<b>Source of Cost Estimate</b>
Staffing Costs (52 weeks per year, 7 days per week, during all revenue hours)	\$3,044,146	\$3,044,146	Approved contract
Operating Expense: supplies, tablets, uniforms, communications radio	\$99,540	\$99,540	Approved contract
Indirect Costs	\$679,641	\$679,641	Approved contract
	\$0	\$0	
	\$0	\$0	
	\$0	\$0	
<b>Total Expenditures</b>	<b>\$3,823,327</b>	<b>\$3,823,327</b>	

**Funding Plan**

<b>Source</b>	<b>Year 1</b>	<b>Total</b>	<b>% of Budget</b>	<b>Status<sup>1</sup></b>
SF STA (requested)	\$1,037,323	\$1,037,323	27%	Planned
SFMTA	\$1,393,002	\$1,393,002	36%	Allocated
BART Operating	\$1,393,002	\$1,393,002	36%	Allocated
	\$0	\$0		
	\$0	\$0		
	\$0	\$0		
<b>Total Funding</b>	<b>\$3,823,327</b>	<b>\$3,823,327</b>		

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

<sup>1</sup> Planned funds have not been programmed or allocated specifically to the project or program that is the subject of the current request; Programmed funds have been committed to the project by the agency with the authority to do so; Allocated funds have been approved for expenditure for the subject project by the funding authority.

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

### Detailed Budget for Each Station (Embarcadero, Montgomery, Powell, Civic Center)

FY 26-27				
Staff Position	# of FTEs	Annual Salary per	Line Item Total	Budget Narrative & Justification
Elevator Attendant	7	\$ 53,560.00	\$ 374,920.00	Elevator Attendants and Elevator Floater Attendants maintain a visible presence, ensuring safety, cleanliness, and hospitality at the assigned station elevators. They provide assistance, report maintenance needs, and foster community engagement. Floaters offer additional support, ensuring seamless coverage and service continuity across multiple locations.
		SUBTOTAL SALARIES	\$ 374,920.00	Salary Range: \$48,880 - \$55,494.40
		FRINGE BENEFIT \$	\$ 169,337.67	Benefits Provided: Employees receive annual bonus eligibility, Merit and Performance (MAPs) incentives, comprehensive health coverage, a 401(k) with employer match up to 4%, and paid vacation and sick time in compliance with all SF, Oakland, and Berkeley standards.
		TOTAL SALARIES	\$ 544,257.67	
<b>Operating Expenses</b>			<b>Cost</b>	<b>Budget Narrative &amp; Justification</b>
				<i>Sanitation &amp; Hygiene :</i> Lysol Wipes, Gloves, Masks, Hand Sanitizer, Toilet Paper & Seat Covers (for staff), Paper Towels, Water for Staff
				<i>Furniture &amp; Equipment:</i> Restroom Chairs & Podiums, Portable Chair (Elevator Attendants)
				<i>Technology &amp; Charging:</i> Portable Chargers, iPads, iPad Charging Station, iPad Cases, Extension Cords, Jia Field Works- Annual Subscription Costs
Materials and Supplies			\$ 6,102.33	
Parking and Transportation			\$ 3,883.81	Clipper Cards (Transit Passes for Rovers, Coordinators, Directors, Sr. PD Staff) Vehicle Reimbursements – Covers costs for necessary transportation of water, supplies, and emergency equipment across locations. Parking Vouchers
Communications Radio			\$ 741.60	Relay Handheld Devices – Essential for real-time coordination, emergency response, and team communication.
Uniforms & PPE			\$ 7,210.29	Pants, Shirts, Hats, Beanies, Heavy Coats, PPE
		OPERATING EXP	\$ 17,938.03	
		<b>TOTAL</b>	<b>\$ 562,195.70</b>	

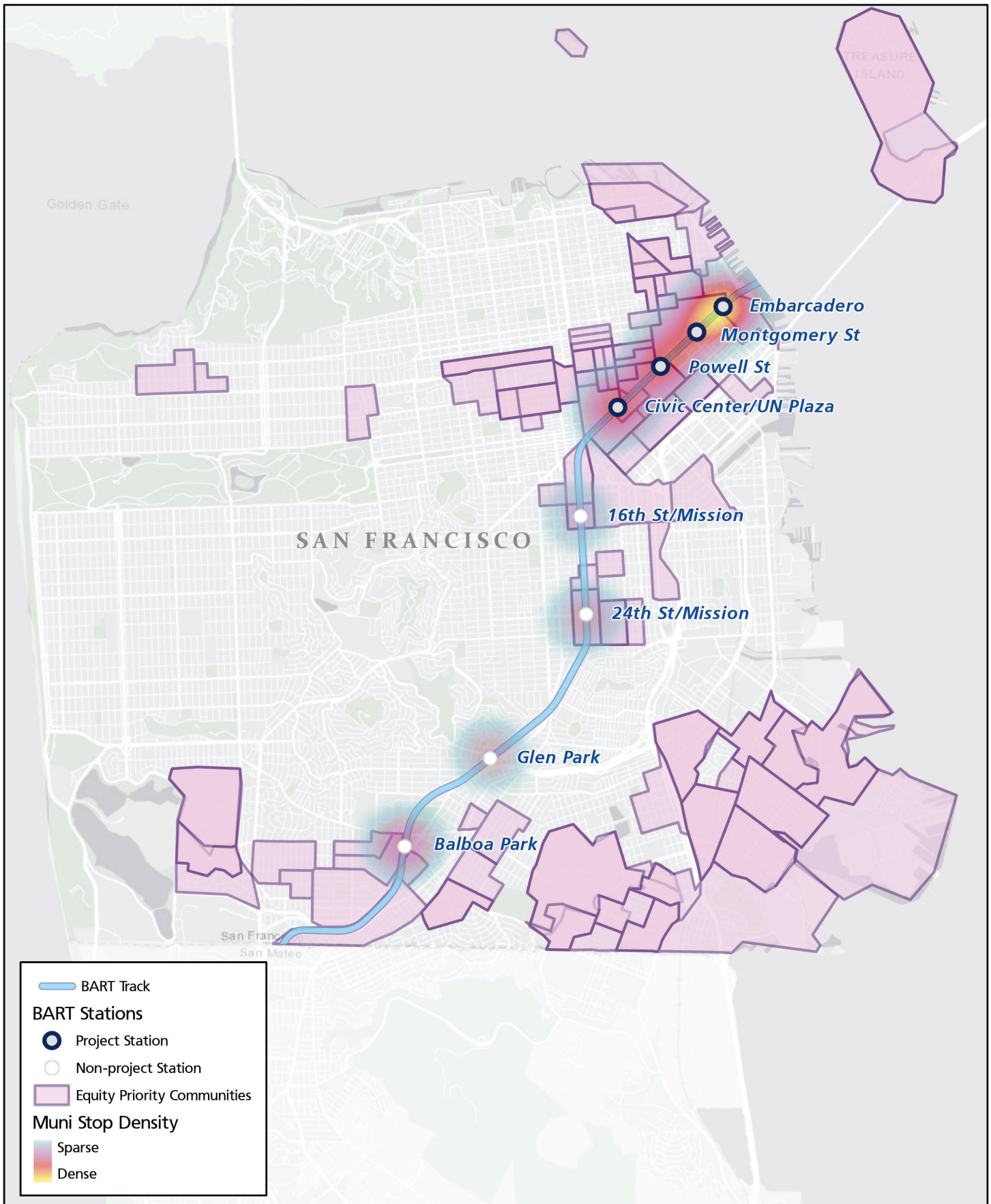
**Detailed Budget for Additional Staff, Program Management, and Supplies**

FY 26-27					
Station	Staff Position	# of FTEs	Annual Salary per	Line Item Total	Budget Narrative & Justification
FLOATER	Elevator Attendant	7	\$ 53,560.00	\$ 374,920.00	Elevator Attendants and Elevator Floater Attendants maintain a visible presence, ensuring safety, cleanliness, and hospitality at the assigned station elevators. They provide assistance, report maintenance needs, and foster community engagement. Floaters offer additional support, ensuring seamless coverage and service continuity across multiple locations.
-	Program Coordinator	1.5	\$ 78,197.60	\$ 117,296.40	Under the guidance of the Program Director, the Program Coordinator plays a key role in executing and managing BART Restroom and Elevator Attendant programs. They assist in program implementation, collaborate with BART leadership, maintain client relationships, and provide research and feedback to enhance service quality and operational success. Salary Range: \$75,920.00 - \$79,310.40
-	Program Director	0.5	\$ 141,634.06	\$ 70,817.03	The Program Director supports recruitment, training, and performance management for BART Restroom and Elevator Attendants. This role is meant to ensure service excellence, team development, and operational success through leadership, accountability, and continuous improvement and daily engagement with the team. Salary Range: \$122,116.80 - \$137,508.80
-	Sr. Program Director	0.5	\$ 148,532.59	\$ 74,266.30	The Senior Program Director oversees recruitment, training, and performance management for BART Restroom and Elevator Attendants, ensuring service excellence, team development, and operational success through leadership, accountability, and continuous improvement. Salary Range: \$144,206.40 - \$150,800.00
				SUBTOTAL SALARIES	\$ 637,299.73
				FRINGE BENEFIT	\$ 229,815.40
				TOTAL SALARIES	\$ 867,115.13
<b>Budget Narrative &amp; Justification</b>					
FLOATER	Materials and Supplies			\$ 8,281.73	<p><i>Sanitation &amp; Hygiene :</i> Lysol Wipes, Gloves, Masks, Hand Sanitizer, Toilet Paper &amp; Seat Covers (for staff), Paper Towels, Water for Staff</p> <p><i>Furniture &amp; Equipment:</i> Restroom Chairs &amp; Podiums, Portable Chair (Elevator Attendants)</p> <p><i>Technology &amp; Charging:</i> Portable Chargers, iPads, iPad Charging Station, iPad Cases, Extension Cords, Jia Field Works-Annual Subscription Costs</p>
FLOATER	Communications Radio			\$ 4,449.60	Relay Handheld Devices – Essential for real-time coordination, emergency response, and team communication.
FLOATER	Uniforms & PPE			\$ 9,785.39	Pants, Shirts, Hats, Beanies, Heavy Coats, PPE
FLOATER	Parking and Transportation			\$ 5,270.89	Clipper Cards (Transit Passes for Rovers, Coordinators, Directors, Sr. PD Staff) Vehicle Reimbursements – Covers costs for necessary transportation of water, supplies, and emergency equipment across locations. Parking Vouchers
				OPERATING EXP	\$ 27,787.61
				TOTAL	\$ 894,902.74

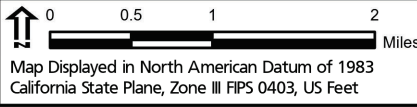
**BART Elevator Attendant Program**  
**Detailed Budget**

Contractor Name District Works, LLC

<b>EXPENDITURES</b>	<b>FY 26-27</b>
<b>Salaries &amp; Benefits</b>	<b>\$ 3,044,146</b>
Embarcadero	\$ 544,258
Montgomery	\$ 544,258
Powell	\$ 544,258
Civic Center	\$ 544,258
Floaters	\$ 544,258
Program Management	\$ 322,857
<b>Operating Expense</b>	<b>\$ 99,540</b>
Embarcadero	\$ 17,938
Montgomery	\$ 17,938
Powell	\$ 17,938
Civic Center	\$ 17,938
Floaters	\$ 27,788
<b>Subtotal</b>	<b>\$ 3,143,686</b>
Indirect Cost \$	\$ 679,641
<b>Total Expenditures</b>	<b>\$ 3,823,327</b>



Notes:  
**Equity priority community** - <https://epc-map.sfcta.org/>  
**Muni stops** - <https://data.sfgov.org/Transportation/Muni-Stops/i28k-bkz6>



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



# BART Facts 2026

2026 is a defining year for BART, a system that is safer, cleaner, and easier to use than ever

Let's go.



## THE NEW BART

*"The New BART is a promise to our riders that they always come first. In 2026, we will work hard to sustain the gains we made in 2025 while positioning the system for future success. We know the Bay Area is counting on us."*

—BART General Manager Bob Powers

Millions of people depend on BART to get to work, events, school, appointments, and enriching experiences. And those who don't ride BART need the system to thrive. The region's economy, congested roadways, environmental health, affordability, and culture depend on it.

### Addressing a financial crisis while improving the rider experience

Riders are steadily returning to BART as they recognize the significant improvements the agency has made to customer experience. Though riders cheer BART's enhancements to system safety and cleanliness, they're taking fewer trips due to hybrid/remote work trends.

The current funding model of paying for operations with fares is outdated and doesn't work. BART is tightening its belt, making internal cuts, instituting efficiencies, and increasing fares and parking fees, but it's not enough. The New BART will become the Bygone BART without a long-term funding source.

BART faces a \$375M to \$400M annual deficit beginning FY27.

### Award-winning approach to safety

Visible police staff presence on trains and platforms is at a historic high, according to rider surveys, as more safety staff, including sworn officers and unarmed employees, are riding trains and walking platforms. A major advancement in safety arrived in August 2025 as BART completed installation of 715 new fare gates systemwide—four months ahead of schedule.

#### BART's safety solution includes:

- Taller, stronger fare gates to reduce fare evasion and unwanted behavior.
- Ensuring BART Police are riding trains more, increasing their visibility, and keeping riders safe by doubling officer presence systemwide.
- Progressive policing approach uses unarmed Crisis Intervention Specialists, Ambassadors and Fare Inspectors for additional patrols with experts in de-escalation.
- Maintaining 4,000+ surveillance cameras to minimize response time and hold suspects accountable.
- LED lighting installed on platforms and in parking facilities to eliminate dark corners.
- Conducting welfare checks for the unhoused and enforcing no drug use or smoking.

## BART Ridership Facts

### AVERAGE 2025 RIDERSHIP

Weekday.....	180,649
Saturday.....	108,449
Sunday.....	78,691

Total passenger trips in  
Calendar Year 2025: .....55,610,841

Ridership peaked to 50% of pre-pandemic expectations in November 2025.

### SERVICE

Average passenger on-time performance .....	91.5%
Maximum train speed.....	70 mph

### FARES AND TRIPS

Riders pay for BART with the regional Clipper card or Tap and Ride contactless credit/debit/mobile payment.

Fare range.....	\$2.55–\$17.25
Average fare .....	\$4.98
Average trip length.....	15 miles

In December 2025, 11% of BART trips were made using Tap and Ride.

### CLIPPER DISCOUNTS

YOUTH CLIPPER: Ages 5-18 get 50% off

SENIOR CLIPPER: 65 years and over get 62.5% off

CLIPPER ACCESS: Persons with disabilities get 62.5% off

CLIPPER START: Qualified low-income adults get 50% off

### RIDERSHIP PROFILE

- 71% identify as non-white
- 44% do not have a vehicle
- 29% report having annual household incomes under \$50K
- 7% have a disability
- 49% identify as male
- 48% identify as female
- 3% identify as non-binary or self-describe

### TRANSPORTATION BACKBONE OF THE BAY AREA

- Serves 5 counties with 4 million people
- More than 300 bus, light rail, ferry, private shuttle, and inter-regional carrier routes connect to BART
- 87% of transfers include a leg on BART

## Advancing regional transit coordination

BART is taking a leadership role in advancing regional transit coordination to improve the rider experience across all modes of Bay Area transit by offering:

- An easier way to pay with **Tap and Ride** contactless bank card payments
- New transfer discounts
- Innovative products such as the **Clipper BayPass**
- A unified approach to maps and directional signs with the **Regional Mapping and Wayfinding Project**
- Aligned schedule changes that improve transfer reliability and timing with the **Big Sync**, making riding transit faster

This work is showcasing how the Bay Area's transit agencies are working together as one network to increase ridership and better serve the region.

## Modernized train control system to increase capacity

BART has begun installation of a modern Communications-Based Train Control (CBTC) system that will transform BART service by enabling trains to run closer together. BART's train control system hasn't been fully upgraded since 1972 when the system opened.

The state-of-the-art train control system will enable BART to increase projected transbay capacity to 30 trains per hour per direction in the core system area, up from the current limitation of 24 trains per hour per direction.

## Earthquake resiliency and readiness

BART completed its \$1.4B Earthquake Safety Program in 2025, including a major retrofit of the Transbay Tube. Steel liner was added to withstand the expected large forces the tube could experience in an earthquake. Portions of the original system were upgraded not only for life safety but also to ensure we can return to operation shortly after a major quake. BART is connected to the ShakeAlert Earthquake Early Warning System, and trains will automatically slow when a quake occurs and potentially before the shaking happens.

## Addressing the housing crisis

BART's Transit-Oriented Development (TOD) Program creates dense, well-designed communities adjacent to BART stations to increase ridership and reduce greenhouse gases.

*As of January 2026, the TOD program's progress includes:*

- Housing units delivered: 4,232, including 1,298 affordable units
- Housing units under construction: 137 affordable senior units
- Housing units in planning: 4,321, including 1,873 affordable units
- Hotel rooms: 164
- Office space: 672,000 square feet
- Retail: 202,590 gross square feet

## BART merchandise a viral success

BART is generating revenue with wildly successful merchandise offerings sold on Railgoods.com and the customer service window at Lake Merritt Station. Popular items such as tote bags, holiday goods, and the BART Anime Mascots collection have sold out quickly due to high demand and big buzz. In addition to the profits, logo-branded merch acts as a roving billboard that advertises the system and sends a clear message: the Bay Area loves BART.

## BART by the Numbers

### FINANCIAL PERFORMANCE

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

FY26 forecast.....	32%
FY25.....	30%
FY24.....	29%
FY23.....	26%
FY22.....	21%
FY21.....	12%
Pre-COVID.....	71%

### STATIONS AND INFRASTRUCTURE

Total stations.....	50
Fare gates.....	715
Route miles of track.....	131
Miles of tunnels.....	39
Escalators.....	189
Elevators.....	154
Electric substations.....	136
Artworks.....	53

### PARKING AND BIKE ACCESS

Stations with parking*.....	35
Total parking spaces.....	~46,800
Bike parking (lockers, racks, and bike stations).....	8,030

\*Not including Milpitas and Berryessa/North San Jose managed by VTA

### FLEET\*

1,070 train cars as of January 2026. Final 1,129th car to be delivered by summer 2026.	
BART to Antioch DMU cars.....	8

### ELECTRICITY

Third rail.....	1000 volts DC
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### POWER SOURCES

BART continues to achieve an overwhelmingly greenhouse gas-free power supply, including over 71% eligible renewable energy, as defined under California state law. BART's electric supply portfolio is primarily comprised of wholesale wind, solar, and hydroelectric sources, as well as five onsite solar projects located throughout the BART system.



Let's go.

San Francisco Bay Area Rapid Transit District  
P.O. Box 12688, Oakland, CA 94604  
www.bart.gov

**Attachment 5.**

<b>San Francisco STA County Block Grant Program Projects Funded in Fiscal Years 2018/19 - 2025/26<sup>1</sup></b>		
<b>Fiscal Year(s)</b>	<b>Project (Sponsor)</b>	<b>Total Amount (Actuals)</b>
FYs 2018/19 and 2019/20	Elevator Attendant Program (BART)	\$2,600,000
	San Francisco Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods (SFMTA)	\$396,300
	Continuing Late Night Transit Service to Communities in Need (SFMTA)	\$1,609,700
	Paratransit (SFMTA)	\$3,141,610
FY 2020/21	Paratransit (SFMTA)	\$3,157,152
FY 2021/22	Paratransit (SFMTA)	\$3,012,914
	Elevator Attendant Program (BART)	\$1,035,626
FY 2023/24	Paratransit (SFMTA)	\$3,300,000
	Elevator Attendant Program (BART)	\$2,227,224
FY 2024/25	Paratransit (SFMTA)	\$3,300,000
	Elevator Attendant Program (BART)	\$356,901
	Treasure Island Electric Ferry Service (WETA)	\$926,125 (Approved range \$1,418,859 up to \$1,686,004) <sup>2</sup>
FY 2025/26	Paratransit (SFMTA)	\$3,300,000
	Elevator Attendant Program (BART)	\$1,037,323 up to \$1,265,603 <sup>3</sup>

<sup>1</sup>MTC redirected FY 2022/23 STA County Block Grant funds to priorities related to assisting transit operators with recovery from the COVID pandemic (MTC Resolution 4481, October 2021).

<sup>2</sup>In May 2024, the Board programmed \$1,418,859 (at 95% projected revenue) up to \$1,686,004 (at 100% of projected revenue) to WETA's Treasure Island Electric Ferry Service. Actual FY 2024/25 revenue was substantially lower than projected, leaving only \$926,125 available for this project. See memo for FY 2026/27 programming recommendation to bring programming level up to \$1,418,859.

<sup>3</sup>FY 2025/26 actual revenues will be determined later this year.



**San Francisco  
County Transportation  
Authority**

BD051226

RESOLUTION NO. 26-XX

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RESOLUTION APPROVING PROGRAMMING PRIORITIES FOR UP TO \$4,548,974 IN  
SAN FRANCISCO'S FISCAL YEAR 2026/27 STATE TRANSIT ASSISTANCE COUNTY  
BLOCK GRANT FUNDS

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

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

WHEREAS, MTC requires that by May 1 of each year, CMAs submit the distribution policy or proposed programming for STA population-based funds which come from the state sales tax on diesel fuel; and

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

WHEREAS, Given the uncertainty of forecasting STA revenues, MTC recommends that CMAs program 95% of their county's estimated STA amount, with consideration for programming up to 100% should revenues meet full projections; and

WHEREAS, MTC's current projection for San Francisco's FY 2026/27 STA County Block Grant funds is \$4,119,257, or \$3,913,294 at 95% of the projection, which, together with \$429,717 in interest earned on prior year STA funds, results in total estimated funds available for the current programming cycle of \$4,343,011 at 95% of projected revenues and up to \$4,548,974 at 100% of projected revenues; and



WHEREAS, Since inception of the STA County Block Grant Program, the Transportation Authority has typically programmed funds to the San Francisco Municipal Transportation Agency's (SFMTA's) Paratransit and other projects that address transportation needs of low-income population; and

WHEREAS, For the FY 2026/27 cycle, Transportation Authority staff recommended as the first priority programming \$492,734 to the Water Emergency Transportation Authority's (WETA's) Treasure Island Electric Ferry Service, fulfilling a prior funding commitment from the FY 2024/25 programming cycle since actual revenues came in lower than projected; second priority, \$2,812,954 for the SFMTA's Paratransit program to complement Prop L funds and support this critical program for seniors and people with disabilities; and, third priority, up to \$1,243,286 for BART's Elevator Attendant Program at shared BART/Muni stations downtown, as summarized in Attachment 1 with additional project details in Attachments 2 through 4; and

WHEREAS, At its April 22, 2026 meeting, recognizing that STA funds can be used to fund transit operations and in light of the transit fiscal cliff, the Community Advisory Committee adopted an amended motion of support to approve the programming priorities as recommended by staff, with a request to revisit the programming priorities if one or more of the transit revenue measures targeting the November 2026 election do not pass, provided that MTC policy allows this; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves FY 2026/27 STA County Grant Program priorities in order of highest to lowest priority including \$492,734 for WETA's Treasure Island Electric Ferry Service, \$2,812,954 for SFMTA's Paratransit program, and up to \$1,243,286 for BART's Elevator Attendant Program, as summarized in Attachment 1 and detailed in Attachments 2 through 4; and be it further

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



Attachments:

1. Recommended STA Block Grant Programming
2. WETA's Treasure Island Electric Ferry Service
3. SFMTA's Paratransit Program
4. BART's Elevator Attendant Program