



Agenda

COMMUNITY ADVISORY COMMITTEE Meeting Notice

DATE: Wednesday, October 29, 2025, 6:00 p.m.

LOCATION: Hearing Room, Transportation Authority Offices

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

Remote Access to Information and Participation

Members of the public may attend the meeting and provide public comment at the physical meeting location listed above or may join the meeting remotely through the Zoom link provided above.

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

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

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

1. Call to Order
2. Chair's Report – **INFORMATION**

Consent Agenda

3. Approve the Minutes of the September 24, 2025 Meeting – **ACTION*** **5**
4. Adopt a Motion of Support to Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of Federal and State Funds for the Treasure Island Road Improvements - Yerba Buena Island Multi-Use Pathway Segment 4 in an Amount up to \$8,985,000; and State Funds for Planning, Programming, and Monitoring in the Amount of \$380,000 – **ACTION*** **15**
5. State and Federal Legislation Update – **INFORMATION*** **19**

End of Consent Agenda

6. Adopt a Motion of Support to Allocate \$4,000,000, with Conditions, and Appropriate \$1,000,000 in Prop L Funds for Three Requests – **ACTION*** **21**
 Projects: Prop L: SFMTA: Cable Car Barn Rehabilitation (\$2,000,000). School Traffic Calming Program FY26 (\$2,000,000). SFCTA: Treasure Island Road Improvements - Yerba Buena Island Multi-Use Pathway Segment 4 (\$1,000,000).
7. Adopt a Motion of Support to Adopt the Eco-Friendly Downtown Deliveries Final Report – **ACTION*** **91**
8. Adopt a Motion of Support to Approve a Two-Year Professional Services Contract with WSP USA Inc. in an Amount Not to Exceed \$3,800,000 for Construction Management Services for the Treasure Island Road Improvements - Yerba Buena Island Multi-Use Pathway Segment 4 Project – **ACTION*** **125**
9. SFMTA's Application-Based Traffic Calming Program Progress Update – **INFORMATION*** **137**

Other Items

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

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

11. Public Comment
12. Adjournment

*Additional Materials

Next Meeting: November 19, 2025

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

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San Francisco
County Transportation
Authority



DRAFT MINUTES

Community Advisory Committee

Wednesday, September 24, 2025

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:09 p.m.

CAC members present at Roll: Phoebe Ford, Sean Kim, Venecia Margarita, Austin Milford-Rosales, Rachael Ortega, and Kat Siegal (6)

CAC Members Absent at Roll: Sara Barz, Najuawanda Daniels, Zameel Imaduddin (entered during Item 4), Jerry Levine (4)

2. Chair's Report - INFORMATION

Chair Siegal reminded the CAC that September was Transit Month, featuring events, a ride contest, and a rally. She also noted that the District 2 Safety Study would launch its second round of outreach in early October, with a survey, community presentations, and pop-up events and the Inner Sunset Transportation Study now had a multilingual survey on the project website regarding recommendations to improve transportation safety and access within the commercial core of the neighborhood. She noted that more information on both studies was available on the agency website at www.sfcta.org.

There was no public comment.

3. Approve the Minutes of the September 3, 2025 Meeting - ACTION

Clerk Saeyang stated Mr. Mason, a member of the public had brought some administrative corrections to her attention in the minutes, specifically: on page 4 of the minutes, in the second-to-last paragraph of page four, need to change "28th Avenue" to "28th Street" and on page six, in the first paragraph of page six, need to change "J and L lines" to "J Line".

There was no public comment.

Member Milford-Rosales moved to approve the minutes with the corrections as read by the clerk, seconded by Member Margarita.

The minutes were approved by the following vote:

Ayes: CAC Members Ford, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (6)

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

4. State and Federal Legislation Update – INFORMATION

Amber Crabbe, Senior Public Policy Manager and Martin Reyes, Principal Transportation Planner, Government Affairs presented the item per the staff memorandum.

Member Ford asked what happened if the Governor took no action on a bill presented for signature.



Mr. Reyes responded that bills passed by the Legislature and not signed by the Governor by the October 12th deadline automatically became law.

Member Ford asked why the Transportation Authority expected no revenues from the potential regional measure.

Mr. Reyes explained that most revenues from the regional measure in San Francisco were expected to be dedicated to addressing the large share of operator deficits attributed to San Francisco based on ridership, which left nothing to return to the Transportation Authority.

Chief Deputy Director Maria Lombardo added that San Francisco was well-served by SFMTA and regional transit operators, and thus needed to help address a large share of operator deficits as Mr. Reyes noted. She said at the same time San Francisco generated a relatively lower amount of sales tax revenues within the potential regional measure compared to other counties' revenue generation potential. She continued by saying that this meant all the revenues generated went toward transit deficits, leaving no surplus revenues to return to the Transportation Authority.

Member Ford asked how Cap-and-Invest proceeds could be increased and how the program treated activities within and outside of California.

Ms. Crabbe replied that the proceeds were based on auctions and could not directly have been impacted by the Transportation Authority. However, she noted the program's extension to 2045 would increase revenues due to ongoing participation in the program by emitters beyond 2030 and said she would follow up on Member Ford's second question regarding the treatment of emitters' activities.

Member Milford-Rosales asked for a comparison of San Mateo County's accountability framework proposal and the framework that was included in the final version of Senate Bill (SB) 63.

Mr. Reyes explained the differences between the two accountability frameworks, noting that San Mateo County's proposal would have given them unilateral authority to withhold funding from operators.

Member Ortega asked for clarification on Cap-and-Invest funding for High Speed Rail and the funding request from the Bay Area for bookend projects.

Ms. Crabbe clarified that the Bay Area requested \$2.2 billion in total for bookend projects, while the \$1 billion would be set aside annually for High Speed Rail through 2045.

Member Ortega asked why BART's deficit was larger than other transit agencies and why it was receiving the most funding from the regional measure.

Mr. Reyes explained that BART's deficit was largely due to the shift from in-person to remote work which impacted the agency's farebox recovery. He added that Muni had a similar deficit to BART, however the amount of measure funds directed to Muni was much less due to the limited tax revenues San Francisco could direct to Muni within the measure after accounting for its contributions to other operators.

Member Margarita asked if there was any flexibility in the sales tax rate in San Francisco.

Mr. Reyes explained that the one-cent sales tax rate for San Francisco was included in SB 63 to reflect the benefits San Francisco derives from the services provided by the major



operators (SFMTA, BART, Caltrain).

Ms. Lombardo added that San Francisco was included at a higher rate than the other counties to better balance revenue generation with the need, noting that the revenues generated by a half-cent sales tax in San Francisco were about half the amount generated by a half-cent sales tax in Alameda County.

Member Margarita asked whether additional sales tax increases would occur assuming the regional measure passed.

Mr. Reyes responded that he was unaware of discussions regarding additional sales taxes.

Member Kim asked for clarification on how the measure authorized under SB 63 would be placed on the ballot and whether multiple regional measures could appear on the same ballot.

Mr. Reyes explained that there had been news reports about potential citizen initiatives and he speculated that MTC would need to monitor them when considering whether to place the regional measure on the ballot to avoid competing measures.

Member Siegal asked for clarification on how the \$200 million for low-carbon transit operations under Cap-and-Invest would be allocated and what restrictions applied.

Ms. Crabbe replied that the funding would be distributed by formula directly to transit agencies and would be flexible for use in reducing emissions primarily through transit operations.

During public comment, Edward Mason stated that sales tax should be replaced by delivery fees and expressed reluctance to use funding from SB 63 for repaving state highways. He also suggested charging an electricity tax for large industrial sites such as data centers and fees for private commuter buses.

Roland Lebrun described the various transportation sales taxes established in Santa Clara County and pointed out that hospitals in the county were facing closures and looking at sales tax to help with that. He also commented on how transit agencies would repay potential state transit loans and the Cap-and-Invest program.

5. Adopt a Motion of Support to Amend the Prop K Standard Grant Agreement for the Mission Bay School Access Plan [NTIP Planning and Capital] (Plan) to Allow \$30,000 in Funds Held in Reserve for Implementation of Plan Recommendations to be Used for Additional Planning and Outreach; Release \$30,000 from the Reserve; and Appropriate \$20,000 in Prop K Funds, with conditions, for the Plan – ACTION

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

Member Kim asked for an explanation of the raised crosswalks.

Mr. Long explained that vehicles approached the roundabout with crosswalks across each leg. He stated that installing raised crosswalks would make pedestrians more visible to drivers and encourage vehicles to slow down when approaching the crossings.

Member Ford said she was excited about the new school because she had an elementary schooler and believed the neighborhood shared this enthusiasm. She raised concerns about how car drop-off lines would interact with pedestrian and bike drop-offs, noting that it was difficult to picture traffic flow without the school design. She also asked about



the adequacy of a 12-foot bike lane shared by parents walking with children and children riding bikes, saying it seemed too tight. She added that Mission Bay's wide roads could allow for better space allocation

Mr. Long stated that the revised design work was intended to improve safety. He explained that the goal had been to make the designs more pedestrian-friendly and responsive to the neighborhood context, particularly given the presence of many children.

During public comment, Edward Mason asked whether the school had been part of the original Mission Bay design, and if so, whether any work had to be redone. He also asked how this related to the Caltrain tunnel project, whether the two projects impacted each other, and whether the tunnel's route might affect current plans.

Sarah Bertram stated she lived in Mission Bay and was excited about the school project. She explained the school had been part of the Mission Bay Redevelopment Plan from the start and welcomed its progress. Ms. Bertram added that neighborhood organizers, including herself, had been coordinating with the school district on pick-up and drop-off plans and aligning them with the SFMTA's traffic calming efforts. She emphasized ensuring bike routes did not conflict with car traffic and agreed on the importance of adequate pedestrian width.

Roland Lebrun suggested using Google Earth or Maps with street views to clarify the project location and planned pavement treatments. He referenced Edward Mason's comment about Caltrain tracks near the school, emphasizing safety concerns for children biking to and from school. He shared that he was the original designer of the Pennsylvania Alignment which ran north of Cesar Chavez across Potrero Hill to Seventh Street, where the tracks would be 60 feet down, at the proposed station location. He highlighted the importance of following Caltrain discussions, especially CPUC funding for grade separations, as the formula depended on train volume and the number of cars crossing the tracks. He noted that combining grade separations, like King and Mission, could optimize calculations and make the project a top California priority.

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

The item was approved by the following vote:

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

Absent: CAC Member(s) Barz, Daniels, and Levine (3)

6. Adopt a Motion of Support to Allocate \$6,606,363 in Prop L Funds, with Conditions, and Allocate \$1,100,000 in Prop AA Funds, with Conditions, for Four Requests – ACTION

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

Member Kim expressed concern about merchants losing business during construction of the Japantown Buchanan Mall. He asked if there was a merchant impact mitigation plan in place for this project.

Jeffrey Jackson, Project Manager at San Francisco Public Works (SFPW), replied that merchant coordination was a high priority for the project because many businesses located directly within the construction area. He said in August 2025, SFPW met with the



Japantown Task Force and other community groups, where merchants raised concerns and SFPW outlined mitigation measures, including construction working hours, noise and dust control, rodent management, and secure fencing. He stated that construction would occur during a limited timeframe of 4-5 days when concrete would be poured in front of the businesses, temporarily limiting access, and that merchants were made aware of this timeframe.

Member Kim followed up by asking if SFPW construction crews would also replace the sewer line or water line as well.

Mr. Jackson clarified that SFPW had coordinated with the San Francisco Public Utilities Commission (SFPUC) and aimed to dig into the ground once rather than multiple times to minimize impacts on businesses and residents. He said during the design phase, SFPUC learned of the project and chose to add their scope to replace aging infrastructure while SFPW was already excavating.

Member Kim referenced the Geary Boulevard Sewer and Water Improvements Phase 2 project, noting merchants experienced multiple excavations by construction crews. He asked if there were funds set aside to mitigate impacts on merchants.

Mr. Jackson responded that SFPW could not give funds directly to businesses. He referred to a monthly standing meeting with about five community groups to discuss coordination and outreach. He added that these community groups were considering contacting Supervisor Mahmood's office for protective mitigation resources.

Member Kim recommended supporting businesses impacted by construction and urged efficient coordination among SFPW, SFPUC, Pacific Gas and Electric Company, and other agencies or third parties.

Mr. Jackson stated that SFPW was coordinating with outside agencies and the Japantown community. He added that, besides monthly community meetings, SFPW held regular check-ins with external departments to anticipate and prevent potential delays.

Member Kim asked whether Prop AA could be used to repair Geary sidewalks damaged by tree roots, saying the sidewalks were in poor condition.

Mr. Jackson responded that the project included some ADA curb ramp improvements, although sidewalk improvements were not part of the project's scope.

Anna LaForte, Deputy Director of Policy and Programming, replied that the Prop AA vehicle registration fee included a pedestrian safety project category and that sidewalk improvements were eligible. She added that funds were programmed in five-year increments and that the current cycle would run through Fiscal Year 2026/2027.

Member Kim followed up by asking whether there were any equity-related criteria for selecting projects for funding.

Ms. LaForte clarified that equity considerations applied to all Transportation Authority fund programs.

Member Ortega asked about the average life expectancy of a traffic signal was.

Bryant Woo, Engineer at SFMTA, said that the average life expectancy depended on the location. He stated that near the Great Highway, traffic signals typically had a shorter lifespan due to exposure to moisture, salt, and sand, with a maximum of around 40 years.



He added that traffic signals located further inland might last up to 50 years. He then clarified that controllers had a service life of approximately 10 years.

Member Ortega asked if the Traffic Signal Upgrade Contract 35 request met standard update requirements.

Mr. Woo replied that it depended on the hardware's complexity. He emphasized the urgent need to replace controllers after instances of simultaneous signal outages.

Member Ortega asked what caused the controllers to fail.

Mr. Woo clarified that the controllers were not failing, but instead had security vulnerabilities.

Member Ortega asked for confirmation that these controllers needed to be replaced regardless of their age.

Mr. Woo confirmed that this was correct.

Member Ortega expressed appreciation for the inclusion of the 29th Street, 30th Street, and San Jose Avenue signals in the Traffic Signal Upgrades Contract 35 project.

Member Milford-Rosales asked about the traffic signal controller's security vulnerabilities and whether CAC members could review a report on them.

Mr. Woo stated the security vulnerability was discovered by accident and was not a malicious attack and he wasn't able to share more information publicly.

Chair Siegal thanked SFMTA for the signal upgrades and asked if they tracked collisions before and after the improvements to determine if collisions decreased.

Mr. Woo replied that safety improvements depended on the location and that lower-traffic areas, such as 6th Avenue and Balboa Street, saw smaller gains than High Injury Network locations with many collisions. He noted the easiest and most economical improvements involved signal retiming to give pedestrians more crossing time, allow vehicles more to clear intersections, and slow traffic between signals. He stated that complex, costly improvements were implemented alongside other infrastructure upgrades, including bulb-outs and Class 4 bike facilities. He added that more complex intersections received more expensive upgrades. He cited a 20% reduction in collisions from new signal mast heads in the 1990s and he noted that such improvements were possible since they were replacing poor or outdated infrastructure, but over time, as technology and infrastructure advanced, gains became more marginal.

During public comment, Edward Mason referenced previous remarks he made about pedestrian push button security vulnerabilities. He asked whether they were vulnerable, if they were related to the controller security issue, and whether pedestrian push buttons and other SFMTA infrastructure had sufficient security.

Mr. Woo replied that the pedestrian push button security vulnerability had been made public, noting that the vendor had provided an Apple Store application for signal operators to program accessible pedestrian signals. He explained that the first weakness was making the software easily available, and the second was that agencies did not change the default password. He stressed the severity of the matter, especially for visually impaired individuals who rely on accessible audio messages or visual cues to cross the street safely.



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

The item was approved by the following vote:

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

Absent: CAC Member(s) Barz, Daniels, and Levine (3)

7. Adopt a Motion of Support to Amend the One Bay Area Grant Cycle 2 Project List and the Prop K Standard Grant Agreement for the Bay Area Rapid Transit District's Embarcadero Station: New Northside Platform Elevator Project to Reflect a New Phased Approach to Project Delivery – ACTION

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

Member Ortega asked how BART would assist passengers during the elevator construction.

Michael Gerbracht, Senior Manager of Engineering Programs at BART, said BART had paratransit services providing access to adjacent stations for passengers who need it.

Chair Siegal asked if there would be periods when no elevators were working at the station.

Mr. Gerbracht confirmed that, with only one elevator at the station, service would be unavailable during maintenance and modernization.

There was no public comment.

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

The item was approved by the following vote:

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

Absent: CAC Member(s) Barz, Daniels, and Levine (3)

8. Adopt a Motion of Support to Approve San Francisco's Program of Projects for the 2026 Regional Transportation Improvement Program, Totaling \$9,887,000 – ACTION

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

There was no public comment.

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

The item was approved by the following vote:

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

Absent: CAC Member(s) Barz, Daniels, and Levine (3)

9. Adopt a Motion of Support to Authorize Borrowing of up to \$60,000,000 under the Amended and Restated Revolving Credit Agreement with U.S. Bank National Association – ACTION



Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

Member Ortega asked what would happen when the agreement expired in 2027 or if additional funds were needed sooner.

Ms. Fong stated that the Transportation Authority could first use funds from its revolving credit agreement before considering market options. She said the agency could either increase the credit amount or issue a long-term bond. In 2017, she recounted that the Transportation Authority fully utilized its revolving credit, consulted financial advisors, considered market conditions, and issued a long-term bond to spread costs over many years. She added that the current loan must be repaid by October 29, 2027.

Member Ortega asked if the Transportation Authority would need to repay the \$125 million by October 29, 2027.

Ms. Fong stated that the Transportation Authority would be required to repay the funds, with costs depending on the interest rate and the agency's credit rating.

Member Ortega asked if the current interest rate were lower than the standard rate.

Ms. Fong stated that the revolving credit agreement rate was 3.18%, while a bond would be at 4.1% under current market conditions.

Member Ortega asked about the potential timing for requesting the remaining \$60 million on the credit line.

Ms. Fong stated that after the mid-year budget amendment process, the Transportation Authority might request up to \$60 million in additional funding. She reported that \$65 million was spent in year one and that the subject \$60 million was being allocated in year two. She said that if this trend continued, the Transportation Authority could seek additional funds as early as March 2026 or the following year.

Member Ortega asked for clarification on the term "sponsors".

Ms. Fong explained that by "sponsors" she referred to agencies that received project grants from the Transportation Authority such as SFMTA, the Transbay Joint Powers Authority, and BART.

Member Kim asked about the revolving credit, clarifying that it had a variable component and whether the Transportation Authority must still pay the 0.2% cost even if the credit were unused. He noted that the current revolving credit rate was lower than the long-term bond rate, making it beneficial to use, and confirmed that board approval was required before withdrawal.

Ms. Fong confirmed that Member Kim's understanding was correct.

There was no public comment.

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

The item was approved by the following vote:

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

Absent: CAC Member(s) Barz, Daniels, and Levine (3)



Other Items

10. Introduction of New Business - INFORMATION

Chair Siegal requested that the Transportation Authority provide estimates of potential revenue from package delivery fees or delivery platform taxes, either as a flat fee, percentage, or gross receipts tax. She explained that several of these options were discussed at the Muni Funding Working Group. She emphasized the need to understand both the revenue potential and any legal hurdles to implementing these options to inform future funding strategies amid ongoing deficits.

There was no public comment.

11. Public Comment

During public comment, Edward Mason noted observing numerous Waymo vehicles looping near 14th Street and South Van Ness, including a storage and battery-recharging facility between South Van Ness and Folsom Street. He said he was concerned about the high electricity consumption of these vehicles, noting it could strain future energy supply for data centers and electrification efforts. He suggested implementing a tax on heavy electricity users to offset infrastructure costs and ensure that those with high demand pay their share.

12. Adjournment

The meeting was adjourned at 8:17 p.m.

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 4

DATE: October 23, 2025

TO: Transportation Authority Board

FROM: Cynthia Fong - Deputy Director for finance and Administration

SUBJECT: 11/04/2025 Board Meeting: Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of Federal and State Funds for the Treasure Island Road Improvements - Yerba Buena Island Multi-Use Pathway Segment 4 in an Amount up to \$8,985,000; and State Funds for Planning, Programming, and Monitoring in the Amount of \$380,000

RECOMMENDATION ☐ Information ☒ Action

Authorize the Executive Director to execute master agreements, program supplemental agreements, cooperative agreements, fund transfer agreements and any amendments thereto with the California Department of Transportation (Caltrans) for receipt of federal and state funds for the Treasure Island Road Improvements - Yerba Buena Island Multi-Use Pathway (YBI MUP) Segment 4 in an amount up to \$8,985,000; and state funds for Planning, Programming, and Monitoring in the amount of \$380,000.

SUMMARY

We are seeking authorization for the Executive Director to execute funding agreements between the Transportation Authority and Caltrans for receipt of federal and state funds for four grants that we anticipate receiving this year: three provide construction phase funding for the Treasure Island Road Improvements - YBI MUP Segment 4 Project, totaling up to \$8.985 million, consisting of \$4.944 million in federal Interregional Transportation Improvement Program (ITIP) funds, \$1.774 million in state Senate Bill 1 (SB 1) Local Partnership Program (LPP) Formulaic funds, and \$2.267 million

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



in federal Housing Incentive Pool (HIP) funds; and one grant for State Transportation Improvement Program (STIP) funds for Planning Programming and Monitoring activities.

Guidelines established by Caltrans require that certain funding agreements be signed by the project sponsor and returned to Caltrans. Further, Caltrans also requires project sponsors to return the signed agreement with an adopted resolution that identifies the person(s) authorized to execute these funding agreements and the title of the grant. For instance, on September 16, 2025, Caltrans notified us that the Fiscal Year (FY) 2025/26 Planning, Programming and Monitoring Agreement will be sent to us for signature. Caltrans may disencumber and/or de-obligate funds if the resolution requirement is not met. The Board has previously adopted similar resolutions with the last one being Resolution 25-09 in September 2024.

BACKGROUND

We regularly receive federal and state transportation funds under ongoing grant programs and periodically receive congressional earmarks. These grant funds are typically administered by Caltrans, which requires that various types of funding agreements be executed between the project sponsor and Caltrans before the project sponsor can claim (e.g., encumber, seek reimbursement) the grant funds. Caltrans also requires an updated Board resolution identifying the person(s) authorized to execute these funding agreements and the title of the grant.

DISCUSSION

A brief description of the two projects for which we are recommending approval, as stated in the subject resolution, are provided below along with information on the relevant federal and state grants.

Treasure Island Road Improvements - YBI MUP Segment 4. The Treasure Island Road Improvements - YBI MUP Segment 4 has three purposes: to bring the existing roadway to modern safety standards, to add a dedicated transit lane for access to the westbound Bay Bridge, and to extend the multi-use bicycle/pedestrian pathway currently under construction on adjacent projects. The YBI MUP will provide a safe, emission-free, and low-cost multi-modal transportation connection between the existing multi-use pathway on the East Span of the Bay Bridge and the new ferry



terminal on Treasure Island. The YBI MUP will ultimately enable bicycle and pedestrian commuters and recreational users the opportunity to travel between the East Bay and downtown San Francisco.

The YBI MUP is integrated with the following projects and will be constructed in four segments:

- Macalla Road Final Configuration - Interim MUP circulation
- Hillcrest Road Improvements Project (under construction) - Segment 1 interim & MUP Segment 2
- West Side Bridges Project (under construction) - Segment 3
- Treasure Island Road Improvements -YBI MUP Segment 4

The Treasure Island Road Improvement Project/YBI MUP is environmentally cleared under both the California Environmental Quality Act and the National Environmental Policy Act. The design phase of the YBI MUP is fully funded. The project design is approximately 50% complete as of August 2025.

The construction phase is estimated to cost \$38 million and includes the YBI MUP Segment 4, a dedicated transit-only lane providing access to the west span of the Bay Bridge, and reconstruction of the roadway to meet current safety standards. Of the \$38 million in construction phase funding for the Treasure Island Road Improvement-YBI MUP Segment 4, Caltrans will administer \$8.985 million comprised of:

- \$4.944 million in federal ITP funds,
- \$1.774 million in State SB 1 LPP Formulaic funds,
- and \$2.267 million in federal HIP funds, transferred from the West Side Bridges project.

The ITIP funds are programmed and they are scheduled for allocation at the January 2026 California Transportation Commission (CTC) meeting. In September 2025, through Resolution 26-15, the Board approved programming \$1.374 million of the Transportation Authority's share of SB 1 LPP Formulaic funds for the project. These LPP funds, along with \$400,000 in LPP funds which have been nominated by the City and County of San Francisco as the taxing authority for the Prop D TNC Tax, will provide a total of \$1,774 million in LPP formula funds to the project. In addition, we have requested and MTC staff has approved transferring \$2,267 million in federal HIP funds from the West Side Bridges project to the YBI MUP Segment 4.



We anticipate award notifications for the three grants mentioned above in early 2026, which will require an approved Board resolution to execute the grant agreements. We anticipate completing construction by November 2027.

Planning, Programming and Monitoring. CTC guidelines established for the use of STIP funds allow us to program up to 5% of STIP county share funds (programmed through MTC's Regional Transportation Improvement Program) for planning, programming, and monitoring activities. These activities are captured under our Congestion Management Agency function and are related to project planning, development, and oversight of state and federal-funded projects including timely use of funds and compliance with State law and CTC guidelines. As noted in the memo summary, Caltrans has notified us that the FY 2025/26 Planning, Programming and Monitoring Agreement in the amount of \$380,000 will be sent to us for signature. Caltrans requires us to adopt a resolution to execute the grant agreement to avoid losing the funds. We have already received approval to seek reimbursement of these grant funds retroactively to July 1, 2025, pending approval of the subject Board resolution.

FINANCIAL IMPACT

Approval of the recommended action would facilitate compliance with Caltrans funding agreement deadlines (avoiding loss of grant revenues) and enable the Transportation Authority to seek reimbursement of federal and state grant funds administered by Caltrans for the Treasure Island Road Improvements - YBI MUP Segment 4 and for Planning, Programming, and Monitoring activities. Anticipated revenues for the Planning, Programming, and Monitoring grant are included in the adopted FY 2025/26 Budget and Work Program and the first year of anticipated revenues for the Treasure Island Road Improvements - YBI MUP Segment 4 will be incorporated into the FY 2025/26 mid-year budget amendment. We will bring procurements to be funded by these grants, where applicable, to the Board for approval as part of future agenda items.

CAC POSITION

The Community Advisory Committee will consider this item at its October 29, 2025 meeting.



AGENDA ITEM 5 STATE LEGISLATION - OCTOBER 2025

(Updated October 15, 2025)

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

The final day for the Legislature to pass bills in the first year of the 2025-26 session was September 12. The Governor had until October 12 to sign or veto bills or take no action, in which case the bill became law. The Legislature reconvenes for the second year of the session on January 5, 2026.

Table 1 shows the final status of bills on which the Board has already taken a position or that staff have been monitoring as part of the Watch list.

Table 1. Bill Status for Positions Taken in the 2025-26 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 ¹ (as of 10/15/2025)
Support	AB 891 Zbur D	Quick-Build Pilot Program. Establish a state Quick-Build Pilot Program and commit to funding a minimum of 6 quick-build improvements statewide by the end of 2028.	Dead
	AB 1085 Stefani D	License plates: obstruction or alteration. Prohibits manufacturing and sale of devices that shield license plates from detection.	<i>Chaptered</i>
	AB 1532 Communications and Conveyance Committee	Public Utilities Commission. Among other things, extends the expiration date of the TNC Access for All program from 2026 to 2032.	<i>Chaptered</i>



	SB 63 Wiener D, Arreguín D	San Francisco Bay area: local revenue measure: transportation funding. Authorizes MTC to pursue a regional revenue measure for transit.	Chaptered
	SB 71 Wiener D	California Environmental Quality Act: exemptions: environmental leadership transit projects. Makes permanent and extends the sunset date for certain existing California Environmental Quality Act (CEQA) exemptions for specified types of sustainable transportation plans and projects.	Chaptered
	SB 572 Gonzalez D	Vehicles: advanced driver assistance system: crash reports. Requires manufacturers of Level 2 autonomous vehicles to report crash data to the Department of Motor Vehicles (DMV) if no longer required at the federal level.	Dead
Watch	AB 939 Schultz D	The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026. Places a \$20 billion state transportation bond measure on the November 2026 ballot.	Two-Year Bill

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



Memorandum

AGENDA ITEM 6

DATE: October 23, 2025
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 10/7/2025 Board Meeting: Allocate \$4,000,000, with Conditions, and Appropriate \$1,000,000 in Prop L Funds for Three Requests

RECOMMENDATION ☐ Information ☒ Action

Allocate \$4,000,000 in Prop L funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:

1. Cable Car Barn Rehabilitation (\$2,000,000)
2. School Traffic Calming Program FY26 (\$2,000,000)

Appropriate \$1,000,000 in Prop L funds for:

4. Treasure Island Road Improvements - Yerba Buena Island Multi-Use Pathway Segment 4 (\$1,000,000)

SUMMARY

Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains staff recommendations. With respect to the SFMTA's School Traffic Calming Program request, we have developed an Enhanced Monitoring, Reporting, and Oversight Reporting Protocol (Attachment 6) in consultation with SFMTA as a condition of allocation of the requested funds. The protocol will enable better tracking of SFMTA's progress in delivering on the backlog of school traffic calming program measures with the intent of clearing the backlog and implementing a more reliable and efficient project delivery timeline for the program. Attachment 7 shows project delivery status for all open sales tax grants for the SFMTA's school traffic calming program. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.

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



DISCUSSION

Attachment 1 summarizes the subject 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. 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.

School Traffic Calming Program FY26. SFMTA's School Traffic Calming Program is centered around conducting walk audits at a specified number of school sites annually and then implementing recommendations to address actual and perceived safety issues. The recommendations are typically focused on lower-cost, easier to implement measures such as traffic calming, turn restrictions, minor signal modifications and timing changes, and paint and sign upgrades.

Given the SFMTA's project delivery track record and the number of open grants to the school traffic calming program, our recommendation to allocate funds to the SFMTA for the School Traffic Calming Program FY26 is conditioned on the SFMTA's compliance with the Enhanced Monitoring, Reporting, and Oversight Protocol (Attachment 6), developed in consultation with SFMTA staff. The protocol includes monthly meetings with SFMTA finance and project staff to demonstrate and support project delivery progress and compliance with grant reporting and close out procedures on sales tax grants that cover the following cycles: FY19, FY20, FY22, FY23, FY24, FY25, and FY26. Our mutual goal is to clear the program backlog and to get the program on track for reliable and timely project delivery going forward.

The School Traffic Calming Program has experienced repeated setbacks that have delayed timely project implementation, including design changes at the request of the San Francisco Fire Department, limited staff resources, and a higher than anticipated bid from a job order contractor which had a significant impact on the FY22 cycle's School Loading Zone Traffic Calming subprogram. Implementation of school area traffic calming for the FY19 cycle is complete, but SFMTA has yet to submit the final invoice(s) and project closeout documentation. The FY20 and FY23 program cycles are nearly complete, with both cycles anticipated to be finished by June 2026. Lastly, the FY24 and FY25 program cycle is currently on schedule per the School Walk Audit Guidelines for the 2024-2025 school year to implement the measures recommended in the recently completed walk audits over the next two years.



Attachment 7 provides a program delivery update for all the open sales tax grants (Prop K/L) for SFMTA's school grants.

FINANCIAL IMPACT

The recommended action would allocate \$4,000,000, with conditions, and appropriate \$1,000,000 in Prop L funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop L FY 2025/26 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 2025/26 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The CAC will consider this item at its October 29, 2025 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop L Allocations Summary – FY25/26
- Attachment 5 – Allocation Request Forms (3)
- Attachment 6 – Enhanced Monitoring, Reporting, and Oversight Protocol
- Attachment 7 – SFMTA's School Engineering Program – Open Sales Tax Grants Status
- Enclosure – Pre-Development Report Cable Car Barn Rehabilitation and Upgrades

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	6	SFMTA	Cable Car Barn Rehabilitation	\$ 2,000,000	\$ 2,000,000	90%	0%	Environmental	3, Citywide
Prop L	18	SFMTA	School Traffic Calming Program FY26	\$ 2,000,000	\$ 2,000,000	83%	0%	Design, Construction	TBD
Prop L	18	SFCTA	Treasure Island Road Improvements - Yerba Buena Island Multi-Use Pathway Segment 4	\$ 1,000,000	\$ 38,000,000	83%	97%	Construction	6
TOTAL				\$ 5,000,000	\$ 42,000,000				

Footnotes

¹ "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the Prop L Strategic Plan (e.g. Muni Maintenance and Safer and Complete Streets).

² Acronyms: SFMTA (San Francisco Municipal Transportation Agency) and SFCTA (San Francisco County Transportation Authority)

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
6	SFMTA	Cable Car Barn Rehabilitation	\$2,000,000	The Cable Car Barn (CCB) Rehabilitation project will complete a variety of critical capital improvements that are needed at the historic CCB to improve working conditions at the facility. This request will fund the environmental review phase for the full scope of the project. To obtain CEQA and NEPA clearance, the environmental review process will produce a geotechnical report based on field explorations and borings and guide the recommendations for structural design. SFMTA will submit a future Prop L request to fund the design phase of the Main Electrical Room and other electrical infrastructure to advance these high priority project elements in the near term. SFMTA anticipates that the electrical upgrade portion of the project will be completed by December 2032, subject to funding availability.
18	SFMTA	School Traffic Calming Program FY26	\$2,000,000	This request will fund SFMTA to conduct walk audits at 10 school sites and implement recommendations to address actual and perceived safety issues identified through those walk audits. Walk audits are collaborative assessments that involve the gathering of information about infrastructure issues, motorist behavior and pedestrian/bicycling behavior around schools. Recommendations will largely be lower-cost and relatively easy to implement, and may include traffic calming measures, turn restrictions, minor traffic signal modifications and timing changes, and paint and sign upgrades. Traffic calming measures encourage slower mid-block speeds along residential streets and include physical safety improvements such as speed humps, raised crosswalks, and traffic islands for the purpose of altering, slowing down, or reducing motor vehicle traffic. SFMTA will select the 10 walk audit schools by December 2025, after enrollment data is available from the SF Unified School District. SFMTA will likely begin conducting walk audits in March 2025 and will finalize walk audit reports by December 2026. SFMTA plans to design and implement recommendations from walk audits on a rolling basis through June 2028. Funds requested for the construction phase (\$1,753,646) of the project will be used to implement approximately 23 improvements per school site. Additional details about the school selection process, along with a list of schools where SFMTA has previously conducted walk audits, are available on the program's website at https://www.sfmta.com/projects/school-walk-audit-program. The program website also includes an interactive webmap with more detailed information on the outcomes of school audits.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
18	SFCTA	Treasure Island Road Improvements - Yerba Buena Island Multi-Use Pathway Segment 4	\$1,000,000	The Yerba Buena Island Multi-Use Pathway (MUP) will implement a bicycle and pedestrian facility connecting the San Francisco Oakland Bay Bridge (SFOBB) East Span with the new Treasure Island ferry terminal. MUP Segment 4 is integrated with the Treasure Island Road Improvements project, beginning at the intersection of Treasure Island and Macalla Roads and continuing south 1,200 feet. Requested funds will be used to construct the MUP Segment 4, replace vehicular travel lanes to bring them to current safety standards, and implement a transit only lane to the I-80 westbound on-ramp of the SFOBB West Span. We expect the project to be open for use by Spring 2028.
TOTAL			\$5,000,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
6	SFMTA	Cable Car Barn Rehabilitation	\$2,000,000	Note: We recommend funding this important early project development work but have flagged for SFMTA the expectation of seeing leveraging of sales tax funds in the design and particularly, future construction phase(s). Enclosure: See enclosed Pre-Development Report.
18	SFMTA	School Traffic Calming Program FY26	\$2,000,000	Special Conditions: The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5-Year Prioritization Program (5YPP) to reprogram \$26,354 from the project's construction phase to the design phase. See attached 5YPP amendment for details. SFMTA shall comply with the Enhanced Monitoring, Reporting, and Oversight Protocol for the SFMTA's School Traffic Calming, as attached. \$1,753,646 in Prop L funds for construction are placed on reserve to be released by the Board following completion of the 10 school walk audits, identification of measures to be implemented with Prop L funds, and a presentation to the Board demonstrating progress in delivering on the backlog of measures for the school traffic calming program.
18	SFCTA	Treasure Island Road Improvements - Yerba Buena Island Multi-Use Pathway Segment 4	\$1,000,000	Note: Transportation Authority policy is to allocate construction phase funds once design is complete. We recommend allocating Prop L funds at this time, prior to completion of design (design is currently at 50% complete) to allow SFCTA to leverage \$16.25 million in Regional Measure 3 Bridge Toll funds to award the Construction Management contract, which is a separate item on this meeting agenda. This project will achieve 95% design phase completion in January 2026, and SFCTA will put the project out for bid in March 2026. The Construction Management contractor will perform independent cost estimates and conduct bidability and constructability review during the design phase, prior to the completion of the design phase and to inform the release of the construction contract for bid.
TOTAL			\$ 5,000,000	

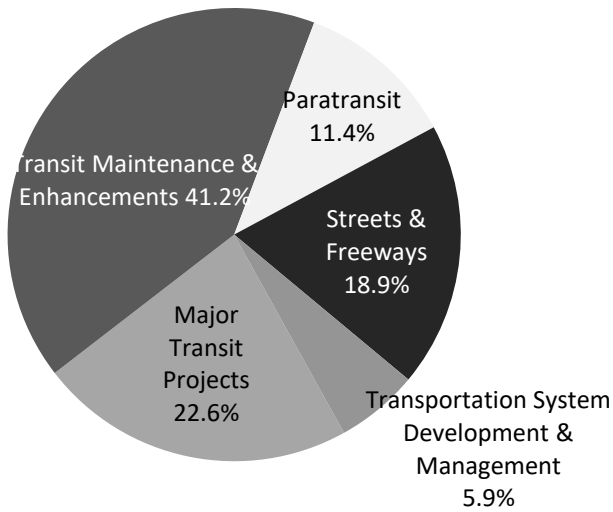
¹ See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2024/25

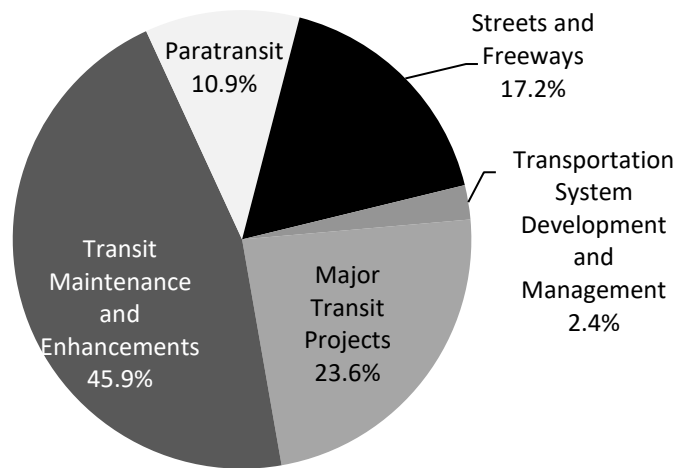
PROP L SALES TAX						
FY 2025/26	Total	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Prior Allocations	\$ 23,487,363	\$ 5,476,000	\$ 11,226,000	\$ 6,585,363	\$ 200,000	\$ -
Current Request(s)	\$ 5,000,000	\$ 500,000	\$ 2,120,000	\$ 2,380,000	\$ -	\$ -
New Total Allocations	\$ 28,487,363	\$ 5,976,000	\$ 13,346,000	\$ 8,965,363	\$ 200,000	\$ -

The above table shows maximum annual cash flow for all FY 2025/26 allocations and appropriations approved to date, along with the current recommended allocations and appropriation.

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Cable Car Barn Rehabilitation
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Muni Maintenance
Current PROP L Request:	\$2,000,000
Supervisory Districts	Citywide, District 03

REQUEST

Brief Project Description

The Cable Car Barn (CCB) Rehabilitation project includes a variety of critical capital improvements at the historic CCB to improve working conditions at the facility. The environmental review phase will obtain CEQA and NEPA clearance for the full project scope. SFMTA will produce a geotechnical report to guide the recommendations for structural design and provide other needed information based on field explorations and borings. SFMTA will submit a future Prop L request to design the Main Electrical Room and other electrical infrastructure to advance portions of the project in the near term.

Detailed Scope, Project Benefits and Community Outreach

Overall Project

The Cable Car Barn (CCB) and the cable car fleet it houses are each registered as historic landmarks, both nationally and in the State of California. Work at this facility must conform to the Secretary of the Interior's Standards for Treatment of Historic Properties. The building was originally built in 1888 but was severely damaged in the 1906 Great Earthquake. The most recent rehabilitation in 1984 included substantial renovations and additions. After four decades, the facility needs rehabilitation to efficiently and safely continue operation of cable car service.

The overall scope of the project as identified in the completed Master Plan and Pre-Development Report (PDR) is to complete a variety of critical capital improvements that are needed at the historic CCB. The overarching scope is to improve working conditions at the facility and replacing obsolete and critical electrical equipment, modernizing the electrical infrastructure of the cable car fleet, and the coordination of work to the CCB Museum. Other critical capital improvements include, but are not limited to, crane replacement, restroom and office upgrades, accessibility improvements, passenger and freight elevator replacement, roof replacement, and seismic retrofitting.

The ballpark Project Budget for the full suite of improvements in the CCB Rehabilitation project is estimated at \$274M escalated to mid-point of Y2028 construction. The project budget is subject to year-over-year changes if funding takes longer to develop. The project budget and schedule in this allocation request are based on upgrading the 12kV electrical power system, which is the top priority for the facility at a cost of approximately \$25M for the construction phase.

Prop L Funds

Prop L funds will be used to complete the environmental review phase and to obtain CEQA and NEPA clearances for the full scope of the project as described in the Master Plan. SFMTA will submit a future Prop L request for the design phase of upgrading the Main Electrical Room and plan for facility electrical infrastructure upgrades in FY 2026-27, when funds are programmed and available for allocation to the project. The SFMTA is prioritizing the completion of environmental review to enable the project to seek funding opportunities with an environmentally cleared project. It also provides an advantage to perform early design packages and/or early work packages to pull construction permits and issue incremental enabling projects that are discreet scopes from the Master Plan of the Cable Car Barn Rehabilitation Program.

Scope of Requested Phase

To complete the CEQA and NEPA environmental documentation, a geotechnical report is needed to provide supporting information on the type of foundations, foundations for seismic retrofitting, the maximum depth of excavations, the location and areas of the proposed work, and estimated volume of excavation. Field explorations and geotechnical borings (using drilling rigs) will be conducted to ascertain the existing ground condition profile and soil bearing capacity. These measurements will guide the development of recommendations for structural design and provide other needed information for environmental documentation. SFMTA has pre-qualified environmental consultants from the As-Needed Consultant contracts which were successfully completed with two consultants. CCB Rehabilitation is one of the listed projects. SFMTA will request for a proposal for their professional services.

The scope of the environmental documentation is premised on a NEPA Categorical Exclusion (Cat Ex). Project staff anticipate that the project will qualify for Cat Ex because there is no use change or change in function of the historic facility wherein the scope is to work within the requirements and compliance to Section 106 and rehabilitation. This is a streamlined NEPA process unless determined otherwise. Similarly, there is no use change or change in function of the historic CCB for CEQA environmental review. The geotechnical explorations and geotechnical report will be used for both CEQA and NEPA. The deliverables for the Cat Ex will be technical studies complying to NEPA review such as air quality, noise, greenhouse gas, Section 106, and the geotechnical studies mentioned.

The NEPA Cat Ex will be submitted to SFMTA Environmental Review Team (ERT) and the Project Manager to review. Final NEPA documents with the studies will be submitted to FTA Region 9 who will provide the review and ultimately environmental approvals. Based on other recent NEPA projects, a 3-month review time is assumed after submittal of environmental documentation to ERT. This will be built into the task order consultant's schedule as part of their scope.

The environmental scope will involve the SFMTA Environmental Review Team, SF Planning Department review of CEQA, NEPA Federal Transit Administration Region 9 (environmental clearance), SF Public Works Architect (coordination and preparing plans), Task Order Consultant Structural (location of foundations, depths of foundations, excavation volumes & geotechnical coordination) and Geotechnical (boring program, soil analysis and foundation type recommendations to structural engineering) and possibly SF Department of the Environment, and the local community neighborhood groups through SFMTA Public Outreach and Engagement Team (POET).

Public Outreach and Engagement

The level of outreach during the initial environmental phase, anticipating the project is eligible for NEPA Cat Ex, is minimal and anticipated to communicate construction activities to the community from the drilling equipment used for boring samples, staging work laydown areas if located outside the Barn in the street and temporary impact to street parking. The level of public outreach during subsequent phases of the project will be conducted pursuant to the needs of the CEQA and NEPA environmental studies. If a Categorical Exclusion is not a possibility for the NEPA environmental submission and a full Environmental Assessment (EA) is needed, more extensive public outreach is required.

InReach at SFMTA

During the course of the environmental studies, field explorations such as geotechnical borings will be performed to complete supporting information to the CEQA review and will also be used for the NEPA submission. As this work is coordinated with the CCB staff, SFMTA InReach will be performed to update the CCB Operations & Maintenance Teams, Transit Operators and provide an opportunity for input and communication on the schedule and locations of the geotechnical boring field investigations. The objective is to minimize impact to ongoing operations and staff.

The CCB Project is directly related to the following **SFMTA Strategic Plan Goals**:

- Goal 5 - Deliver reliable and equitable transportation services,
- Goal 9 - Fix things before they break, and modernize systems and infrastructure,
- Goal 10 - Position the agency for financial success.

Project Location

1201 Mason Street, bounded by Jackson, Washington, Taylor, and Mason Streets in the Nob Hill neighborhood of San Francisco

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

Project Phase(s)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
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	\$2,000,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Cable Car Barn Rehabilitation
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)	Jul-Aug-Sep	2020	Jan-Feb-Mar	2025
Environmental Studies (PA&ED)	Oct-Nov-Dec	2025	Apr-May-Jun	2027
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2026	Jul-Aug-Sep	2028
Advertise Construction	Oct-Nov-Dec	2028		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2029		
Operations (OP)				
Open for Use			Apr-May-Jun	2032
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2032

SCHEDULE DETAILS

COMMUNITY OUTREACH

The level of public outreach will be conducted pursuant to the needs of the environmental studies and the approach taken. Project staff anticipate that this project will obtain NEPA Categorical Exclusion (CE) based on the premise there is no change in use associated with the Cable Car Barn Rehabilitation project. When a NEPA CE review is sought, minimal public outreach is required. If the environmental investigations and studies find the project does not comply with CE, the project will be subject to a full environmental assessment (EA) submission. The EA will process includes further studies and more extensive public outreach.

See the draft Cable Car Barn Rehabilitation Pre-Development Report (PDR) for reference details such as community outreach (Chapter 16.0) and project coordination (Chapter 9.0).

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Cable Car Barn Rehabilitation
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-206: Muni Maintenance	\$0	\$2,000,000	\$0	\$2,000,000
Phases In Current Request Total:	\$0	\$2,000,000	\$0	\$2,000,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$5,496,000	\$0	\$5,496,000
SB1 SGR FY18	\$0	\$0	\$1,317,131	\$1,317,131
TBD (e.g. FTA 5337, SB1 SGR, or Prop B General Funds)	\$24,840,000	\$0	\$0	\$24,840,000
Transit Infrastructure Grant (TIG) FY22	\$0	\$0	\$2,000,000	\$2,000,000
Funding Plan for Entire Project Total:	\$24,840,000	\$5,496,000	\$3,317,131	\$33,653,131

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$3,317,131		Actual Cost
Environmental Studies	\$2,000,000	\$2,000,000	Past project estimates
Right of Way	\$0		
Design Engineering	\$3,496,000		SFMTA estimates and DPW Proposal
Construction	\$24,840,000		SFMTA Estimate w/Consultant's Construction Cost Estimate
Operations	\$0		
Total:	\$33,653,131	\$2,000,000	

% Complete of Design:	0.0%
As of Date:	09/25/2025
Expected Useful Life:	75 Years

**San Francisco County Transportation Authority
Prop L/Prop AA/Prop D TNC Allocation Request Form**

MAJOR LINE ITEM BUDGET

A. ENVIRONMENTAL STUDIES

Budget Line Item	Totals	% of phase	SFMTA	SFPW	Consultant	Details*
1. Environmental Documentation - Categorical Exclusion	\$ 350,000				\$ 350,000	Rough order of magnitude (ROM) estimate based on task order consultant proposal for a NEPA Categorical Exclusion - historical data
2. Environmental Engineering	\$ 400,000			\$ 400,000		Estimated cost for Public Work design support for architectural & geotechnical
3. Other Direct Costs *	\$ 350,000				\$ 350,000	ROM estimate based on previous task order work with geotechnical borings, drilling equipment and lab tests.
4. Contingency	\$ 100,000	9%	\$ 100,000			
A. TOTAL	\$ 1,200,000		\$ 100,000	\$ 400,000	\$ 700,000	

B. PROJECT MANAGEMENT, DESIGN SUPPORT, ETC.

Budget Line Item	Totals	% of phase	SFMTA	SFPW	Consultant	Details*
1. Project Management, Engineering Support, etc.	\$ 700,000		\$ 700,000			SFMTA soft costs for Project Management, Project Engineer & Structural/Civil in support of the Environmental CEQA/NEPA documents including reviews, comment resolution and project coordination.
2. Other Direct Costs **	\$ 25,000		\$ 25,000			Guesstimate for Fees (DPH, Permit Fees) - Allowance
3. Contingency	\$ 75,000	10%	\$ 75,000			
B. TOTAL	\$ 800,000		\$ 800,000			

GRAND TOTAL

GRAND TOTAL	\$ 2,000,000		\$ 900,000	\$ 400,000	\$ 700,000	
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* e.g. Field Exploration & Haz Material Testing

** Allowance for Fees (e.g. drilling permit fees, DPH, etc.)

TOTAL LABOR COST BY AGENCY

SFMTA	\$ 900,000
SFPW	\$ 400,000
Consultant	\$ 700,000
TOTAL	\$ 2,000,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Cable Car Barn Rehabilitation
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$2,000,000	Total PROP L Recommended	\$2,000,000

SGA Project Number:		Name:	Cable Car Barn Rehabilitation
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2029
Phase:	Environmental Studies	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	FY2027/28	Total
PROP L EP-201	\$400,000	\$800,000	\$800,000	\$2,000,000

Deliverables

- Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
- Upon completion of the environmental documentation to be submitted for NEPA and CEQA clearance, Sponsor shall upload a copy.
- Upon completion of the project, Sponsor shall upload verification that NEPA and CEQA clearance for the project has been received.

Notes

- We recommend funding this important early project development work but have flagged for SFMTA the expectation of seeing leveraging of sales tax funds in the design and particularly, future construction phase(s).

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	83.67%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Cable Car Barn Rehabilitation
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$2,000,000
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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:

QC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Quon Chin	Kathryn Studwell
Title:	Project Manager	Grant Administration Manager
Phone:	(415) 646-4851	(415) 517-7015
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Site Plan of SFMTA Cable Car Barn
1201 Mason Street, San Francisco, CA
Block/Lot 0190/005



Site Plan of Cable Car Barn

After the 1906 earthquake



1983 reconstruction



2016



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	School Traffic Calming Program FY26
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	\$2,000,000
Supervisory District	TBD

REQUEST

Brief Project Description

The San Francisco Municipal Transportation Agency (SFMTA) requests \$2,000,000 in Prop L funds to conduct walk audits at 10 school sites and to implement recommendations to address actual and perceived safety issues identified through those walk audits. Recommendations will largely be lower-cost and relatively easy to implement, and may include traffic calming, measures, turn restrictions, minor traffic signal modifications and timing changes, and paint and sign upgrades.

Detailed Scope, Project Benefits and Community Outreach

SFMTA requests \$2,000,000 in Prop L funds for the School Traffic Calming Program. This request will fund the planning and execution of school walk audits at 10 school sites and the planning, design, and implementation of improvements identified through those walk audits. The program encompasses all K-12 schools in San Francisco (public and private). This work will identify potential problem areas to address while engaging school communities for added input and review, including students and families.

School Walk Audits

With funding from this allocation, the SFMTA will conduct walk audits at 10 school sites. Walk audits are collaborative assessments that involve the gathering of information about infrastructure issues, motorist behavior and pedestrian/bicycling behavior around schools. SFMTA staff will determine school sites for walk audits primarily based on collision data around schools, focusing on schools that have not had significant infrastructure improvements, and schools that have capacity to participate in a walk-through, including support from staff, parents, and the principal. The SFMTA will select the 10 walk audit schools by December 2025, after enrollment data becomes available from the SFUSD and SFMTA updates its prioritization list. See attached School Walk Audit Guidelines (2025-2026 School Year) for information on the walk audit program. Additional details about the school selection process, along with a list of schools where SFMTA has recently or previously conducted walk audits, is available on the program website at <https://www.sfmta.com/projects/school-walk-audit-program>.

To prepare for a walk audit, SFMTA staff will collect relevant data, including operational and infrastructure conditions around the school (i.e., sidewalk and street widths, bicycle infrastructure, Muni stops, presence of stop/signal control, lane configurations, etc.), collision history, and prepare a map for all users that summarizes the route. Walk audits will generally be limited to a 2-3 block radius around the school. Participants may include SFMTA staff, school administration staff, students, families, crossing guards, SFUSD staff, Department of Public Health staff, district supervisor staff, and advocacy group representatives. See attached School Walk Audit Guidelines (2025-2026 School Year) for more details on walk audits.

Based on the actual or perceived safety and comfort issues identified as part of the walk audit, SFMTA staff will develop a series of recommendations to address the issues. These recommendations will largely be lower cost and relatively easy to implement, and may include but not be limited to:

- Engineering Treatments
 - Traffic calming
 - Turn restrictions
 - Minor traffic signal modifications and timing changes
 - Paint and sign upgrades

Traffic calming measures encourage slower mid-block speeds along residential streets in San Francisco and include physical safety improvements put in place on our roads for the purpose of altering, slowing down, or reducing motor-vehicle traffic. For school areas, typical recommendations include speed humps, speed cushions, speed tables, and raised crosswalks (see attachment 2). These measures have been shown to reduce vehicular speeds and increase safety.

When longer-term, higher-cost engineering treatments are recommended as part of a walk audit, SFMTA staff will refer those improvements to the appropriate agency or program for potential coordination opportunities to have those recommendations implemented through a separate capital project or other programmatic improvement initiative. The walk audits may also identify recommended loading and/or operational improvements that can be implemented directly by individual schools.

Project Phases

- **Planning & Design:** During the planning phase, SFMTA staff will determine school sites for walk audits primarily based on collision data around schools, focusing on schools that have not had significant infrastructure improvements, and schools that have capacity to participate in a walk-through, including support from staff, parents, and the principal. Once SFMTA has conducted the walk audits and the project list is established, SFMTA staff will complete detailed design for each of the proposed measures and bring each measure through the SFMTA public hearing legislative process for approval and environmental clearance. Outreach during the design phase consists of public notice of the legislation process and the public hearing.
- **Construction:** SFMTA will have responsibility for implementing measures that have been recommended and designed as part of the walk audit process.

Throughout all project phases, SFMTA staff will work with school staff and SFUSD more generally to inform them of the walk audit process. Once recommendations have been developed, SFMTA staff will also perform targeted outreach to other stakeholders, including the San Francisco Fire Department, Muni, and SFMTA Accessible Services as necessary as a part of the routine transportation engineering project review and approval process.

Prop L funds will be used as follows:

- **Planning & Design:** \$246,354 will fund planning and design efforts, including:
 - Select walk audit schools for the FY25-26 school year
 - Organize walk audits with school representatives and other stakeholders
 - Perform walk audits and prepare reports
 - Develop preliminary list of recommended improvements
 - Finalize recommended improvements; review with Muni and SFFD
 - Review and approval process including environmental clearance, Technical Assistance Services for Communities (TASC), Public Hearing and City Traffic Engineer Directive
- **Construction:** \$1,753,646 will fund construction efforts, including:
 - Prepare and update striping drawings
 - Prepare and submit work orders
 - Completion of work orders by relevant SFMTA Operations staff (Paint Shop, Sign Shop, Meter Shop, and Signal Shop)
 - Coordinate construction of traffic calming devices by SFPW and/or an as-needed private contractor
 - Inspection and close out

San Francisco Safe Routes to School Program (SF-SRTS)

The SF-SRTS program is delivered through a partnership of four city agencies (SF Environment, SFMTA, San Francisco Department of Public Health (DPH), and SFUSD), and four local non-profit partners (San Francisco Bicycle Coalition, Walk San Francisco, Tenderloin Safe Passage, and the YMCA). While school-related traffic deaths are very rare, students still experience safety challenges traveling to, from, and around schools. Therefore, the program has set a goal of reducing collisions and injuries around schools, and the school walk audit program will contribute towards these safety goals around city schools as part of the overall SF-SRTS.

Project Location

TBD

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

Project Phase(s)

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

Justification for Multi-phase Request

We recommend a multi-phase allocation given that the phases will be occurring concurrently.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
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	\$2,000,000.00

Justification for Necessary Amendment

This request includes an amendment to the Safer and Complete Streets 5YPP to reprogram \$26,354 from the project's construction phase to the design phase.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	School Traffic Calming Program FY26
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)	Oct-Nov-Dec	2025	Oct-Nov-Dec	2027
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2026		
Operations (OP)				
Open for Use			Apr-May-Jun	2028
Project Completion (means last eligible expenditure)			Apr-May-Jun	2028

SCHEDULE DETAILS

SFMTA plans to identify the 10 schools that will receive walk audits by December 2025. Conducting walk audits is likely to begin in March 2026, weather permitting. Walk audit reports are scheduled to be finalized by December 2026. SFMTA plans to design and implement recommendations from walk audits on a rolling basis through June 2028. See attached School Walk Audit Guidelines (2025-2026 School Year) for details.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	School Traffic Calming Program FY26
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$0	\$2,000,000	\$0	\$2,000,000
Phases In Current Request Total:	\$0	\$2,000,000	\$0	\$2,000,000

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	\$246,354	\$246,354	Based on past projects
Construction	\$1,753,646	\$1,753,646	Based on past projects
Operations	\$0		
Total:	\$2,000,000	\$2,000,000	

% Complete of Design:	0.0%
As of Date:	08/28/2025
Expected Useful Life:	30 Years

San Francisco County Transportation Authority

Prop L/Prop AA/Prop D TNC Allocation Request Form

SCHOOL TRAFFIC CALMING PROGRAM FY26 - PLANNING & DESIGN

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY

Agency	Planning & Design	Total
SFMTA	\$ 246,354.00	\$ 246,354
Total	\$ 246,354	\$ 246,354

* Direct Costs include mailing, reproduction costs room rental fees.

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	FY26 Base Hourly Rate	FY26 Fully Burdened Labor Cost	FY26 Fully Burdened Hourly Rate	FTE	Total
Sr. Engineer (5211)	20	\$ 115.68	\$ 599,342	\$ 288.15	0.010	\$ 5,763
Project Manager II (5504)	120	\$ 106.70	\$ 555,467	\$ 267.05	0.058	\$ 32,046
Associate Engineer (5207)	200	\$ 87.98	\$ 463,990	\$ 223.07	0.096	\$ 44,614
Assistant Engineer (5203)	860	\$ 74.17	\$ 396,483	\$ 190.62	0.413	\$ 163,931
Total	1200				0.58	\$ 246,354

Planning & Design cost per school = \$24,635

San Francisco County Transportation Authority

Prop L/Prop AA/Prop D TNC Allocation Request Form

SCHOOL TRAFFIC CALMING PROGRAM FY26 - CONSTRUCTION

MAJOR LINE ITEM BUDGET

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

Description	Unit Cost	Number of Improvements	SFPW Cost	SFMTA Cost	Number of Improvements per School	Cost of Improvements per School
1. Traffic Calming						
1a. Asphalt Raised Crosswalk	\$ 18,000	10	\$ 180,000		1	\$ 18,000
1b. Speed Table	\$ 18,000	10	\$ 180,000		1	\$ 18,000
1c. Speed Hump/Cushion	\$ 15,000	50	\$ 750,000		5	\$ 75,000
1d. Traffic Island	\$ 10,000	20	\$ 200,000		2	\$ 20,000
1e. SPEED HUMP Signs (per location)	\$ 500	35		\$ 17,500	3.5	\$ 1,750
1f. Speed Hump Markings (per device)	\$ 1,100	70		\$ 77,000	7	\$ 7,700
2. Minor Improvements						
2a. Signal Timing Change	\$ 1,550	10		\$ 15,500	1	\$ 1,550
2b. Marked Crosswalk	\$ 1,550	10		\$ 15,500	1	\$ 1,550
2c. Traffic Sign	\$ 1,550	20		\$ 31,000	2	\$ 3,100
3. Construction Support	\$ 155,065			\$ 155,065		\$ 15,507
4. Contingency (10%)	\$ 132,081			\$ 132,081		
SUB-TOTALS		235	\$ 1,310,000	\$ 443,646	23.5	\$ 175,365
TOTAL COST	\$ 1,753,646					

Notes:

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	School Traffic Calming Program FY26
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$2,000,000	Total PROP L Recommended	\$2,000,000

SGA Project Number:		Name:	School Traffic Calming Program FY26
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2028
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-218	\$100,000	\$146,354	\$246,354

Deliverables

1. By December 2025, provide final list of the 10 schools sites where SFMTA will perform walk audits.
2. Monthly progress reports shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
3. Upon completion of all walk audit reports, anticipated by December 2026, SFMTA will provide the final walk audit reports, including recommended traffic calming measures at each school to be constructed using Prop L funds for the construction phase. SFMTA shall post the final walk audit reports to an SFMTA webpage.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5YPP. See attached 5YPP amendment for details.
2. SFMTA shall comply with the Enhanced Monitoring, Reporting, and Oversight Protocol for the SFMTA's School Traffic Calming Program, as attached.

Notes

1. Walk audits will be completed in accordance with the Walk Audit Guidelines attached to this request.

SGA Project Number:		Name:	School Traffic Calming Program FY26
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2028

Phase:	Construction	Fundshare:	100.0%
Cash Flow Distribution Schedule by Fiscal Year			
Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-218	\$673,646	\$1,080,000	\$1,753,646
Deliverables			
1. Monthly progress reports shall include % complete to date, photos of work being performed, improvements completed at each location 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.			
Special Conditions			
1. The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5YPP. See attached 5YPP amendment for details.			
2. SFMTA shall comply with the Enhanced Monitoring, Reporting, and Oversight Protocol for the SFMTA's School Traffic Calming Program, as attached.			
3. \$1,753,646 in Prop L funds for construction are placed on reserve to be released by the Transportation Authority Board following completion of the 10 school walk audits, identification of measures to be implemented, and a presentation to the Board demonstrating progress in delivering on the backlog of measures for the school traffic calming program.			

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

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	School Traffic Calming Program FY26
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$2,000,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

DC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Damon Curtis	Kathryn Studwell
Title:	Project Manager	Grant Administration Manager
Phone:	555-5555	(415) 517-7015
Email:	damon.curtis@sfmta.com	kathryn.studwell@sfmta.com

Enhanced Monitoring, Reporting, and Oversight Protocol for
SFMTA's School Traffic Calming Program

1. SFCTA staff shall be invited to all critical meetings, including regular project delivery (i.e. planning, design and construction) meetings, SFMTA Board meetings, etc. to stay abreast of all project activities and when warranted, may also attend as observers partnering sessions and progress meetings with the relevant contractor(s).
2. SFCTA will hold monthly meetings with SFMTA funding and project staff. In advance of the monthly meetings, SFMTA shall provide monthly progress reports on the FY19, FY20, FY22, FY23, FY24, and FY26 program cycles due on the 1st of each month submitted through SharePoint. Monthly progress reports shall demonstrate project delivery progress for each school, with details such as original schedule and cost, current schedule and cost, explanation for any changes, and expenditures to date. Reports shall include an update on the status of securing resources to implement respective scopes of work (i.e. SFPW crews and Job Order Contractors) and any challenges that may or are impacting project delivery. Monthly meetings shall commence in December 2025.
3. SFCTA reserves the right to audit expenditures and billings as allowed by the Standard Grant Agreements for funds allocated by the SFCTA.
4. As a condition for release of construction funds for the School Traffic Calming Program FY26, SFMTA shall provide an update to the Community Advisory Committee and to the Board, demonstrating progress in delivering on the backlog of school program traffic calming measures.
5. SFCTA oversight procedures will be refined, as appropriate and in consultation with the SFMTA project team, with the intent of clearing the backlog and implementing a reliable and efficient project delivery timeline (from start to finish). We expect to update the protocol to reduce the enhanced oversight and reporting requirements as the program makes steady, positive progress in delivering improvements.



**San Francisco
County Transportation
Authority**

This project was made possible in part by Proposition L Sales Tax dollars provided by the San Francisco County Transportation Authority

School Traffic Calming Program

School Walk Audit Guidelines (2025-2026 School Year)



Background

SFMTA's School Traffic Calming Program is a combination of school walk audits. The current Prop L allocation is intended to fund planning, design, and implementation of improvements identified through school walk audits at up to ten school sites each year.

Walk Audits

Walk audits are collaborative assessments that help the SFMTA identify infrastructure needs, motorist behaviors, and pedestrian/bicyclist behaviors on streets within a 2-3 block radius of public and private K-12 schools in San Francisco. With funding from this allocation, and in

collaboration with local school communities, the SFMTA will conduct up to ten (10) school walk audits each school year.

School Prioritization & Selection

Each school year, SFMTA's School Traffic Calming Program selects up to ten (10) schools for walk audits. The process of selecting schools begins with a ranking of all public and private K-12 schools based primarily on the following criteria:

1. Five-year pedestrian-involved collision history within ¼-mile of the school – TransBASE
2. School enrollment data – California Department of Education
3. Department of Public Health data on student residency within a walkable radius of each school. This anonymous data (names and addresses NOT included) is used to determine the potential for walking and bicycling to school – SFMTA Safe Routes to School Program (SF-SRTS).

Based on the above criteria, SFMTA staff develops a preliminary list of ten (10) schools for participation in the walk audit program, then the following factors are used to help refine and finalize school selections:

1. Existing Infrastructure – A review of planned and recently completed pedestrian safety improvements implemented in school areas during the previous 5 years (schools having already received, or with plans to receive, significant improvements may drop in ranking).
2. Equity – Where applicable, consideration may be given to schools within equity priority communities or California Communities of Concern. Also, and to the extent possible, efforts will be made to balance the number of schools across all eleven supervisorial districts. Since only ten schools are selected each year, this program will seek to ensure at least at least one school within each supervisorial district receives a walk-audit over a given two-year period.

Focus Schools

During the program's first year (2024-2025), School Traffic Calming Program staff, in cooperation with partners from the SFCTA, SFUSD, SF-SRTS, and Walk SF, selected walk audit schools from the existing list of Focus Schools developed by SF-SRTS. SFMTA will make a decision whether or not to continue using focus schools as the primary criteria for school selection in 2025-2026 in fall 2025 following discussions with the same stakeholders/partners mentioned above.

For reference, there are thirty-four focus school campuses in all, representing schools where SF-SRTS has already prioritized deep engagement based on two key factors:

- Mode shift goals – Schools where many students are driven to school in a family car despite living nearby according to results from the 2017-2018 Commute Study.
- Equity goals – Schools where there is a high percentage of students eligible for free and reduced-price meals in areas with a history of collisions.

A table of all focus schools has been included at the end of this document.

Regardless of the selection methodology used, the list will be curated each year to maintain alignment with the changing school district landscape, and just as importantly, to ensure we are maximizing geographic equity to the greatest extent possible while also focusing on schools with the most vulnerable populations and with the greatest safety needs.

Options available for schools not selected for a walk audit

For schools not selected to participate in the Walk Audit Program in a given school year, SFMTA continually responds to individual and school requests for evaluation of traffic safety concerns, particularly as they pertain to pedestrian and bicyclist safety in the vicinity of schools. SFMTA also provides a variety of project paths and programs offering solutions to traffic safety concerns. What follows is a partial list of ongoing projects and programs addressing traffic safety citywide:

1. Application-Based Residential Traffic Calming Program
2. Slow Streets Program
3. Quick-Build Projects on the High Injury Network
4. Vision Zero Program
5. Transportation Engineering Operations – Resident requests through 311

School Walk Audit Process

Once schools are selected, SFMTA staff will outreach to school administrators, parent-teacher groups, Unified School District transportation Staff, district supervisor Staff, and local advocacy groups, to announce the school's selection and plan for an inclusive walk audit process. The date, time and meeting location will be established by SFMTA staff in collaboration with the school community. The school principal or administrator will coordinate a walk team, typically a group of 6-12 people, including school administration, staff, students, families, advocates, and local SFMTA crossing guards.

To prepare for a walk audit, SFMTA staff will survey operational and infrastructure conditions around the school, including collision history, sidewalk and street widths, bicycle infrastructure,

transit stops, nearby stop/signal controls, warning signage, pavement striping and markings, and lane configurations.

Before the Walk Audit, SFMTA will distribute a Walk Packet that details and explains the treatments that can be recommended (and implemented) through the walk audit program. The packet will include an outline of the walk route with space for participants to note traffic safety concerns and improvement requests. The packet also will include information about school access conditions and policies, including current access routes, student pick up and drop off activities, Muni or school district bus service, color curb zones, and school crossing guards.

Walk Audit Route

The walking route typically includes only streets within a 2-3 block radius of the school. If a school requests the walk include other streets frequently used by students, if circumstances and funding allow, SFMTA staff may expand the walking route to include those streets. However, recommended improvements are generally prioritized for streets adjacent to the school.

Day of the Walk Audit

On the day of the walk, participants meet at the agreed upon time and place. Each walker is given a Walk Packet to record notes and a pen. SFMTA staff lead the walk, encouraging participants to share perceived obstacles to safe and comfortable walking in the area around the school. SFMTA staff takes notes during the walk. Walk leaders will initiate conversations at certain locations along the walk as necessary to help generate discussion amongst group participants.

After the Walk Audit

Following the Walk Audit, SFMTA staff prepare a draft Walk Audit Report with recommendations based on feedback gathered during the walk or in subsequent communications.

Final Walk Audit Report

The draft Walk Audit Report is distributed to participants for review and comment. This comment period, generally two weeks, is the final stage of public participation in the report. Following the comment period, the report is finalized by SFMTA staff and shared with the school, Walk Audit participants, the SFCTA, and the district supervisor's office.

Implementation of Recommended Improvements

Recommendations are divided into near-term and long-term improvements. Long-term and more costly improvements are documented and made available for future coordination opportunities and/or proposed for inclusion in future capital projects. Recommendations that do not fall under SFMTA purview (e.g., street trees, landscaping, street lights, street cleaning, pot holes and other pavement defects), are documented and referred to the appropriate city department for follow up.

Near-term improvements that do not require legislation (e.g., red zones, painted safety zones, loading zone, signal timing changes, minor striping changes, pavement markings, warning signs) are designed and work ordered to the appropriate SFMTA shop(s) for implementation.

Near-term improvements that do require legislation (e.g., traffic calming, parking changes, road diets, follow the standard process of design, fire department and transit review, internal engineering review, multi-agency review, and a public hearing followed by final approval by the



City Traffic Engineer. All recommendations are implemented by SFMTA and SFPW crews, or in some instances a private contractor.

School Traffic Calming Program – Projected Timeline (25-26 School Year)

Year 1 Summary (July 2025 - June 2026):

- Identify and conduct walk audits at ten schools; walk audits likely to begin in March when weather improves

Year 2 Summary (July 2026 - June 2027):

- Finalize walk audit reports and recommended improvements
- Begin implementing recommended improvements, primarily those that do not require legislation or coordination (e.g., painting crosswalks and installing warning signs)

Year 3 Summary (July 2027 - June 2028):

- Continue implementing recommended improvements, primarily those that require legislation and coordination (e.g., speed humps and traffic islands)

Learn More About School Walk Audits

San Franciscans can learn more about school walk audits and sign up for updates by visiting the program website at www.sfmta.com/SchoolWalkAudits.

SRTS Program - Focus Schools						
Mode Priority				Support Priority		
	No.	School Name	Dist.	No.	School Name	Dist.
Elementary	1	Alvarado	8	21	Bessie Carmichael K-5	6
	2	Argonne	1	22	Cesar Chavez	9
	3	Charles Drew	10	23	Edwin and Anita Lee Newcomer School	3
	4	Claire Lilienthal (Madison and Scott Campuses)	2	24	Jean Parker	3
	5	Commodore Sloat	7	25	John Yehall Chin	3
	6	Dianne Feinstein	4	26	Malcolm X Academy	10
	7	El Dorado	10	27	Marshall	9
	8	Edward Robeson Taylor	9	28	Redding	3
	9	Francis Scott Key	4	29	Spring Valley	3
	10	Hillcrest	9	30	Tenderloin Community	5
	11	Monroe	11			
	12	Paul Revere	9			
	13	Sunnyside	7			
Middle	14	AP Giannini	4	31	Bessie Carmichael 6-8	6
	15	Presidio	1	32	Dr. Martin Luther King, Jr.	9
	16	Herbert Hoover	7			
	17	James Denman	11			
High	18	Lowell	4	33	Thurgood Marshall	10
	19	Abraham Lincoln	4	34	Philip & Sala Burton	9
	20	Balboa	11			

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 November 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
Subprogram: Capital Projects									
SFMTA	5th Street Corridor Improvements	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	7th Ave Bikeway	PS&E	Programmed		\$50,000				\$50,000
SFMTA	7th Ave Bikeway	CON	Programmed			\$100,000			\$100,000
SFMTA	Active Communities Plan Implementation ^{4,5}	TBD	Programmed		\$1,256,000				\$1,256,000
SFMTA	Active Communities Plan Implementation ⁵	TBD	Programmed			\$3,750,000			\$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed				\$3,750,000		\$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed					\$3,750,000	\$3,750,000
SFMTA	13th Street Safety Project ⁴	CON	Allocated		\$2,350,000				\$2,350,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds ⁵	PS&E	Allocated		\$284,000				\$284,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds ⁵	CON	Allocated		\$460,000				\$460,000
SFMTA	Central Embarcadero Enhancement (OBAG Match)	PS&E	Allocated	\$200,000					\$200,000
SFMTA	District 4 Street Improvements ³	CON	Programmed	\$268,000					\$268,000
SFMTA	District 4 Street Improvements - Kirkham Street ³	CON	Allocated		\$352,000				\$352,000
SFMTA	District 4 Street Improvements - 41st Avenue ³	PS&E	Allocated		\$80,000				\$80,000
SFMTA	Golden Gate Greenway (Tenderloin) ¹	PS&E	Allocated	\$140,000					\$140,000
SFMTA	Golden Gate Greenway (Tenderloin) ¹	CON	Programmed		\$960,000				\$960,000
SFMTA	Howard Streetscape	CON	Programmed		\$2,000,000				\$2,000,000
SFPW	Market Octavia Living Alleys Phase 1B	CON	Programmed			\$700,000			\$700,000
SFMTA	Page Slow Street	PS&E	Programmed		\$407,000				\$407,000
SFMTA	Page Slow Street	CON	Programmed			\$593,000			\$593,000
SFMTA	Safe Streets Evaluation Program	PLAN	Allocated		\$450,000				\$450,000
SFMTA	Safe Streets Evaluation Program	PLAN	Programmed				\$400,000		\$400,000
SFMTA	School Traffic Calming Program ²	PS&E	Programmed	\$0					\$0
SFMTA	School Traffic Calming Program ²	PLAN	Allocated	\$220,000					\$220,000
SFMTA	School Traffic Calming Program ²	CON	Allocated	\$1,780,000					\$1,780,000
SFMTA	School Traffic Calming Program FY26 ⁸	PS&E	Pending			\$246,354			\$246,354
SFMTA	School Traffic Calming Program FY26 ⁸	CON	Pending			\$1,753,646			\$1,753,646
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

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 November 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	PS&E	Programmed					\$220,000	\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed					\$1,780,000	\$1,780,000
SFPW	Sickles Avenue Streetscape	CON	Programmed		\$1,300,000				\$1,300,000
SFMTA	Slow Streets Implementation ^{1, 7}	CON	Programmed		\$0				\$0
SFMTA	Slow Streets Implementation ⁷	CON	Programmed		\$0				\$0
SFMTA	Slow Streets Implementation ⁷	CON	Programmed			\$0			\$0
SFMTA	Slow Streets Implementation ⁷	PS&E	Pending			\$600,000			\$600,000
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									
SFMTA	Bicycle Education and Outreach	CON	Allocated	\$200,000					\$200,000
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	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

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 November 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed				\$200,000		\$200,000
Subprogram: New Traffic Signals									
SFMTA	Contract 66 New Traffic Signals ⁵	CON	Programmed	\$3,300,000					\$3,300,000
SFMTA	Contract 67 New Traffic Signals ⁶	PS&E	Programmed		\$0				\$0
SFMTA	Skyline and Sloat Intersection Improvements	CON	Allocated	\$800,000					\$800,000
SFMTA	New Traffic Signal Contract 66 - Additional Funds ⁶	PS&E	Pending (Prior)			\$1,100,000			\$1,100,000
Total Programmed in 2023 5YPP				\$7,488,000	\$12,685,000	\$12,636,000	\$8,001,000	\$6,508,000	\$47,318,000
Total Allocated and Pending				\$3,920,000	\$4,412,000	\$3,700,000	\$0	\$0	\$12,032,000
Total Unallocated				\$3,568,000	\$8,273,000	\$8,936,000	\$8,001,000	\$6,508,000	\$35,286,000
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	\$3,500,000	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ 5YPP amendment to fund Golden Gate Greenway (Tenderloin) with \$140,000 in FY2023/24 for design (Resolution 2024-041, 5/21/2024):
 Slow Streets Implementation: Reduced from \$200,000 to \$0 in Fiscal Year 2023/24 for design and increased from \$0 to \$200,000 in FY24/25 for design.
 Golden Gate Greenway (Tenderloin): Reduced from \$1,000,000 to \$960,000 in FY2024/25 for construction.
 Golden Gate Greenway (Tenderloin): Increased from \$100,000 to \$140,000 in FY2023/24 for design.
- ² 5YPP amendment to fund School Traffic Calming Program with \$220,000 in FY2023/24 for planning and update cash flow in School Traffic Calming Program construction in FY23/24 (Resolution 2024-046, 6/25/2024):
 School Traffic Calming, FY2023/24 Design: Reduced from \$220,000 to \$0 in FY23/24.
 School Traffic Calming, FY2023/24 Planning: Added project with \$220,000 in FY23/24. Delayed \$30,000 cash flow from FY24/25 to FY25/26.
 School Traffic Calming, FY2023/24 Construction: Advanced \$30,000 in FY24/25 cash flow and reduced FY25/26 cash flow from \$700,000 to \$670,000.
- ³ 5YPP amendment to fund District 4 Street Improvements (Resolution 2025-015, 10/22/2024)
 District 4 Street Improvements: Reduced placeholder FY2023/24 programming line from \$700,000 to \$268,000
 District 4 Street Improvements - Kirkham Street: Added project in FY2024/25 programming line for \$352,000 for construction
 District 4 Street Improvements - 41st Avenue: Added project in FY2024/25 programming line for \$80,000 for design
- ⁴ 5YPP amendment to fund 13th Street Safety Project (Resolution 2025-021, 11/19/2024)
 Active Communities Plan Implementation (FY25): Reduced from \$4,350,000 to \$2,000,000 in FY2024/25
 13th Street Safety Project: Added project with \$2,350,000 in FY2024/25 for construction.
- ⁵ 5YPP amendment to fund Northern Embarcadero and Jefferson Quick-Builds (Resolution 2025-046, 5/20/2025)

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 November 2025 Board

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

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.

⁶ 5YPP amendment to fund New Signal Contract 66 - Additional Funds (Resolution 2026-xxx, 9/30/2025)

Contract 67 New Traffic Signals: Reduced from \$1,100,000 to \$0 in FY2024/25 for design.

New Traffic Signal Contract 66 - Additional Funds: Added project with \$1,100,000 in FY2025/26 for design.

⁷ 5YPP amendment to fund design of Slow Streets Implementation in FY2025/26 (Resolution 2026-xxx, 9/30/2025)

Slow Streets Implementation: Reduced construction in FY2024/25 and FY2025/26 by \$400,000 and \$200,000, respectively, to \$0. Added \$600,000 in FY2025/26 for design.

⁸ 5YPP amendment to fully fund design of School Traffic Calming Program FY26 (Resolution 2026-xxx, 11/18/2025)

School Traffic Calming Program FY26: Reduced construction funds in FY2024/25 by \$26,354 to \$1,753,646. Added \$26,354 in design funds in FY2024/25 for a total of \$246,3

TA Note: We are recommending allocation of FY2024/25 in FY2025/26 for the School Traffic Calming Program FY26.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Treasure Island Road Improvements - Yerba Buena Island Multi-Use Pathway Segment 4
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	\$1,000,000
Supervisory District	District 06

REQUEST

Brief Project Description

The Yerba Buena Island Multi-Use Pathway (MUP) will implement a bicycle and pedestrian facility connecting the San Francisco Oakland Bay Bridge (SFOBB) East Span with the new Treasure Island (TI) ferry terminal. MUP Segment 4 is integrated with the TI Road Improvements project, beginning at the intersection of TI and Macalla Roads and continuing south 1,200 feet. Requested funds will be used to construct the MUP Segment 4, replace vehicular travel lanes to bring them to current safety standards, and implement a transit only lane to the I-80 westbound on-ramp of the SFOBB West Span.

Detailed Scope, Project Benefits and Community Outreach

The Treasure Island Road Improvements Project - Yerba Buena Island Multi-Use Pathway (MUP) Segment 4 will construct a Class I multi-use path from the Treasure Island Road/Macalla Road intersection to the West Side Bridges Project limit to the south, approximately 1,200 feet in length. The path will be ADA-compliant and include safety barriers and railings to protect pedestrians and bicyclists while providing panoramic views of downtown San Francisco. As part of the Multimodal Bay Skyway Project, the MUP will contribute to an improved bicycle and pedestrian connection linking the East Bay, Treasure Island, and San Francisco.

Additionally, the Treasure Island Road Improvements Project - YBI MUP Segment 4 will upgrade Treasure Island Road to city standards and widen the roadway to include a new transit lane as required by the Treasure Island / Yerba Buena Island Final Environmental Impact Report. This transit lane will reduce bus queuing for travel to downtown San Francisco. The project includes elements that are typical to roadway improvement projects, such as a retaining wall, streetlights, and an intermediate barrier, outer railing, signage and striping. The project funding plan includes additional contingency for environmental mitigation, such as hazardous material removal and air quality monitoring.

Project Location

Yerba Buena Island, San Francisco Bay

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

Project Phase(s)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
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	\$1,000,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Treasure Island Road Improvements - Yerba Buena Island Multi-Use Pathway Segment 4
Primary Sponsor:	San Francisco County Transportation Authority

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)	Apr-May-Jun	2019	Apr-May-Jun	2020
Environmental Studies (PA&ED)	Jul-Aug-Sep	2022	Apr-May-Jun	2025
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2024	Jan-Feb-Mar	2026
Advertise Construction	Jan-Feb-Mar	2026		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2026		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2028
Project Completion (means last eligible expenditure)			Apr-May-Jun	2028

SCHEDULE DETAILS

The Treasure Island Road Improvements Project - Yerba Buena Island Multi-Use Pathway Segment 4 is part of a series of projects on YBI including the West Side Bridges and Hillcrest Road projects. The Treasure Island Road Improvements Project is scheduled to finish design in January 2026. A portion of Treasure Island Road is currently closed to the public while the West Side Bridges (MUP Segment 3) and Hillcrest Road Improvements (MUP Segment 2) projects are under construction. Allocation of the requested funds will enable us to advertise the Segment 4 construction contract in Spring 2026 and start construction in July 2026 while Treasure Island Road is closed, thereby achieving cost efficiencies and minimizing construction disruption.

The project also includes additional funding sources that have upcoming timely use of funds deadlines. For ITIP, CTC will allocate in Jan 2026 and the construction contract must be awarded within 6 months. We are anticipating awarding the contract in June 2026. For the RM3, MTC will take allocation action in November 2026. For LPP-F, we expect CTC to allocate in Jan 2026. LPP has a 2 year + 1 year extension limit for timely use of funds.

Additional funding sources include cost savings from the West Side Bridges Project and the Hillcrest Road Project. The project team will construct Segments 2 and 3 of the YBI Multi-use Pathway through change orders for FY 25/26. Additional funding includes TIDA IIG funds and TICD funds, also for FY 25/26, which are being confirmed.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Treasure Island Road Improvements - Yerba Buena Island Multi-Use Pathway Segment 4
Primary Sponsor:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$0	\$1,000,000	\$0	\$1,000,000
Housing Incentive Pool	\$0	\$2,267,000	\$0	\$2,267,000
Local Partnership Program - Formula Funds	\$1,774,000	\$0	\$0	\$1,774,000
Regional Measure 3 SR2TBT	\$0	\$16,250,000	\$0	\$16,250,000
Savings from adjacent projects completed under budget	\$965,000	\$0	\$0	\$965,000
State Interregional Transportation Improvement Program (ITIP)	\$0	\$4,944,000	\$0	\$4,944,000
TIDA secured IIG Funds	\$7,500,000	\$0	\$0	\$7,500,000
TIDA secured TICD Funds	\$0	\$3,300,000	\$0	\$3,300,000
Phases In Current Request Total:	\$10,239,000	\$27,761,000	\$0	\$38,000,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	\$0	\$0	\$750,000	\$750,000
PROP L	\$0	\$1,000,000	\$0	\$1,000,000
ATP Cycle 7	\$0	\$0	\$3,800,000	\$3,800,000
BATA Toll Funds	\$0	\$0	\$750,000	\$750,000
Housing Incentive Pool	\$0	\$2,267,000	\$0	\$2,267,000
Local Partnership Program - Formula Funds	\$1,774,000	\$0	\$0	\$1,774,000
LPP-F (SFCTA)	\$0	\$0	\$1,001,000	\$1,001,000
OBAG 3	\$0	\$0	\$2,250,000	\$2,250,000
Priority Conservation Area	\$0	\$0	\$1,000,000	\$1,000,000
Regional Measure 3 SR2TBT	\$0	\$16,250,000	\$0	\$16,250,000

Savings from adjacent projects completed under budget	\$965,000	\$0	\$0	\$965,000
State Interregional Transportation Improvement Program (ITIP)	\$0	\$4,944,000	\$0	\$4,944,000
TIDA secured IIG Funds	\$7,500,000	\$0	\$0	\$7,500,000
TIDA secured TICD Funds	\$0	\$3,300,000	\$0	\$3,300,000
Funding Plan for Entire Project Total:	\$10,239,000	\$27,761,000	\$9,551,000	\$47,551,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$1,250,000		Actual costs for MUP Segments 1-4
Right of Way	\$0		
Design Engineering	\$8,301,000		Actual costs + cost to complete for MUP Segments 1-4
Construction	\$38,000,000	\$1,000,000	Engineer's Estimate for Segment 4
Operations	\$0		
Total:	\$47,551,000	\$1,000,000	

% Complete of Design:	50.0%
As of Date:	10/17/2025
Expected Useful Life:	50 Years

San Francisco County Transportation Authority

Prop L/Prop AA/Prop D TNC Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFCTA	SFPW	Construction Contractor	Consulting Contractor to SFCTA
1. Contract						
Task 1: Roadway	\$ 14,229,120				\$ 14,229,120	
Task 2: Retaining Wall	\$ 7,957,941				\$ 7,957,941	
Task 3: Stormwater and Drainage	\$ 561,518				\$ 561,518	
Task 4: Construction-Related Expenses *	\$ 3,297,421				\$ 3,297,421	
Subtotal	\$ 26,046,000				\$ 26,046,000	
2. Construction Management/Support	\$ 6,563,000	21%	\$ 921,000			\$ 5,642,000
4. City Construction Oversight **	\$ 750,000			\$ 750,000		
5. Contingency	\$ 4,639,000	18%			\$ 4,639,000	
TOTAL CONSTRUCTION PHASE	\$ 37,998,000		\$ 921,000	\$ 750,000	\$ 30,685,000	\$ 5,642,000

* Construction storage yard, contractor partnering, pollution monitoring, traffic control, etc.

** Permit, inspection, and closeout costs.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Treasure Island Road Improvements - Yerba Buena Island Multi-Use Pathway Segment 4
Primary Sponsor:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$1,000,000	Total PROP L Recommended	\$1,000,000

SGA Project Number:		Name:	Treasure Island Road Improvements Project - Yerba Buena Island Multi-Use Pathway Segment 4
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	06/30/2029
Phase:	Construction	Fundshare:	2.63%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-201	\$500,000	\$500,000	\$1,000,000

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 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 K attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

Notes

1. Transportation Authority policy is to allocate construction phase funds once design is complete. We recommend allocating Prop L funds at this time, prior to completion of design (design is currently at 50% complete) to allow SFCTA to leverage \$16.25 million in Regional Measure 3 Bridge Toll funds to award the Construction Management contract, which is a separate item on this meeting agenda. This project will achieve 95% design phase completion in January 2026, and SFCTA will put the project out for bid in March 2026. The Construction Management contractor will perform independent cost estimates and conduct bidability and constructability review during the design phase, prior to the completion of the design phase and to inform the release of the construction contract for bid.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	97.37%
Actual Leveraging - This Project	98.42%	No TNC TAX	97.9%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Treasure Island Road Improvements - Yerba Buena Island Multi-Use Pathway Segment 4
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$1,000,000
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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:

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jianmin Fong	Anna LaForte
Title:	Highway Program Manager	Deputy Director for Policy & Programming
Phone:	(415) 522-4806	(415) 522-4805
Email:	jianmin.fong@sfcta.org	anna.laforte@sfcta.org

YBI MUP Segments Map

completed
Design phase
Construction

Macalla Rd improvement (TICD)

Interim config	Opened 2023
Final config	2028

Forest Road Detour (TICD) Opened 2023-2027

**YBI MUP Segment 4:
Treasure Island Road
Improvements
(2026 - 2028)***

**West Side Bridges
Project (SFCTA)
(2023 - 2026)**

**Hillcrest Road
Improvement Project
(SFCTA) (2024 - 2026)**

YBI MUP Segment 1

Interim config	2025-2026
Final config	Pending funds

***Anticipated schedules
subject to funding availability**

**YBI MUP Segment 3:
West Side Bridges CCO
(2025-2026)**

**YBI MUP Segment 2:
Hillcrest CCO
(2025-2026)**



**San Francisco
County Transportation
Authority**

Attachment 6.

Enhanced Monitoring, Reporting, and Oversight Protocol for
SFMTA's School Traffic Calming Program

1. SFCTA staff shall be invited to all critical meetings, including regular project delivery (i.e. planning, design and construction) meetings, SFMTA Board meetings, etc. to stay abreast of all project activities and when warranted, may also attend as observers partnering sessions and progress meetings with the relevant contractor(s).
2. SFCTA will hold monthly meetings with SFMTA funding and project staff. In advance of the monthly meetings, SFMTA shall provide monthly progress reports on the FY19, FY20, FY22, FY23, FY24, and FY26 program cycles due on the 1st of each month submitted through SharePoint. Monthly progress reports shall demonstrate project delivery progress for each school, with details such as original schedule and cost, current schedule and cost, explanation for any changes, and expenditures to date. Reports shall include an update on the status of securing resources to implement respective scopes of work (i.e. SFPW crews and Job Order Contractors) and any challenges that may or are impacting project delivery. Monthly meetings shall commence in December 2025.
3. SFCTA reserves the right to audit expenditures and billings as allowed by the Standard Grant Agreements for funds allocated by the SFCTA.
4. As a condition for release of construction funds for the School Traffic Calming Program FY26, SFMTA shall provide an update to the Community Advisory Committee and to the Board, demonstrating progress in delivering on the backlog of school program traffic calming measures.
5. SFCTA oversight procedures will be refined, as appropriate and in consultation with the SFMTA project team, with the intent of clearing the backlog and implementing a reliable and efficient project delivery timeline (from start to finish). We expect to update the protocol to reduce the enhanced oversight and reporting requirements as the program makes steady, positive progress in delivering improvements.

School Engineering Program FY19

Allocation date: 9/25/2018

Status: All work completed. Final invoice and project closeout anticipated by 12/31/2025.

Sub-Program	Work funded	School	District	Status of audit	Status of recommendations
Traffic Operations - New and Upgraded Signs and Markings	See attached	Kittredge School	1	N/A	Done
		George Peabody ES	1	N/A	Done
		Sherman ES	2	N/A	Done
		Town School for Boys	2	N/A	Done
		Hamlin School	2	N/A	Done
		Garfield ES	3	N/A	Done
		Martin Luther King Jr MS	3	N/A	Done
		Spring Valley Science ES	3	N/A	Done
		Jean Parker ES	3	N/A	Done
		Spring Valley ES	3	N/A	Done
		Jefferson ES	4	N/A	Done
		Jefferson CDC	4	N/A	Done
		44th Ave/Lawton St	4	N/A	Done
		Grattan ES	5	N/A	Done
		Harvey Milk Civil Rights Academic ES	6	N/A	Done
		De Marillac Academy	6	N/A	Done
		Archbishop Riordan HS	7	N/A	Done
		Commodore Sloat ES	7	N/A	Done
		Clarendon ES	7	N/A	Done
		Brandeis Hillel School	7	N/A	Done
		Rooftop Burnett Campus	8	N/A	Done
		Dolores Huerta ES	8	N/A	Done
		Mission HS	8	N/A	Done
		Hillcrest ES	9	N/A	Done
		Alta Vista School	9	N/A	Done
		Paul Revere School	9	N/A	Done
		E.R. Taylor ES	9	N/A	Done
		John O'Connell HS	9	N/A	Done
		Starr King ES	10	N/A	Done
		visitacion valley ms	10	N/A	Done
		Rosa Parks ES	11	N/A	Done
		Epiphany ES	11	N/A	Done
		Leadership HS	11	N/A	Done

		Longfellow ES	11	N/A	Done
		Monroe ES	11	N/A	Done
		Balboa HS	11	N/A	Done
		James Denman MS	11	N/A	Done
School Loading Zone Traffic Calming	See attached	George Washington HS	1	N/A	Done
		Galileo High	2	N/A	Done
		Marina MS	2	N/A	Done
		Spring Valley ES	3	N/A	Done
		Francisco MS	3	N/A	Done
		A.P. Giannini MS	4	N/A	Done
		Sacred Heart Cathedral Prep	4	N/A	Done
		Abraham Lincoln HS	4	N/A	Done
		Rosa Parks ES	5	N/A	Done
		French American Int'l School	5	N/A	Done
		Lakeshore Alternative ES	6	N/A	Done
		Martin Luther King Jr MS	7	N/A	Done
		Lowell HS	7	N/A	Done
		James Lick MS	8	N/A	Done
		Buena Vista Horace Mann	8	N/A	Done
		Hillcrest ES	9	N/A	Done
		Visitacion Valley ES	9	N/A	Done
		Balboa HS	10	N/A	Done
		Daniel Webster ES	10	N/A	Done
		Balboa High	11	N/A	Done
School Walk Audits	See attached and visit https://www.sfmta.com/projects/school-walk-audit-program	Galileo HS	2	Done	Done
		Rosa Parks ES	5	Done	Done
		Tenderloin ES	6	Done	Done
		Mission HS	8	Done	Done
		Martin Luther King Jr MS	9	Done	Done

Phase	Allocation Amount	Remaining Balance (includes invoices paid and pending)
Plannning/ Conceptual Engineering	\$216,163	\$0
Design Engineering	\$120,612	\$0
Construction	\$751,000	\$99,581

19-011 138-907119-21 FY19 Schools Engineering Program (SFMTA-070)

FY25-Q4

Sub-Program: Traffic Operations - New and Upgraded Signs and Markings

QPR submitted 07.20.2025

No	School Name	Supv. Dist.	Work Order Number	Date	Sign shop	Curb Paint	Paint Shop
1	Garfield ES	3	19-7298	02/27/2019	1	1	
2	Martin Luther King Jr MS	3	19-7279	02/22/2019	1		
3	Spring Valley Science ES	3	19-7296	02/25/2019	1	1	1
4	Rosa Parks ES	11	19-7188	02/01/2019	1		
5	Epiphany ES	11	19-7216	02/08/2019	1		
2	Jefferson ES	4	19-7315	03/04/2019	1		
3	Hillcrest ES	9	19-7350	03/08/2019		1	
4	Jean Parker ES	3	19-7362	03/12/2019	1	1	
5	Alta Vista School	9	19-7382	03/14/2019	1		
6	Grattan ES	5	19-7420	03/18/2019	1	1	1
7	Leadership HS	11	19-7539	04/10/2019	1	1	
8	Rooftop Burnett Campus	8	19-7540	04/12/2019	1	1	
9	Jefferson CDC	4	19-7584	04/19/2019	1	1	
10	Dolores Huerta ES	8	19-7596	04/23/2019	1	1	1
11	Sherman ES	2	19-7590	04/23/2019	1		
12	Archbishop Riordan HS	7	19-7601	04/24/2019	1		1
13	Starr King ES	10	19-7609	04/25/2019	1		
14	Longfellow ES	11	19-7636	05/01/2019	1		
15	Longfellow ES	11	19-7637	05/01/2019	1		
16	Longfellow ES	11	19-7647	05/02/2019	1		
17	Spring Valley ES	3	19-7706	05/16/2019			1
18	visitacion valley ms	10	19-7707	05/16/2019			1
19	Epiphany ES	11	19-7918	06/13/2019	1		1
20	Town School for Boys	2	19-7924	06/14/2019		1	
21	Hamlin School	2	19-8094	07/16/2019		1	
22	Hamlin School	2	19-8097	07/16/2019	1	1	
23	Monroe ES	11	19-8103	07/17/2019	1		
24	Mission HS	8	19-7964	07/30/2019	1		1
25	Commodore Sloat ES	7	19-8262	08/13/2019			1
26	Clarendon ES	7	19-8263	08/14/2019	1		
27	Balboa HS	11	19-7970	08/15/2019	1		1
28	James Denman MS	11	19-7970	08/15/2019	1		1
29	Leadership HS	11	19-7970	08/15/2019	1		1
30	Paul Revere School	9	19-7756	08/20/2019	1	1	
31	Jefferson ES	4	19-7911	08/21/2019	1		
32	Jefferson ES	4	19-8270	08/21/2019	1		
33	44th Ave/Lawton St	4	19-8368	09/09/2019		1	
34	Harvey Milk Civil Rights Academic ES	6	19-8388	09/12/2019	1	1	
35	Kittredge School	1	19-8140	09/13/2019		1	
36	E.R. Taylor ES	9	19-8491	10/01/2019	1	1	
37	George Peabody ES	1	19-8494	10/01/2019	1		
38	De Marillac Academy	6	19-8519	10/05/2019	1		1
39	Spring Valley ES	3	19-8518	10/05/2019	1		
40	John O'Connell HS	9	19-8591	10/21/2019	1		1
41	Brandeis Hillel School	7	19-8650	11/04/2019	1		1

NOTES:

1. All work is complete

19-011 138-907119-21 Schools Engineering Program (SFMTA-070)

FY25-Q4

Sub-Program: School Loading Zone Traffic Calming

QPR submitted 07.20.2025

No	School Name	Supv. Dist.	Zone	Primary Street	Cross Street 1	Cross Street 2	Street Width	Traffic Calming Device Type	Number of Devices	Completion Date
1	A.P. Giannini MS	4	SBLZ/PLZ	Ortega St	38th Ave	39th Ave	50'	Speed Hump	1	7/30/2020
2	Martin Luther King Jr MS	7	–	Eucalyptus Dr	Forest View Dr	Inverness Dr	40'	Raised Crosswalk	1	3/2/2021
3	Spring Valley ES	3	–	Washington St	Hyde St	Larkin St	29'	Speed Cushion	2	7/31/2020
4	Rosa Parks ES	5	–	Hickory St	Gough St	Franklin St	21'	Raised Crosswalk	1	4/14/2021
5	Francisco MS	3	SBLZ	Francisco St	Powell St	Stockton St	38'	Speed Hump	2	3/30/2021
6	Sacred Heart Cathedral Prep	4	SBLZ/PLZ	Ortega St	37th Ave	38th Ave	50'	Speed Hump	1	7/30/2020
7	James Lick MS	8	–	18th St	Church St	Dolores St	40'	Speed Cushion	2	7/29/2020
8	Buena Vista Horace Mann	8	SBLZ	Noe St	25th St	Clipper St	45'	Speed Hump	1	7/28/2020
9	Hillcrest ES	9	–	Bartlett St	23rd St	24th St	30'	Speed Hump	2	7/28/2020
10	Balboa HS	10	–	Missouri St	19th St	20th St	50'	Speed Hump	2	7/27/2020
11	Balboa High	11	SBLZ	Otsego Ave	Oneida Ave	Onondaga Ave	40'	Speed Hump	2	7/27/2020
12	Lakeshore Alternative ES	6	SBLZ	Elm St	Van Ness Ave	Polk St	21'	Speed Hump	2	7/23/2020
13	Galileo High	2	SBLZ	Francisco St	Polk St	Van Ness Ave	39'	Speed Hump	2	7/22/2020
14	French American Int'l School	5	–	Ellis St	Franklin St	Gough St	44'	Speed Hump	2	7/22/2020
15	Marina MS	2	ADA	Fillmore St	Chestnut St	Bay St	28'	Speed Cushion	2	7/21/2020
16	Abraham Lincoln HS	4	–	24th Ave	Quintara St	Rivera St	40'	Speed Hump	2	7/17/2020
17	Lowell HS	7	–	Middlefield Dr	Eucalyptus Dr	Lake Merced Bl	35'	Speed Hump	1	7/17/2020
18	George Washington HS	1	–	32nd Ave	Balboa St	Anza St	40'	Speed Cushion	2	7/16/2020
19	Visitacion Valley ES	9	–	Yale St	Silver Ave	Silliman St	40'	Speed Hump	1	6/30/2020
20	Daniel Webster ES	10	SBLZ	Visitacion Ave	Cora St	Schwerin St	36'	Speed Cushion	2	6/19/2020
Total									29	

NOTES:

1) All work is complete

19-011 138-907119-21 Schools Engineering Program (SFMTA-070)

FY25-Q4

Sub-Program: School Walk Audits for 2019-2020 School Year

QPR submitted 07.20.2025

No	School Name	Supervisor District	Notes/Updates
1	Galileo HS	2	Walk audit on 7/20/20; Final report distributed. All recommended improvements complete (15 of 15)
2	Rosa Parks ES	5	Walk audit on 3/5/20; Final report distributed. All recommended improvements complete (38 of 38)
3	Tenderloin ES	6	Walk audit on 3/20/20; Final report distributed. All recommended improvements complete (13 of 13)
4	Mission HS	8	Walk audit on 12/4/19; Final report distributed. All recommended improvements complete (16 of 16)
5	Martin Luther King Jr MS	9	Walk audit on 2/18/20; Final report distributed. All recommended improvements complete (20 of 20) .

NOTES:

1. A detailed list of recommended improvements for each school along with the status is provided in separate attachment.
2. An improvement is considered "complete" when the item is implemented by SFMTA staff, or referred to a separate work program or agency with proper jurisdiction for investigation, or referred to the appropriate program or agency for future consideration as part of a separate capital program/project.

School Engineering Program FY20

Allocation date: 2/25/2025

Status: Work underway and anticipated to be completed by 6/30/2026.

Sub-Program	Work funded	School	District	Status of audit	Status of recommendations
Traffic Operations - New and Upgraded Signs and Markings	See attached	Argonne ES	1	N/A	Done
		Frank McCoppin ES	1	N/A	Done
		George Peabody ES	1	N/A	Done
		Lafayette ES	1	N/A	Done
		Presidio MS	1	N/A	Done
		Claire Lilienthal ES - Scott Campus	2	N/A	Done
		Roosevelt MS	2	N/A	Done
		Sherman ES	2	N/A	Done
		Redding ES	3	N/A	Done
		AP Giannini MS	4	N/A	Done
		Dianne Feinstein ES	4	N/A	Done
		Robert Louis Stevenson ES	4	N/A	Done
		Jefferson ES	4	N/A	Done
		Chinese Immersion School at DeAvila ES	5	N/A	Done
		Bessie Carmichael School PreK-8 Filipino Ed Ctr (PreK-5 Campus)	6	N/A	Done
		Aptos MS	7	N/A	Done
		Herbert Hoover MS	7	N/A	Done
		Miraloma ES	7	N/A	Done
		Sunnyside ES	7	N/A	Done
		West Portal ES	7	N/A	Done
		Alice Fong Yu Alternative School K-8	7	N/A	Done
		Dolores Huerta ES	8	N/A	Done
		Everett MS	8	N/A	Done
		James Lick MS	8	N/A	Done
		Mission HS	8	N/A	Done
		Rooftop ES & MS - Mayeda Campus	8	N/A	Done
		Sanchez ES	8	N/A	Done
		Harvey Milk Civil Rights Academy K-5	8	N/A	Done
		Cesar Chavez ES	9	N/A	Done
		E.R. Taylor ES	9	N/A	Done
		George Moscone ES	9	N/A	Done
		Hillcrest ES	9	N/A	Done
		Junipero Serra ES	9	N/A	Done
		Leonard R. Flynn ES	9	N/A	Done
		Buena Vista Horace Mann K-8 Community School	9	N/A	Done
		Paul Revere ES	9	N/A	Done
		Dr. Martin Luther King Jr. Academic MS	9	N/A	Done
		Daniel Webster ES	10	N/A	Done
		Dr. Charles R. Drew College Preparatory Academy ES	10	N/A	Done

		Dr. George Washington Carver ES	10	N/A	Done
		El Dorado ES	10	N/A	Done
		Starr King ES	10	N/A	Done
		Thurgood Marshall Academic HS	10	N/A	Done
		Visitacion Valley ES	10	N/A	Done
		Longfellow ES	11	N/A	Done
School Loading Zone Traffic Calming	See attached	George Peabody ES	1	N/A	Done
		Drew HS	2	N/A	Done
		Sherman ES	2	N/A	Done
		Roosevelt MS	2	N/A	Done
		Town School for Boys	2	N/A	Done
		Jean Parker ES	3	N/A	Done
		Saints Peter and Paul School	3	N/A	Underway
		Stevenson ES	4	N/A	Done
		St. Ignatius College Preparatory HS	4	N/A	Done
		Sunset ES	4	N/A	Done
		Ulloa ES	4	N/A	Done
		Gateway HS/KIPP San Francisco Bay Academy	5	N/A	Underway
		John Muir ES	5	N/A	Done
		Herbert Hoover MS	7	N/A	Underway
		Aptos MS	7	N/A	Done
		Dolores Huerta ES	8	N/A	Underway
		Sanchez ES	8	N/A	Done
		John O'Connell HS	9	N/A	Done
		Edward R. Taylor ES	9	N/A	Done
		Martin Luther King Jr. Academic MS	9	N/A	Underway
		Cleveland ES	11	N/A	Done
School Walk Audits	See attached and visit https://www.sfmta.com/projects/school-walk-audit-program	Lawton Alternative ES	4	Done	Underway
		Chinese Immersion School at DeAvila ES	5	Done	Underway
		Aptos MS	7	Done	Underway
		Paul Revere ES	9	Done	Underway
		Mission Preparatory ES	10	Done	Underway

Phase	Allocation Amount	Remaining Balance (includes invoices paid and pending)
Planning/ Conceptual Engineering	\$186,829	\$5,000
Design Engineering	\$100,121	\$5,000
Construction	\$713,000	\$291,495

20-033 138-907144-46 FY20 Schools Engineering Program (SFMTA-097)

FY25-Q4

Sub-Program: Traffic Operations - New and Upgraded Signs and Markings

QPR submitted 07.29.2025

No	Date	School Name	Supervisor District	Work Order Number	Sign Shop	Curb Paint	Paint Shop	Meter Shop
1	06/30/2021	Argonne ES	1	21-02599	X			
2	06/30/2021	Frank McCoppin ES	1	21-02599	X			
3	06/30/2021	George Peabody ES	1	21-02599	X			
4	06/30/2021	Lafayette ES	1	21-02599	X			
5	06/30/2021	Presidio MS	1	21-02599	X			
6	06/30/2021	Claire Lilienthal ES - Scott Campus	2	21-02600	X			
7	06/30/2021	Roosevelt MS	2	21-02600	X			
8	07/01/2021	Sherman ES	2	21-02600/21-02623	X			X
9	08/09/2021	Redding ES	3	21-02830				X
10	06/30/2021	AP Giannini MS	4	21-02601	X			
11	06/30/2021	Dianne Feinstein ES	4	21-02601	X			
12	06/30/2021	Robert Louis Stevenson ES	4	21-02601	X			
13	08/06/2021	Jefferson ES	4	21-02601/21-02807	X	X		
14	06/30/2021	Chinese Immersion School at DeAvila ES	5	21-02608	X			
15	07/01/2021	Bessie Carmichael School PreK-8 Filipino Ed Ctr (PreK-5 Campus)	6	21-02622	X			
16	07/01/2021	Aptos MS	7	21-02625	X			
17	07/01/2021	Herbert Hoover MS	7	21-02625	X			
18	07/01/2021	Miraloma ES	7	21-02625	X			
19	07/01/2021	Sunnyside ES	7	21-02625	X			
20	07/01/2021	West Portal ES	7	21-02625	X			
21	08/09/2021	Alice Fong Yu Alternative School K-8	7	21-02813	X	X		
22	07/01/2021	Dolores Huerta ES	8	21-02626	X			
23	07/01/2021	Everett MS	8	21-02626	X			
24	07/01/2021	James Lick MS	8	21-02626	X			
25	07/01/2021	Mission HS	8	21-02626	X			
26	07/01/2021	Rooftop ES & MS - Mayeda Campus	8	21-02626	X			
27	07/01/2021	Sanchez ES	8	21-02626	X			
28	08/10/2021	Harvey Milk Civil Rights Academy K-5	8	21-02834		X		
29	07/02/2021	Cesar Chavez ES	9	21-02627	X			
30	07/02/2021	E.R. Taylor ES	9	21-02627	X			
31	07/02/2021	George Moscone ES	9	21-02627	X			
32	07/02/2021	Hillcrest ES	9	21-02627	X			
33	07/02/2021	Junipero Serra ES	9	21-02627	X			
34	07/02/2021	Leonard R. Flynn ES	9	21-02627	X			
35	07/14/2021	Buena Vista Horace Mann K-8 Community School	9	21-02663		X		X
36	08/06/2021	Paul Revere ES	9	21-02806	X	X		
37	08/10/2021	Dr. Martin Luther King Jr. Academic MS	9	21-02835	X			
38	07/06/2021	Daniel Webster ES	10	21-02633	X			
39	07/06/2021	Dr. Charles R. Drew College Preparatory Academy ES	10	21-02633	X			
40	07/06/2021	Dr. George Washington Carver ES	10	21-02633	X			
41	07/06/2021	El Dorado ES	10	21-02633	X			
42	07/06/2021	Starr King ES	10	21-02633	X			
43	07/06/2021	Thurgood Marshall Academic HS	10	21-02633	X			
44	07/06/2021	Visitacion Valley ES	10	21-02633	X			
45	07/07/2021	Longfellow ES	11	21-02636	X			

NOTES:

1. Work Orders submitted on the date shown and considered complete. Work by SFMTA shops is typically performed within 2-3 months.

20-033 138-907144-46 FY20 Schools Engineering Program (SFMTA-097)

FY25-Q4

Sub-Program: School Loading Zone Traffic Calming

QPR submitted 07.29.2025

No	School Name	Supervisor District	Loading Zone Type	Primary Street	Cross Street 1	Cross Street 2	Street Width (ft)	Traffic Calming Device Type	Quantity	Notes
1	George Peabody ES	1	mentation of re	6th Ave	California St	Clement St	40	Speed Cushion (5-lump)	2	Completed 6/22/24 041422 TASC; 102122 PH
2	Drew HS	2	PLZ	Broderick St	Pine St	California St	40	Speed Hump	1	Completed 7/21/24 081122 TASC; 102122 PH
3	Sherman ES	2	mentation of re	Green St	Franklin St	Gough St	36	Speed Hump	1	Completed 8/20/24 081122 TASC; 102122 PH
4	Roosevelt MS	2	PLZ	Palm Ave	Euclid Ave	Geary Blvd	50	Speed Hump	1	Completed 6/23/23 081122 TASC; 102122 PH
5	Town School for Boys	2	mentation of re	Jackson St	Scott St	Divisadero St	40	Speed Cushion (5-lump)	1	Completed 8/21/24 041422 TASC; 102122 PH
6	Jean Parker ES	3	SBLZ/PLZ	Broadway	Powell St	Mason St	21	Speed Hump	1	Completed 8/22/24 081122 TASC; 102122 PH
7	Saints Peter and Paul School	3	PLZ	Filbert St	Stockton St	Powell St	39	Speed Cushion (5-lump)	1	041422 TASC; 102122 PH
8	Stevenson ES	4	PLZ	34th Ave	Pacheco St	Quintara St	40	Speed Hump	2	Completed 7/13/24 081122 TASC; 102122 PH
9	St. Ignatius College Preparatory HS	4	SBLZ/PLZ	37th Ave	Rivera St	Quintara St	40	Speed Hump	2	Completed 7/13/24 081122 TASC; 102122 PH
10	Sunset ES	4	SBLZ	41st Ave	Ortega St	Pacheco St	36	Speed Cushion (3-lump)	2	Completed 6/22/24 081122 TASC; 102122 PH
11	Ulloa ES	4	PLZ-A	42nd Ave	Vicente St	Wawona St	38	Speed Hump	2	Completed 9/6/24 081122 TASC; 102122 PH
12	Gateway HS/KIPP San Francisco Bay Academy	5	SBLZ/PLZ	Scott St	O'Farrell St	Geary Blvd	36	Speed Hump	1	081122 TASC; 102122 PH
13	John Muir ES	5	PLZ-A	Webster St	Page St	Oak St	40	Speed Cushion (3-lump)	1	Completed 9/16/24 081122 TASC; 102122 PH
14	Herbert Hoover MS	7	SBLZ/PLZ	14th Ave	Rivera St	Santiago St	40	Speed Hump	1	081122 TASC; 102122 PH
15	Aptos MS	7	SBLZ-A/PLZ	Aptos Ave	Upland Dr	Ocean Ave	30	Speed Cushion (3-lump)	2	Completed 7/20/24 041422 TASC; 102122 PH
16	Dolores Huerta ES	8	SBLZ	Randall St	Arlington St	Chenery St	30	Speed Cushion (3-lump)	1	041422 TASC; 102122 PH
17	Sanchez ES	8	SBLZ/PLZ-A	Sanchez St	16th St	17th St	42	Speed Cushion (3-lump)	2	Completed 6/23/24 081122 TASC; 102122 PH
18	John O'Connell HS	9	SBLZ	20th St	Harrison St	Treat Ave	32	Speed Hump	2	Completed 9/16/24 081122 TASC; 102122 PH
19	John O'Connell HS	9	SBLZ	20th St	Treat Ave	Folsom St	32	Speed Hump	2	Completed 6/23/24 081122 TASC; 102122 PH

20	Edward R. Taylor ES	9	PLZ	Bacon St	Goettingen St	Somerset St	40	Speed Cushion (5-lump)	1	Completed 5/17/25 041422 TASC; 102122 PH
21	Martin Luther King Jr. Academic MS	9	SBLZ	Girard St	Burrows St	Bacon St	40	Speed Cushion (3-lump)	1	041422 TASC; 102122 PH
22	Cleveland ES	11	SBLZ	Moscow St	Brazil Ave	Persia Ave	40	Speed Cushion (5-lump)	2	Completed 8/16/24 041422 TASC; 102122 PH

Total: 32

n/a	Presidio MS	1	SBLZ	30th Ave	Clement St	Geary Blvd	40	Speed Hump	2	Completed 3/21/21 by FY18 App-Based TC project
n/a	San Francisco Day School (K-8)	5	PLZ	Golden Gate Ave	Masonic Ave	Central Ave	46	Speed Hump	1	Completed 10/28/22 by Slow Streets program
n/a	Cornerstone Academy - Cambridge Campus	9	–	Cambridge St	Burrows St	Bacon St	40	Speed Hump	1	To be installed by FY21 App-Based TC project
n/a	Longfellow ES	11	–	Lowell St	Morse St	Brunswick St	40	Speed Hump	1	Completed 3/29/22 by FY20 D11 NTIP TC project

NOTES:

1) Recommended improvements have been approved for installation by the City Traffic Engineer and will be constructed by city forces from SFPW.

20-033 138-907144-46 FY20 Schools Engineering Program (SFMTA-097)**Sub-Program: School Walk Audits for 2021-2022 School Year**

QPR submitted 07.29.2025

No	School Name	Supervisor District	Notes/Updates
1	Lawton Alternative ES	4	Walk Audit conducted 3/10/22; Final report distributed. Implementation of recommended improvements is in progress (16 of 17 complete) .
2	Chinese Immersion School at DeAvila ES	5	Walk Audit conducted 5/17/22; Final report distributed. Implementation of recommended improvements is in progress (17 of 18 complete) .
3	Aptos MS	7	Walk Audit conducted 5/13/22; Final report distributed. Implementation of recommended improvements is in progress (14 of 15 complete) .
4	Paul Revere ES	9	Walk Audit conducted 4/27/22; Final report distributed. Implementation of recommended improvements is in progress (19 of 23 complete) .
5	Mission Preparatory ES	10	Walk Audit conducted 3/24/22; Final report distributed. Implementation of recommended improvements is in progress (20 of 21 complete) .

NOTES:

1. A detailed list of recommended improvements for each school along with the status is provided in separate attachment.
2. An improvement is considered "complete" when the item is implemented by SFMTA staff, or referred to a separate agency with proper jurisdiction for investigation, or added to a candidate list for future consideration as part of a separate capital program/project.

School Engineering Program FY22

Allocation date: 10/26/2021

Status: All Traffic Operations work completed 09/30/2025. School Loading Zone Traffic Calming work anticipated to begin by 11/30/2025 and expected to be completed by 6/30/2027.

Sub-Program	Work funded	School	District	Status of audit	Status of recommendations
Traffic Operations - New and Upgraded Signs and Markings	See attached	Presidio MS	1	N/A	Done
		Lafayette ES	1	N/A	Done
		St. Ignatius HS	1	N/A	Done
		McCoppin ES	1	N/A	Done
		Claire Lilienthal-Scott Campus	2	N/A	Done
		SF University HS	2	N/A	Done
		Marina MS	2	N/A	Done
		Sherman ES	2	N/A	Done
		Wallenberg HS	2	N/A	Done
		Notre Dame Des Victoires	3	N/A	Done
		Jean Parker ES	3	N/A	Done
		Dianne Feinstein ES	4	N/A	Done
		Alt School (closed)	4	N/A	Done
		St. Stephen's	4	N/A	Done
		AP Giannini MS	4	N/A	Done
		RL Stevenson ES	4	N/A	Done
		Ulloa ES	4	N/A	Done
		Sunset ES	4	N/A	Done
		West Portal Lutheran School	4	N/A	Done
		Tenderloin ES	5	N/A	Done
		SF Community Alternative	7	N/A	Done
		SF Waldorf HS	7	N/A	Done
		Hoover MS	7	N/A	Done
		Glen Park School	8	N/A	Done
		Grattan ES	8	N/A	Done
		McKinley ES	8	N/A	Done
		Everett MS	8	N/A	Done
		St. John Catholic	8	N/A	Done
		Glen Park ES	8	N/A	Done
		Dr. MLK Jr MS	9	N/A	Done
		Dr. MLK Jr MS/ER Taylor ES	9	N/A	Done
		Willie Brown MS	10	N/A	Done
		Starr King ES	10	N/A	Done
		Drew ES	10	N/A	Done

		KIPP Bayview Academy	10	N/A	Done
		Longfellow ES	11	N/A	Done
		Jose Ortega ES	11	N/A	Done
		School of the Epiphany	11	N/A	Done
		June Jordan/City Arts & Tech HS	11	N/A	Done
		Monroe ES	11	N/A	Done
School Loading Zone Traffic Calming		Locations to be identified by December 2025. The balance of FY22 construction funds (\$699,854) will be used to implement approximately 26 traffic calming devices at 13 school sites.			

Phase	Allocation Amount	Remaining Balance (includes invoices paid and pending)
Plannning/ Conceptual Engineering	\$82,500	\$39,049
Design Engineering	\$82,500	\$0
Construction	\$760,000	\$699,854

22-011 138-907179-81 FY22 Schools Engineering Program (SFMTA-120)

FY25-Q4

Sub-Program: Traffic Operations - New and Upgraded Signs and Markings

QPR submitted 07.20.2025

No	School Name	Supv. Dist.	Work Order Number	Date	Sign shop	Curb Paint	Paint Shop
1	Willie Brown MS	10	23-05165	01/10/2023	1	1	
2	Longfellow ES	11	23-05184	01/11/2023	1	1	
3	Jose Ortega ES	11	23-05317	02/13/2023	1	1	
4	SF Community Alternative	7	23-05355	02/23/2023	1		
5	Glen Park School	8	23-05404	03/10/2023		1	
6	Grattan ES	8	23-05405	03/10/2023		1	
7	Dianne Feinstein ES	4	23-05734	05/17/2023		1	
8	School of the Epiphany	11	23-05957	06/29/2023	1		1
9	SF Community Alternative	11	23-06001	07/06/2023	1		1
10	June Jordan/City Arts & Tech HS	11	23-06002	07/06/2023	1		1
11	Monroe ES	11	23-06005	07/07/2023	1		1
12	School of the Epiphany	11	23-06006	07/07/2023	1		1
13	SF Waldorf HS	7	23-06143	08/10/2023	1		
14	Alt School (closed)	4	23-06249	08/23/2023	1		
15	McKinley ES	8	23-06433	09/25/2023	1	1	1
16	Hoover MS	7	23-06454	09/27/2023		1	
17	Everett MS	8	23-06455	09/27/2023	1	1	
18	Claire Lilienthal-Scott Campus	2	23-06612	11/03/2023	1	1	
19	Presidio MS	1	23-06703	11/16/2023	1	1	1
20	Starr King ES	10	23-06728	11/21/2023		1	
21	Monroe ES	11	23-06750	11/28/2023	1	1	
22	St. Stephen's	4	23-06764	11/29/2023	1	1	1
23	AP Giannini MS	4	23-06773	12/01/2023	1	1	
24	SF University HS	2	23-06799	12/07/2023			1
25	Notre Dame Des Victoires	3	23-06829	12/13/2023	1		
26	Jean Parker ES	3	23-06868	12/20/2023	1		
27	Marina MS	2	24-07073	01/26/2024	1		
28	Tenderloin ES	5	24-07245	02/15/2024	1		
29	Lafayette ES	1	24-07355	03/06/2024		1	
30	Lafayette ES	1	24-07357	03/06/2024			1
31	AP Giannini MS	4	24-07467	03/25/2024	1	1	
32	Jean Parker ES	3	24-07635	04/22/2024		1	
33	Sherman ES	2	24-07644	04/23/2024		1	
34	Drew ES	10	24-07650	04/23/2024		1	
35	KIPP Bayview Academy	10	24-07651	04/23/2024		1	
36	RL Stevenson ES	4	24-07652	04/23/2024		1	
37	St. Ignatius HS	1	24-07653	04/23/2024		1	
38	Ulloa ES	4	24-07657	04/24/2024		1	
39	Sunset ES	4	24-07658	04/24/2024		1	
40	McCoppin ES	1	24-07664	04/24/2024		1	
41	Dr. MLK Jr MS	9	24-07698	05/03/2024		1	
42	Dr. MLK Jr MS/ER Taylor ES	9	24-07699	05/03/2024		1	
43	St. John Catholic	8	24-07714	05/06/2024	1	1	1
44	Wallenberg HS	2	24-07786	05/15/2024		1	
45	Glen Park ES	8	24-07790	05/16/2024		1	
46	West Portal Lutheran School	4	24-07842	05/23/2024		1	

NOTES:

1. All work is complete

School Engineering Program FY23

Allocation date: 10/25/2020

Status: Work underway and anticipated to be completed by 6/30/2026.

Sub-Program	Work funded	School	District	Status of audit	Status of recommendations
School Walk Audits	See attached and visit https://www.sfmta.com/projects/school-walk-audit-program	Drew HS	2	Done	Done
		New Traditions ES	5	Done	Underway
		Immaculate Conception Academy HS	8	Done	Underway
		Saint James Catholic School	8	Done	Underway
		Everett MS	8	Done	Done
		Sanchez ES	8	Done	Done
		Thomas Starr King ES	10	Done	Underway

Phase	Allocation Amount	Remaining Balance (includes invoices paid and pending)
Plannning/ Conceptual Engineering	\$40,000	\$1,464
Design Engineering	\$20,000	\$0
Construction	\$220,000	\$167,102

23-014 138-907187, -188, -189 Schools Engineering Program FY22-23 Cycle (SFMTA-125)

FY25-Q4

Sub-Program: Walk Audits for 2022-2023 School Year

QPR submitted 07.29.2025

No	School Name	Supervisor District	Notes/Updates
1	New Traditions ES	5	Walk Audit conducted 3/20/23; Final report distributed. Implementation of recommended improvements is in progress (9 of 10 complete) .
2	Immaculate Conception Academy HS	8	Walk Audit conducted 3/30/23; Final report distributed. Implementation of recommended improvements is in progress (17 of 18 complete) .
3	Saint James Catholic School	8	
4	Everett MS	8	Walk Audit conducted 4/5/23; Final report distributed. Implementation of recommended improvements is in progress (31 of 31 complete) .
5	Sanchez ES	8	
6	Thomas Starr King ES	10	Walk Audit conducted 4/6/23; Final report distributed. Implementation of recommended improvements is in progress (23 of 24 complete) .
7	Drew HS	2	Walk Audit conducted 4/24/23; Final report distributed. Implementation of recommended improvements is in progress (18 of 18 complete) .

NOTES:

1. A detailed list of recommended improvements for each school along with the status is provided in separate attachment.
2. An improvement is considered "complete" when the item is implemented by SFMTA staff, or referred to a separate agency with proper jurisdiction for investigation, or added to a candidate list for future consideration as part of a separate capital program/project.

School Traffic Calming Program FY24

Allocation date: 6/25/2024

Status: Work underway and anticipated to be completed by 06/30/2027.

Sub-Program	School	District	Status of audit	Status of recommendations
School Walk Audits	Argonne ES	1	Done	Underway
	Claire Lilienthal Madison Campus ES	2	Done	Underway
	Redding ES	3	Done	Underway
	Dianne Feinstein ES	4	Done	Underway
	Bessie Carmichael ES	6	Done	Underway
	Commodore Sloat ES	7	Done	Underway
	Alvarado ES	8	Done	Underway
	Cesar Chavez ES	9	Done	Underway
	Dr Charles Drew ES	10	Done	Underway
	Monroe ES	11	Done	Underway
Daylighting	Argonne ES	1	Done	Underway
	Claire Lilienthal Madison Campus ES	2	Done	Underway
	Redding ES	3	Done	Underway
	Dianne Feinstein ES	4	Done	Underway
	Bessie Carmichael ES	6	Done	Underway
	Commodore Sloat ES	7	Done	Underway
	Alvarado ES	8	Done	Underway
	Cesar Chavez ES	9	Done	Underway
	Dr Charles Drew ES	10	Done	Underway
	Monroe ES	11	Done	Underway

Phase	Allocation Amount	Remaining Balance (includes invoices paid and pending)
Plannning/ Conceptual Engineering, Design Engineering	\$220,000	\$176,751
Construction	\$1,780,000	\$1,780,000

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 7

DATE: October 23, 2025

TO: Transportation Authority Board

FROM: Rachel Hiatt - Deputy Director for Planning

SUBJECT: 11/04/2025 Board Meeting: Adopt the Eco-Friendly Downtown Deliveries Final Report

RECOMMENDATION ☐ Information ☒ Action

Adopt the Eco-Friendly Downtown Deliveries Final Report.

SUMMARY

The Transportation Authority led the Eco-Friendly Downtown Deliveries Study (Study) which brought together a working group of merchant associations, community benefit districts, delivery companies, and environmental groups to identify and prioritize strategies for low- and zero-emission delivery in downtown San Francisco. The Study focused on commercial corridors within Equity Priority Communities in the downtown area, such as the Tenderloin and the South of Market neighborhoods. The Study evaluated three potential pilot opportunities: 1) Off-Hours Delivery Program; 2) Logistics Microhub; and 3) E-Bike Battery Swapping Lockers and identified recommendations and next steps that the Transportation Authority and other city agencies should take to advance low- and zero-emission delivery in San Francisco. Feedback from the working group found that the Off-Hours Delivery Program and Logistics Microhub pilots have the most potential to be effective in reducing emissions in the goods delivery sector in San Francisco. Next steps include identifying funding to advance these two pilots and to establish and participate in a citywide Urban Freight Team with other city agencies. The Study was funded by a grant from the Carbon Neutral Cities Alliance and matching Prop K sales tax funds.

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



BACKGROUND

The Eco-Friendly Downtown Deliveries Study brought together a working group of local merchant associations, community benefit districts, delivery companies, and environmental groups to identify and prioritize strategies for low- and zero-emission delivery based on a shared goals framework. The Study focused on commercial corridors in the downtown area of San Francisco and builds on other San Francisco policies and plans which provide guidance about how agencies and policymakers should engage with urban goods movement, including the City's Climate Action Plan, the San Francisco Environment Department (SFE)'s Medium and Heavy-Duty Truck Electrification Blueprint, SFE's E-bike Delivery Pilot Case Study, the San Francisco Municipal Transportation Authority's (SFMTA's) Curb Management Strategy, and the Transportation Authority's Downtown Travel Study.

In 2022, the Carbon Neutral Cities Alliance awarded the Transportation Authority \$100,000 which was matched by \$50,000 in Prop K transportation sales tax funds.

DISCUSSION

The Eco-Friendly Downtown Deliveries Study builds on other San Francisco policies and plans related to urban goods movement and identifies recommendations based on input from a working group of small business and community representatives from commercial corridors within Equity Priority Communities (e.g., the Tenderloin and the South of Market neighborhoods), as well as representatives from industry and environmental advocacy groups. The Study evaluated three potential pilot opportunities: 1) an Off-Hours Delivery Program which seeks to shift delivery to off-peak hours with less traffic and demand for curb space; 2) a Logistics Microhub space where goods can be transloaded from larger freight vehicles to smaller vehicles or human powered modes for final delivery; and 3) E-Bike Battery Swapping Lockers that allow people riding e-bikes to swap empty batteries for fully charged batteries.

Working Group. The working group met five times throughout the study to define a shared goals framework (including public safety, sustainability, cost, worker safety, public health, among other goals) and review the three low- and zero-emission delivery strategies from peer cities, listed above. The working group applied the shared goals framework to understand which strategies were most likely to advance shared goals and garner the cross-sector collaboration necessary to make strategies



work over the long term. The Study also convened a focus group of e-bike delivery workers to provide feedback on the e-bike battery swapping locker pilot concept.

Recommendations. The Study makes recommendations for an off-hours delivery pilot and logistics microhub pilot, as well as recommendations for data collection and infrastructure changes needed to support an expanded e-bike delivery workforce and more diverse delivery fleet. E-bike battery swapping lockers are not recommended at this time due to lack of interest from some e-bike delivery riders who are reluctant to share this type of equipment. However, this strategy could be revisited in the future. Brief summaries of recommendations are listed below:

Off-Hours Delivery Pilot. The Transportation Authority and SFMTA should implement an off-hours delivery pilot on known congested commercial corridors, including and starting with a scoping phase with data collection and engagement with merchants.

Logistics Microhub Site Suitability Analysis. The Transportation Authority should work with other city agencies to issue a Request for Information (RFI) or Request for Expressed Interest (RFEI) to the private sector to better understand industry interest in a potential microhub and how the city can support microhub and e-cargo bike deliveries. Following the RFI/RFEI process, the Transportation Authority and SFMTA should develop a site suitability analysis that explores locations in San Francisco best suited to support a microhub pilot and identify up to 5 potential pilot locations. The site suitability analysis should also identify areas where infrastructure can be modified to support small last-mile delivery vehicles and inventory the types of small vehicles used for deliveries in San Francisco.

Urban Freight Team. City agencies should establish an Urban Freight Team to implement goods movement decarbonization strategies. The Urban Freight Team should be included as part of the off-hours delivery pilot and microhub site suitability analysis.

Secure Bike Parking Lockers. SFMTA should consider piloting secure bike parking lockers large enough to accommodate cargo bikes near places with high delivery volumes. This infrastructure could also be included as part of a microhub.

Micromobility Charging Infrastructure. SFE and SFMTA should complete a technology review, feasibility study, and site analysis for publicly accessible micromobility charging infrastructure options other than e-bike battery swapping lockers.



Next Steps. Following Board approval of the final report for the Study, Transportation Authority staff would work with other city agencies to seek funding for the two recommended pilot projects and work with city agencies to establish and participate in an Urban Freight Team. The implementation plan, including potential funding sources, is included in the final report.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2025/26 budget.

CAC POSITION

The Community Advisory Committee will consider this item at its October 29, 2025 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1- Eco-Friendly Downtown Deliveries Final Report



Eco-Friendly Downtown Deliveries Study



San Francisco
County Transportation
Authority

Draft Report: October 2025

Acknowledgments

The Eco-Friendly Downtown Deliveries Study was funded by a grant from the Carbon Neutral Cities Alliance (CNCA) and Proposition K Local Transportation Sales Tax funds. The City and County of San Francisco is a member of the CNCA. The CNCA awards competitive grants to its member agencies to support implementation of Climate Action Plans and other greenhouse gas emissions reduction strategies.

This report was supported by the San Francisco County Transportation Authority through a grant of Prop L transportation sales tax funds



PROJECT TEAM

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1. Executive Summary

1.1 INTRODUCTION

The Eco-Friendly Downtown Deliveries Study brought together a working group of local merchant associations, community benefit districts, delivery companies, and environmental groups to identify and prioritize strategies to promote the use of low- and zero-emission delivery methods in downtown San Francisco. As noted in the San Francisco Climate Action Plan and San Francisco Transportation Plan, the transportation sector is estimated to account for nearly half (46%) of San Francisco's greenhouse gas emissions. The study was funded by a grant from the Carbon Neutral Cities Alliance and the Transportation Authority's local Proposition K Transportation Sales Tax program.

The study team and working group developed a framework of shared goals and reviewed low-emission delivery strategies from peer cities, then applied the shared goals framework to understand which strategies might work well in San Francisco. The study found two pilot opportunities have the potential to be effective in reducing emissions in the goods delivery sector:

1. Off-Hours Delivery Program
2. Logistics Microhub System

1.2 SUMMARY FINDINGS AND RECOMMENDATIONS

The Eco-Friendly Downtown Deliveries Study identified recommendations and next steps for each of the potential pilot projects and makes additional recommendations for advancing low- and zero-emission deliveries in San Francisco.

Off-Hours Delivery Program

An off-hours delivery program (OHD) seeks to shift delivery to off-peak hours when traffic is less intense and there is less demand for curb space. OHD has shown clear benefits in peer cities, including New York, where deliveries have a significant impact on congestion and traffic circulation. The San Francisco County Transportation Authority (SFCTA) and San Francisco Municipal Transportation Agency (SFMTA) should implement an OHD pilot on known congested commercial corridors (e.g., Chinatown, the Mission, Inner Sunset), including a scoping phase with data collection to determine potential impacts of the program and engagement with merchants to determine incentive levels. The Transportation Authority and SFMTA should also collaborate on a data collection effort to better estimate the benefits of OHD citywide.

Logistics Microhub System

A logistics microhub system (microhub for short) is a location where goods are transloaded from larger freight vehicles to smaller electric or human powered vehicles (e.g., cargo cycles, hand carts, or golf carts) for final delivery. Microhubs can

also incorporate charging infrastructure, dedicated travel lanes, and vehicle sharing programs to support delivery modes such as e-bikes or e-cargo bikes.

Microhubs could help shift deliveries to sustainable modes and San Francisco should implement a microhub system pilot. As a first step, the Transportation Authority will work with other city agencies to post a Request for Information (RFI) or Request for Expressed Interest (RFEI) to the private sector to better understand interest in and requirements for a potential transloading microhub, and how the city can support commercial e-cargo bike deliveries. Following the RFI/RFEI process, the Transportation Authority and SFMTA should develop a site suitability analysis in partnership with fleet operators that explores locations and facilities in San Francisco best suited to support a microhub pilot and identify up to 5 potential pilot locations. The site suitability analysis should also include engagement with industry partners to explore potential business plan models and features that should be included in a microhub design.

Other Recommendations

- City agencies should establish an Urban Freight Team to implement truck and other medium- and heavy-duty vehicle decarbonization strategies, including outreach to and technical assistance for small- and medium-sized fleets and develop public-private partnerships to research, test, and implement freight plans, projects, and policies.
- The Transportation Authority, SFMTA, and San Francisco Environment Department (SFE) should scope and execute an urban freight data collection program to support sector planning and demand forecasting models. Any pilot should utilize mobility data specifications that facilitate data integration with government monitoring systems and user application platforms.
- As part of the microhub site suitability analysis, the Transportation Authority and SFMTA should identify areas near proposed microhub sites where infrastructure (e.g., bike lanes, curb cuts, charging infrastructure) can be modified or added to support small last-mile delivery vehicles. In addition, SFMTA should inventory small vehicles used for deliveries (e.g., cargo bikes, golf carts, etc.) in peer jurisdictions or under development in the private sector, then identify state, regional, or local regulatory barriers to adoption of those vehicles in San Francisco.
- SFMTA should consider piloting secure bike parking lockers large enough to accommodate cargo bikes near places with high delivery volume. This infrastructure could be piloted as part of a microhub or mobility hub pilot.
- SFE and SFMTA should complete a technology review, feasibility study, and site analysis for publicly accessible micromobility charging infrastructure options other than battery swapping lockers. This infrastructure could be piloted as part of a microhub or mobility hub pilot.

2. Background, Purpose and Study Approach

The Transportation Authority led the Eco-Friendly Downtown Deliveries Study in order to explore the potential for San Francisco's growing goods delivery sector to utilize low- and zero-emission modes of transportation.

The study team brought together a working group of local merchant associations, community benefit districts, delivery companies, and environmental groups to identify and prioritize strategies for low- and zero-emission delivery. The study focused on commercial corridors in the downtown area of San Francisco.

This work builds on the following San Francisco policies and plans which provide guidance about how agencies and policymakers should engage with urban goods movement.

- **San Francisco's 2021 Climate Action Plan¹** identified strategies and actions for San Francisco to reach net zero emissions by 2040. It organized strategies into six different sectors, including transportation and land use. The Plan is currently being updated and draft recommendations include the establishment of a citywide urban freight team and piloting e-micromobility storage and charging infrastructure.
- SFE's **Medium and Heavy-Duty Truck Electrification Blueprint²** adds guidance to the Climate Action Plan's electric vehicle adoption strategies by recommending detailed actions to accelerate electrification specifically of medium- and heavy-duty vehicles.
- SFE's **E-bike Delivery Pilot Case Study³** highlights the benefits and challenges to e-bike deliveries in San Francisco and offers policy and program recommendations to support a broader shift away from car-based delivery in San Francisco.
- The SFMTA's **Curb Management Strategy⁴** defines the framework, policies, strategies, and tools for managing the curb in San Francisco.
- The Transportation Authority's **Downtown Travel Study⁵** found significant growth of goods/food delivery services (57% increase for downtown residents and 52% increase for residents in neighborhoods outside of downtown) in the post-pandemic era via household surveys conducted in 2023.

1 <https://www.sfenvironment.org/media/14441>

2 https://www.energy.ca.gov/sites/default/files/2025-04/Final_Blueprint_ARV-21-013_SF_MDHD-ZEV_Blueprint_ADA.pdf

3 <https://www.sfenvironment.org/media/14953>

4 https://www.sfmta.com/sites/default/files/reports-and-documents/2020/02/curb_management_strategy_report.pdf

5 <https://www.sfcta.org/projects/downtown-travel-study>

3. Working Group Structure and process

The Eco-Friendly Downtown Business Deliveries Study working group brought together small businesses and community representatives from commercial corridors within Equity Priority Communities (EPCs), which are census tracts that include a diverse cross-section of populations and communities that could be considered disadvantaged or vulnerable now and in the future. In addition to representatives from these areas, the working group included delivery companies and environmental advocacy groups to provide input on delivery needs and operational feasibility.

The working group included a series of five meetings:

1. The first meeting focused on the policy context and existing data about goods movement within San Francisco, as well as the development of a shared goals framework. A survey was distributed to working group members prior to the meeting which offered insight to the group about the profile of participants (e.g., types of goods handled, fleet size/composition) and common challenges faced (e.g., cost of charging infrastructure, double parking).
2. In the second meeting, representatives from New York City, the city of Santa Monica, and peer departments within San Francisco presented about ongoing pilot projects which could potentially be implemented within San Francisco. Working group members were asked to consider how each of the potential pilots could advance the shared goals defined during meeting #1.
3. The third meeting involved a focused discussion of a potential logistics microhub pilot.
4. The fourth meeting involved a focused discussion of a potential off-hours delivery program.
5. The fifth and final meeting of the Eco-Friendly Downtown Deliveries Study working group focused on reviewing the final report and recommendations.

In addition to five working group meetings, the Eco-Friendly Downtown Deliveries Study convened a focus group of e-bike delivery workers to consider and provide feedback on a potential e-bike battery swapping locker pilot.

Table 3-1. Final working group roster

ORGANIZATION/BUSINESS NAME	TYPE
Yerba Buena Community Benefit District	Community Benefits District (CBD)
Tenderloin Community Benefit District	CBD
East Cut Community Benefit District	CBD
Golden Gate Restaurant Association	Merchant Association
North Beach Business Association	Merchant Association
San Francisco Council of District Merchants' Association	Merchant Association
Hayes Valley Merchants Council	Merchant Association
Tenderloin Merchants and Property Owners Association	Merchant Association
South of Market Business Association	Merchant Association
UPS	Business Group
California Trucking Association	Business Group
DoorDash	Transportation Network Company
Brightline Environmental Defense	Environmental Group
Business Council on Climate Change	Environmental Group
Stephen Cornell	Business Owner (Brownies Ace Hardware)

4. Shared Goals Framework

A key contribution of the Eco-Friendly Downtown Deliveries Working Group is a Shared Goals Framework. Staff developed a draft of this framework from existing research and shared it with working group members for discussion during the first working group meeting. Each goal applies to some or all of the stakeholders critical to goods movement in San Francisco.

The project team and working group members applied the Shared Goals Framework to each of the pilot ideas considered through this effort to understand which sustainable goods movement strategies were most likely to advance shared goals and garner the cross-sector collaboration necessary to make strategies work over the long term.

Shared Goals:

- **Public Safety:** Can the strategy reduce interactions between delivery vehicles and vulnerable road users or dangerous behaviors (e.g., distracted driving, parking across bike lanes or crosswalks,)
- **Transit First:** Does the strategy align with San Francisco's policy to prioritize the movement of people and goods with a focus on transit, walking, and biking;
- **Sustainability:** Does the strategy reduce greenhouse gas emissions?
Congestion Reduction: Does the strategy reduce congestion?
- **Accountability:** Will the strategy advance city and stakeholder understanding of loading activity and needs?
- **Supply Chain Resilience:** Does the strategy improve delivery reliability or reduce the change or severity of disruptions for shippers or receivers?
- **Regulatory Clarity:** Will the strategy introduce regulations, or requirements that are onerous or difficult to navigate?
- **Accessible Curb:** Will the strategy reduce demand on oversubscribed curb?
- **Cost:** How will the strategy affect the revenues of shippers and receivers?
How much will the strategy cost to implement and/or operate?
- **Worker Safety:** How will workplace safety be affected?
- **Public Health:** How will the strategy affect localized pollution, including noise pollution?
- **Disaster Resilience:** How will the strategy affect San Francisco's goods' movement system's ability to function in the event of major disruptions (e.g., a natural disaster).

5. Pilots Considered by Working Group

The following sections summarize the main findings for each of the three pilots considered by the working group. Findings include the purpose and need of each pilot program to address sustainability issues with goods movement, key strengths and challenges, discussion of recommendations and next steps, and evaluation of the pilot against the shared goals framework.

5.1 OFF-HOURS DELIVERY PROGRAM

Figure 5-1. Truck making a daytime delivery in NYC



Photo credit: NYC DOT

Figure 5-2. Truck making an off-hours delivery in NYC.



Photo credit: NYC DOT

Purpose and Need

Trucks making deliveries create congestion, emissions, and safety risks for pedestrians, bicyclists, and others. These challenges are exacerbated when trucks operate during the busiest times of day.

An off-hours delivery program (OHD) seeks to shift delivery to off-peak hours when traffic is less intense and there is less demand for curb space. This can reduce emissions by reducing the amount of time trucks spend circling looking for loading space and can reduce congestion by reducing double parking. OHD programs can shift delivery times several ways, including providing financial incentives to businesses to encourage adoption of OHD, adjusting curb access regulations, or providing technical assistance or OHD training programs.

Key Strengths

Examples of OHD in peer cities, such as New York,¹ have found different strengths for carriers, receivers, and the public. For carriers, OHD can lead to more efficient

¹ <https://cite.rpi.edu/wp-content/uploads/USDOT-OHD-Final-Report-sm-5.pdf>

deliveries and truck utilization, as trucks spend more time making deliveries and less time in traffic. Making deliveries during off-peak times also makes it easier for drivers to find parking. Traveling during less congested hours results in fuel savings and reduced costs, as well as potential emissions reduction.

For receivers, OHD can lead to more consistent and predictable delivery times. Having goods delivered outside of store hours can mean that deliveries are ready for businesses when they open, rather than businesses receiving deliveries during the day. This improves staff productivity by reducing business hour interruptions due to deliveries. OHD can also make more sidewalk and curb space available for pedestrians and businesses during busy hours, because space is not taken up by loading or unloading goods.

OHD also has benefits for the general public by reducing conflicts between delivery vehicles and pedestrians and bicyclists during peak hours, and reducing conflicting demand for curb space between delivery and other uses. OHD can also reduce traffic congestion and emissions from delivery trucks.

In the working group, one participant shared that he and other hardware store owners started an OHD program in the 1980s. The program was well received by employees and the truck company because it allowed trucks to get into the city much faster without traffic. Other working group participants felt that shifting deliveries to off-hours or certain days of the week could enable other street changes, such as partial or temporary street closures.

Key Challenges

Examples of OHD in peer cities identified key challenges including coordination required between carriers and receivers. Receivers also need staff to work off-hours to receive deliveries or set up a process to facilitate unattended deliveries. OHD can also lead to noise complaints, particularly in residential areas. There may also be stipulations in building lease agreements or zoning regulations that restrict deliveries from occurring only at certain hours.

In San Francisco, businesses may face challenges asking employees to work during late nights or early mornings due to personal safety concerns or lack of public transit service. Working group participants also stated that coordination with the Public Works Department would be needed to ensure that off-hours deliveries do not interfere with street cleaning activities. An OHD program would also require more parking enforcement to reduce overnight parking in loading zones.

Recommendations and Next Steps

OHD has shown clear benefits in peer cities, including New York, where deliveries have a significant impact on congestion and traffic circulation. OHD programs are popular among carriers and receivers and can also lead to greater societal benefits through

reducing congestion and emissions. Working group participants generally thought that an OHD program could benefit San Francisco, but thought it was most likely to work for certain business types and felt that the City would need to play a coordinating role between receivers and potentially then support receivers in approaching shippers.

The Transportation Authority and SFMTA should collaborate on a broad data collection effort to understand the number of deliveries happening at peak hours and delivery behavior at peak hours (e.g., loading-zone capacity, circling behavior, double-parking prevalence, impacts on transit) to better estimate the benefits of OHD citywide and where an OHD program would be most beneficial. This should include a full inventory of curb space available for peak hour deliveries in coordination with SFMTA's ongoing curb digitalization effort,¹ and should be coordinated with initial outreach efforts for SFE's proposed Fleet Engagement and Technical Assistance program to support small- and medium-sized fleet electrification.²

Based on the findings from data collection, SFMTA and the Transportation Authority should determine whether potential changes to loading zones considered in a comprehensive update to the SF Curb Management Strategy are adequate to handle delivery needs, and the congestion and circulation impacts if loading zones are inadequate or used improperly. The data collection effort should identify leading locations to be considered for a future off-hours delivery pilot.

While there is not a good understanding of delivery behavior during peak hours citywide, there are some commercial corridors that are known to experience high levels of congestion at the curb, such as Chinatown, the Mission, and the Inner Sunset. The Transportation Authority and SFMTA should implement an OHD pilot on known congested commercial corridors, including a scoping phase with data collection to determine potential impacts of the program and engagement with merchants to determine incentive levels.

1 https://www.sfmta.com/sites/default/files/reports-and-documents/2022/01/2-1-22_mtab_item_7_digital_curb_program_handout.pdf

2 https://www.energy.ca.gov/sites/default/files/2025-04/Final_Blueprint_ARV-21-013_SF_MDHD-ZEV_Blueprint_ADA.pdf

Figure 5-3. Box truck loading in Chinatown, San Francisco.



Pilot development should begin with outreach to businesses. Other OHD pilots found that shippers are willing to switch delivery windows if businesses are willing to receive deliveries during those hours. However, there are barriers to OHD for businesses, such as staffing concerns. San Francisco should approach business consortiums either organized around location (e.g., community benefit districts), or business type (e.g., hardware stores) to identify pilot partners, incentive rates, and any infrastructure needed to support unattended deliveries (e.g., storage lockers). Chain stores with non-perishable goods appear to be the most likely to adopt an OHD program.

An off-hours delivery pilot in SF should include elements such as:

- Noise mitigation education for participating shippers
- Coordination with SF Planning to ensure zoning regulations allow for appropriate late night business operations
- Coordination with Public Works regarding street cleaning hours
- Coordination with SFMTA regarding late-night or early morning transit which serves employees who receive deliveries
- Coordination with SFMTA on enforcement of loading zones to ensure they are free of obstructions during off-peak delivery hours
- Coordination with SFMTA around potential temporary street closures enabled by off-hours deliveries.

Shared Goals Framework Alignment

Table 5-1. Off-Hours Delivery (OHD) Pilot Goal Alignment

GOAL	POTENTIAL TO ADVANCE GOAL	NOTES
Public Safety	↑	Reduced interactions with vulnerable road users
Transit First		
Sustainability	↑	Reduced fuel consumption and increased truck utilization
Congestion	↑↑	Reduces truck traffic on city streets during congested hours
Accountability	↑	Improves understanding of loading activity and needs
Supply Chain	↑↑	NYC experience suggests much faster deliveries
Regulatory Clarity	↑	Potential for additional requirements and incentive structures
Accessible Curb	↑	Provides better curb access and reduces circling
Cost	↑	NYC experience suggests cost savings for many stakeholders; improves on-time deliveries; reduced likelihood of parking tickets
Worker Safety		
Public health	↑	Reduction in idling, however potential for increased night-time noise
Disaster Resilience		

5.2 LOGISTICS MICROHUB SYSTEM

Figure 5-4. Conceptual drawings of a potential on-street and off-street microhub design.

Conceptual On-Street Hub

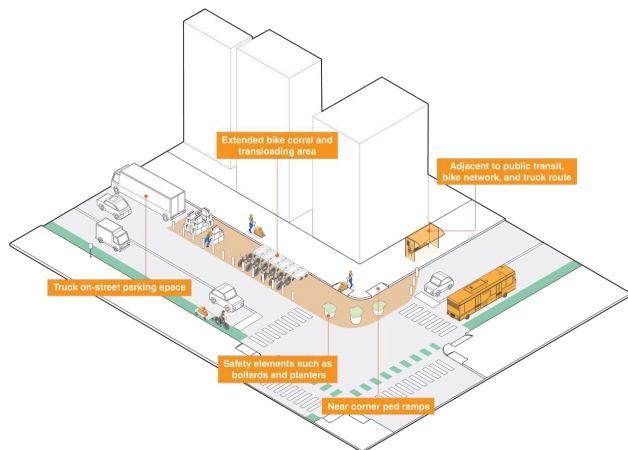


Image credit: NYC DOT

Conceptual Off-Street Hub

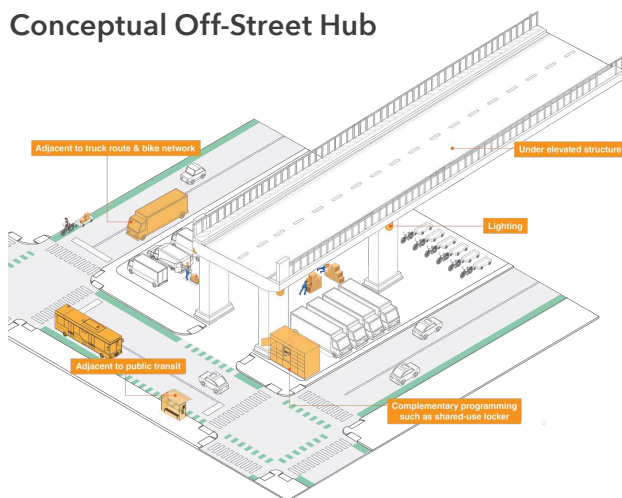


Image credit: NYC DOT

Purpose and Need

A logistics microhub (microhub for short) is a space located within the public or private right-of-way where goods are transloaded from larger freight vehicles to smaller electric vehicles or human powered modes (e.g., cargo cycles, hand carts, or golf carts) for final delivery.

Current goods distribution methods cause double parking and circling in large, loud, polluting vehicles. This has congestion, safety, and public health impacts. Microhubs could make it easier and more cost-effective to complete deliveries by sustainable modes.

Key Strengths

- For many delivery applications, a physical space is required to transload packages to small vehicles where the urban form becomes inappropriate for larger vehicles. By providing this space, a microhub enables a much wider variety of last-mile deliveries to be accomplished sustainably than would otherwise be possible.
- The concept is flexible, allowing different programming at different locations, or over time to meet diverse or changing needs. For example, working group members recommended parcel pickup lockers be included at the microhub site. That element could be included at some microhub locations and excluded from others where it is not likely to be useful.

- Microhubs could be cost-neutral or generate revenue. New York City's microhub demonstration pilot hypothesizes that shippers will realize significant operational benefits from using microhubs and will be willing to contribute financially to support the operation of the microhub.
 - » In New York, microhub operators are charged an initial permit fee of \$2,350 for the first year of operations.¹ If the permit is renewed, the operator must pay the Department of Transportation an annual renewal fee of \$950.
 - » In Toronto, the annual permit fee to install a microhub is CAD \$6,658.²

Figure 5-5. Example of a neighborhood microhub in Seattle. Packages are dropped off in a storage unit and then loaded onto cargo bikes (shown in background) to go to their final location.



Photo credit: Urban Freight Lab

Key Challenges and Opportunities

Microhubs are likely applicable only to some business types, based on the volume and size of packages received. Businesses that receive many large packages or that receive deliveries from larger trucks may find it difficult to shift operations to a microhub. Finding an available and suitable space in the city that could accommodate a microhub

¹ <https://rules.cityofnewyork.us/wp-content/uploads/2025/01/Notice-of-Adoption-Microhubs-1.3.25-FINAL-with-certification.pdf>

² <https://www.toronto.ca/services-payments/streets-parking-transportation/transportation-projects/mini-on-street-logistics-hubs>

is also a challenge. Space in the city is limited and topography could limit the ability of deliveries to be completed by bike.

One potential opportunity to explore is partnering with the state to identify space for microhubs. San Francisco has worked with Caltrans to enable public uses of State Right of Way below or adjacent to freeway parcels, e.g., for skateparks (near Central Freeway), sports courts (near I-280 elevated segment in SoMA) and transit hubs (Salesforce Transit Center).

Recommendations and Next Steps

San Francisco should implement a microhub transloading pilot. As a first step, the Transportation Authority will work with other city agencies to post a Request for Information (RFI) or Request for Expressed Interest (RFEI) to the private sector to better understand interest in and requirements for a potential transloading microhub, and how the city can support commercial e-cargo bike deliveries. Following the RFI/RFEI process, the Transportation Authority and SFMTA should develop a site suitability analysis in partnership with fleet operators that explores locations and facilities in San Francisco best suited to support a microhub pilot and identify up to 5 potential pilot locations and planning level cost estimates to develop microhubs at these locations. The study should consider factors such as proximity to the existing bike network and the location of City-owned real estate such as vacant properties and underutilized off-street parking facilities, coordinating with SF Planning, the Real Estate Division of the City Administrator's Office, and other City agencies that track and manage City property. The study should engage with industry partners to explore business plan models for each recommended pilot location, which would include a description of roles/responsibilities for operations and financial arrangements as well as optimal site configurations and loading/unloading zones to support efficient access for smaller delivery vehicles, and any other desired features. The study should also engage with local merchants to conduct a market assessment and understand demand for microhubs to support sustainable deliveries for merchants. As part of the site suitability analysis, the study team should identify where infrastructure (e.g., bike lanes, curb cuts, charging infrastructure) can be modified or added to support small last-mile delivery vehicles.

Shared Goals Framework Alignment

Table 5-2. Microhub Pilot Goal Alignment

GOAL	POTENTIAL TO ADVANCE GOAL	NOTES
Public Safety		Reduction in double parking
Transit First		Supports transition of trips from vehicles to smaller vehicles
Sustainability		Supports transition of trips from vehicles to smaller vehicles
Congestion		Supports smaller vehicles
Accountability		
Supply Chain		Increased flexibility and complexity
Regulatory Clarity		
Accessible Curb		
Cost		Increases worker efficiency, reduced fuel costs, potential to add steps to delivery process
Worker Safety		Opportunity for programming, amenities, lighting
Public health		Reduction in noise, pollutants within EPC
Disaster Resilience		

5.3 E-BIKE BATTERY SWAPPING LOCKERS

Purpose and Need

An E-Bike Battery Swapping Locker is an amenity which allows people riding e-bikes to swap empty batteries for fully charged batteries. In urban areas, e-bikes can deliver goods faster than motorized vehicles by using bike lanes and avoiding traffic congestion, parking closer to their destination, and reducing the time spent looking for parking. E-bikes are also a sustainable, zero-emission option for goods delivery.

Figure 5-6. An e-bike delivery worker taking a battery out of a battery swapping locker.



Photo credit: NYC DOT

One downside of e-bikes is that the battery charge is limited, with most e-bike models having batteries that last only 4 – 6 hrs. This poses a challenge for e-bike delivery work as, depending on the type of bike, the bike may not operate after running out of charge. Losing charge can have serious ramifications for e-bike delivery work and workers have set their schedules and work expectations to avoid this happening. Riders will end their workday and stop accepting new orders if they're low on charge. Functionally, this means they may cut their delivery day short compared to if they had a longer battery life or the opportunity to recharge while delivering.

Swapping batteries at lockers also reduces the risks of structure fires which could be sparked by improper charging or faulty batteries. This is especially important in San Francisco, where the majority of residents live in multi-family housing with limited space for storing and charging e-bikes. As of February 2024, the San Francisco Fire Code restricts charging lithium-ion batteries in multi-family dwellings to one battery per outlet (i.e., no use of power strips) and a maximum of five batteries per dwelling.¹

Key Strengths

Findings from an e-bike battery swapping pilot in New York City indicate that this program would increase delivery worker productivity by allowing workers to complete more deliveries without worrying about running out of charge.² Battery swapping also improves fire safety because it reduces the need for delivery workers to charge lithium-ion batteries at home.

Key Challenges

E-bike delivery workers shared in a focus group that they were not willing to swap the battery on their e-bike for a different one at battery swapping lockers. Riders see the battery on the bike as “theirs” and are concerned about using a loaner battery because they don’t know the usage history. Riders were also concerned about compatibility and swapping for a battery that fits their bike.

Findings and Recommendations

E-bike battery swapping lockers are not recommended for San Francisco at this time due to the lack of interest from e-bike delivery riders who see the battery on the bike as “theirs”. This strategy could be revisited if San Francisco’s e-bike delivery workforce expands, riders converge on a preferred bike/battery type, or a subscription-based or shared delivery fleet model emerges that standardizes equipment across users.

Instead, there was more interest in public e-bike charging infrastructure (e.g., open-air charging plaza). Riders in the focus group were interested in public charging facilities if they had secure places to lock their bikes, were in convenient, accessible locations, and had compatible chargers. Riders said that charging facilities should be located near frequent delivery order generators (e.g., near grocery store, commercial corridors or places with high concentration of restaurants). Riders were willing to pay a one-time fee to use chargers in case of emergency, but less willing to pay a monthly subscription for access to charging facilities. The Climate Action Plan update includes a draft recommendation to pilot e-micromobility storage and charging infrastructure. There is also the potential to co-locate this type of facility with a logistics microhub.

1 <https://sfgov.legistar.com/LegislationDetail.aspx?ID=6412796&GUID=D67DCCBo-2D48-4BD2-A449-23421E78F14F&Options=&Search=>

2 <https://www.nyc.gov/html/dot/downloads/pdf/safer-charging-safer-deliveries.pdf>

Shared Goals Framework Alignment

Table 5-3. E-bike Battery Swapping Lockers Goal Alignment

GOAL	POTENTIAL TO ADVANCE GOAL	NOTES
Public Safety		
Transit First	↑	Supports transition of trips from vehicles to bikes
Sustainability	↑	Supports transition from vehicle trips to bikes
Congestion	↑	Supports smaller vehicles
Accountability		
Supply Chain		
Regulatory Clarity		
Accessible Curb		
Cost	↑	Increases worker efficiency
Worker Safety	↑	Could provide safe congregation area for delivery workers
Public health	↑↑	Reduction in noise, pollutants within EPC, Reduces risks of structure fires from battery charging
Disaster Resilience		

6. Additional Findings and Conclusions

6.1 PLANNING FOR GOODS MOVEMENT IN SAN FRANCISCO IS FRAGMENTED ACROSS MULTIPLE AGENCIES WITH NO CLEAR ORGANIZING FORUM.

This study found that goods movement in San Francisco happens at many different scales, is extremely varied, and has many important stakeholders. Deliveries are made by large multinational corporations such as Amazon, FedEx, and UPS, by small shipping companies that may only have a single vehicle, and by individuals using their personal cars, bicycles, scooters, or mopeds. Deliveries also happen at different time scales, with food and grocery deliveries being more time sensitive than parcel deliveries. Shippers and receivers can have competing needs and demands.

Meanwhile, goods movement solutions often require active buy-in and coordination between multiple parties. These realities lead us to the conclusion that San Francisco would benefit from more clear leadership and organized response across city agencies. SFE's recent E-Bike Delivery Pilot and Medium/Heavy-Duty Truck Electrification Blueprint report as well as the draft Climate Action Plan update both call for the City to establish an Urban Freight Team to develop public-private partnerships to research, implement, and test urban freight plans, projects and policies. This conclusion is supported by findings from this study as well.

6.2 SAN FRANCISCO LACKS QUALITY, COMPREHENSIVE DATA ABOUT GOODS MOVEMENT WITHIN OUR CITY.

This study looked at various sources of data on goods movement in San Francisco. In general, data sources are limited and fragmented. The 2023 - 24 Bay Area Household Travel Diary Survey included questions about package deliveries and the Transportation Authority's Downtown Travel Study found significant growth (over 50% increase compared to pre-pandemic) in delivery trips for households across the city. The 2021 Climate Action Plan used emissions and travel modeling to quantify the greenhouse gas emissions associated with medium- and heavy-duty trucks in San Francisco. In 2018, SF Planning conducted observations of loading zones as part of an update to the loading demand methodology contained within SF Planning's Transportation Impact Analysis Guidelines for Environmental Review. Observations highlighted the complexity and variance of loading needs across different land uses. In 2019, a team of data analysts built Safe Lanes, an app allowing users to report illegal parking activity in bike lanes. This crowdsourced data suggests that double parking of delivery vehicles in bike lanes creates safety hazards. Finally, a survey of on-demand delivery drivers conducted by the Local Agency Formation Commission (LAFCO) found that delivery drivers have a hard time finding parking and most have received parking tickets. The study also found that workers are interested in shifting trips from their private vehicles to electric bicycles, which would mitigate many of the concerns highlighted in other data sources.

These data suggest growth in the delivery sector but also form an incomplete picture of goods movement in San Francisco. Data gaps still remain to understand how loading zones are used post-Covid, types of loading activities, loading behavior outside of designated loading zones, number and duration of deliveries by geography, mode, and time of day, common delivery routes, collisions as a result of deliveries, fleet composition (including fuel type and personal vs. commercial vehicles), identities of fleet owners/managers and labor groups/associations, and data on residential deliveries and e-commerce. Sound decision-making about how to address issues related to goods movement and loading requires better data about current conditions.

San Francisco should execute a data collection effort which seeks to provide a clear and comprehensive picture of goods movement within San Francisco in order to support sector planning and demand forecasting efforts. The Urban Freight Working Group can provide technical support and guidance to agencies leading the data collection effort. Data collection can also be conducted as part of the microhubs site suitability analysis or the off-hours delivery pilot scoping phase. All pilots should also utilize the Mobility Data Specification and other data exchange standards as appropriate to support monitoring by government agencies and facilitate integration with user application platforms.

6.3 SAN FRANCISCO SHOULD CONTINUE TO MONITOR AND IMPLEMENT EMERGING BEST PRACTICES TO SUPPORT SMALLER GOODS DELIVERY VEHICLES ON OUR ROADWAYS

Deliveries in San Francisco are made by many different vehicle types and form factors with different needs, everything from medium- and heavy-duty trucks to passenger vehicles to e-bikes and mopeds.

Peer cities are making changes to ensure that city infrastructure can support a wide variety of sustainable vehicle types and form factors. Table 6-1 below summarizes research on infrastructure approaches in peer cities and current approach in San Francisco. This research suggest four ways that San Francisco can build on SFMTA's ongoing efforts to prepare the city for an expanded e-bike delivery workforce and more diverse delivery fleet:

1. As part of the microhub site suitability analysis recommended in this study, SFMTA and the Transportation Authority should study the bike network near proposed microhub sites to identify places where infrastructure adjustments (e.g., bike lane width, intersection accommodations, curb changes) can be made to better accommodate cargo bikes and other small last-mile delivery vehicles.

2. SFMTA should complete an inventory of small vehicles used for deliveries (e.g., cargo bikes, golf carts, etc.) and identify state, regional, or local regulatory barriers to adoption of these vehicles in San Francisco, and potential impacts to other road users. This includes clarifying what types of vehicles are allowed to use bike lanes in San Francisco as well as the width of bike lanes to facilitate small delivery vehicle use.
3. SFMTA should consider piloting secure bike parking lockers large enough to accommodate cargo bikes and e-bikes near places with high volumes of deliveries (e.g., grocery stores).
4. SFE and SFMTA should complete a technology review, feasibility study, and site analysis for publicly accessible micromobility charging infrastructure options other than battery swapping lockers. This would identify different technological approaches to publicly accessible charging infrastructure required, potential locations, agency responsibilities, and implementation cost.

Figure 6-1. Example of cargo bike parking in Copenhagen



Photo credit: Urban Freight Lab

Table 6-1. Small electric vehicle and cargo bike supportive infrastructure policies

SMALL ELECTRIC VEHICLE AND CARGO BIKE SUPPORTIVE POLICY	BEST PRACTICE IN PEER CITIES	APPROACH IN SAN FRANCISCO
Increasing number of bike lanes	Peer cities see the need to provide more bike lanes to reduce the likelihood that delivery e-bikes use the sidewalk and reduce bike/pedestrian conflicts.	SFMTA Bike and Roll Plan includes a goal that all residents live within a quarter mile of All Ages and Abilities bikeway facilities.
Wider bike lanes Wider bike lanes can accommodate wider cargo e-bikes. Also allow bikes traveling at different speeds to pass each other. Wider bike lanes may result in more vehicles parking in bike lanes. Protected bike lanes can prevent this behavior.	7.5 – 8.5 ft bike lane width recommended (NACTO Urban Bikeway Design Guide) 7.5 – 13 ft bike lane width recommended (The Cargo Bike Friendly City Guide)	Class II: 4 ft minimum, 5 ft if adjacent to parking. 6 – 8 ft preferred. Class IV: 5 ft minimum, 7 ft preferred. Per SFMTA engineering: SFMTA tries to include the widest possible bike lanes. Larger cargo e-bikes are allowed to use the vehicle lane if bike lane is too narrow or blocked.
Design considerations at intersections Wider and longer e-bikes require more space at intersections.	Minimum inner turn radius 5 ft, sweeping radius 9 ft (NACTO Urban Bikeway Design Guide) Wider bike boxes (The Cargo Bike Friendly City Guide)	Minimize use of bollards or space out bollards enough to allow larger bikes to fit through Bike queuing areas are 6.5 ft deep, but 10 ft or more may be needed to accommodate bike trailers, cargo bikes, and high volumes.
Statutory or vehicle code changes and subsequent planning for new vehicle types Changes to the vehicle code or existing law may be needed to allow different form factors to operate on San Francisco roads or use bike lanes	NYC proposed changes to state traffic rules to increase the maximum allowable length and height of cargo bikes, and to allow bikes to have up to four wheels In 2022, State Assembly Bill 2432 authorized the county of Los Angeles or any city in the county to plan, adopt, and implement a Neighborhood Electric Vehicle (NEV) ¹ plan In 2024 the Western Riverside Council of Governments identified NEV strategies in the areas of land use, infrastructure, policy, and programs.	None planned right now San Francisco has not identified any desired vehicle types or infrastructure which would require code changes
Curb changes Cities can allocate curb space for e-bike and e-cargo bike deliveries. Cities can also add mountable curbs or add more frequent curb cuts to allow delivery bikes to access businesses more easily.	NYC allows cargo e-bikes to use commercial curb space NYC is also exploring the possibility of a “cargo bike loading only” curb space	San Francisco has already designated curb space for bike parking and bike share. SFMTA is open to considering designating curb space for cargo e-bikes used for deliveries. San Francisco should use the standardized Open Mobility Foundation Curb Data Specification to monitor and manage curb space.
Bike parking Cargo bikes may necessitate a different style of bike rack because these bikes tend to be wider and lower to the ground.	Copenhagen has examples of cargo bike parking. (Photo in the Cargo Bike Friendly City Guide)	SFMTA's Bike and Roll Plan recommends that San Francisco should attempt to make 25% of bike lockers large enough to accommodate larger bikes.
Facilitating the installation of small vehicle and cargo bike supportive infrastructure in public right-of-way Examples include battery swapping lockers or charging infrastructure and building out bikeway networks.	NYC authorized property owners and tenants to install e-bike battery swapping and charging cabinets on public sidewalks in front of their properties.	SFMTA's Accessibility Strategy Needs Assessment includes a recommendation to install publicly accessible charging stations for personal mobility devices (e.g., electric wheelchairs). ² Some interest for this exists in San Francisco, e.g., the tenant at 1200 Market Street has asked SFMTA for e-bike charging infrastructure at this location. This concept could be combined with microhubs or mobility hubs.

1 NEVs are low-speed, four wheeled vehicles similar in appearance to golf carts but which require a standard driver's license to operate
2 <https://www.sfmta.com/accessibility-strategy-needs-assessment-2024/streets-capital-projects/16-parking-and-charging-of-personal-mobility-devices>

7. Funding and Implementation Plan

The table below summarizes the main recommendations of the study, estimated cost, potential funding sources, and suggested lead agency and potential partners.

Table 7-1. Funding and Implementation Summary

RECOMMENDATION	ESTIMATED COST	POTENTIAL FUNDING SOURCES	LEAD AGENCY AND POTENTIAL PARTNERS
Off-Hours Delivery Pilot Including data collection phase, engagement with merchants, meetings of urban freight team, and pilot deployment (including incentives for merchants)	\$400 – 600k for data collection phase \$1.6 – \$2.4M for pilot deployment	• Prop L TDM • OBAG • Transit-Oriented Communities and Climate Program Implementation Grant • SMART Grant	• SFCTA, SFMTA (leads) • SFE (Partner)
Microhubs Site Suitability Analysis Including initial RFI/RFEL, data collection tasks (infrastructure improvements needed, inventory of small vehicles used for delivery and regulatory barriers), meetings of urban freight team Final deliverable: up to 5 potential microhub sites identified, with planning level cost estimates.	\$200 – 500k	• Prop L TDM • SB 1 (Caltrans Sustainable Transportation Planning Grant) • Carbon Neutral Cities Alliance	• SFCTA, SFMTA (leads) • SFE (Partner)
Bike Parking Lockers Bike parking lockers large enough to accommodate e-bikes, e-cargo bikes	\$5 – 7k per bike locker	• TFCA	• SFMTA

7.1 LOCAL SOURCES

Proposition L Half-cent Sales Tax

In 2022, San Francisco voters approved Proposition L, a Sales Tax for Transportation Projects measure that directs half-cent sales tax funds over 30 years. Proposition L funds are programmed into 28 Expenditure Plan programs. The Prop L Expenditure Plan describes the types of projects eligible for funds under each program. This project's recommendations, which support projects that have high potential to shift deliveries to more sustainable modes and less congested times of day, may be eligible under the following program:

- **Transportation Demand Management:** This program covers TDM improvements intended to shift trips to sustainable modes (e.g., transit, biking, and walking) and shift travel to less congested times.

Transportation Fund for Clean Air (TFCA)

The TFCA is funded by a \$4-per-vehicle registration surcharge in the nine-county Bay Area; 40 percent is available to each County. The Transportation Authority is San Francisco County's designated TFCA manager and dedicates approximately \$700,000 annually to projects that support bicycle, pedestrian, and other transportation projects that help clean the air by reducing motor vehicle emissions. TFCA has funded SFMTA bike parking projects in previous funding cycles and could also fund the implementation of a microhubs pilot.

7.2 REGIONAL/STATE/FEDERAL SOURCES

One Bay Area Grant (OBAG)

The One Bay Area Grant (OBAG) guides how the Metropolitan Transportation Commission (MTC) distributes federal transportation funding from the Federal Highway Administration to projects and programs that improve safety, spur economic development, and help the Bay Area meet climate change and air quality improvement goals. Federal grants included under OBAG include Congestion Mitigation and Air Quality Improvement (CMAQ) funds; CMAQ funded the extension of the off-hours delivery pilot in New York City.

The third round of OBAG funding (OBAG 3) was adopted by MTC in January 2022 and provides federal funding for projects from 2023 to 2026. The OBAG 3 program is divided into a Regional Program, managed by MTC, and a County & Local Program, managed by MTC in partnership with the nine Bay Area County Transportation Agencies (CTAs). Discussions are underway on OBAG 4, with funds expected to be available for projects in 2027.

Transit-Oriented Communities and Climate Program Implementation Grant

The Transit-Oriented Communities (TOC) and Climate Program Implementation Grant advances implementation of MTC's Transit-Oriented Communities Policy and helps implement Climate Program strategies identified in Plan Bay Area 2050. In 2024, the grant distributed about \$40 million of funding through four grant programs: 1) Regional Mobility Hubs; 2) Parking Management; 3) Charging Infrastructure; and 4) Active Transportation Capital Design Technical Assistance. The Parking Management Program furthers sustainable parking and curb management approaches that can balance parking and curb uses.

SMART Grant

The U.S. Department of Transportation administers the Strengthening Mobility and Revolutionizing Transportation (SMART) discretionary grant program. The SMART Grant program funds demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety. This program is not currently accepting applications and future cycles are to be determined.

Senate Bill 1 (SB 1)

California Senate Bill 1 (SB 1) was signed into law on April 28, 2017. SB 1 provides \$5.4 billion annually toward transportation in California, about half of which goes to Caltrans facilities and half to local roads. SB 1 also provides approximately \$25 million in funds for Sustainable Communities Grants each grant cycle, which are intended to support and implement strategies to achieve the state's greenhouse gas reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

7.3 OTHER POTENTIAL FUNDING SOURCES**Carbon Neutral Cities Alliance (CNCA) Game Changer Fund**

This study was funded by the CNCA Game Changer Fund. The Game Changer Fund was launched in 2021 and awarded funding over a three-year period to support the development, adoption, and implementation of policies that aggressively shift the fundamental attributes of the systems that have caused the climate crisis toward carbon neutrality. Future RFPs for the Game Changer Fund will be released as funding becomes available.

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**San Francisco
County Transportation
Authority**

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 8

DATE: October 23, 2025

TO: Transportation Authority Board

FROM: Carl Holmes – Deputy Director for Capital Projects

SUBJECT: 11/04/2025 Board Meeting: Approve a Two-Year Professional Services Contract with WSP USA Inc. in an Amount Not to Exceed \$3,800,000 for Construction Management Services for the Treasure Island Road Improvements – Yerba Buena Island Multi-Use Pathway Segment 4 Project

RECOMMENDATION ☐ Information ☒ Action

- Approve a two-year professional service contract with WSP USA Inc. (WSP) in an amount not to exceed \$3,800,000 for Construction Management Services for the Treasure Island Road Improvements (TIRI) – Yerba Buena Island Multi-Use Pathway (YBI MUP) Segment 4 Project (Project)
- Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions

SUMMARY

On behalf of the Treasure Island Development Authority (TIDA), the Transportation Authority will be administering the construction work for TIRI -YBI MUP Segment 4 Project. We issued a Request for Proposals (RFP) for construction management services for this project on August 22, 2025. By the due date, we received four proposals and one proposal was deemed disqualified due to delivery after the response deadline. A multi-agency technical review panel including Treasure Island Development Authority (TIDA), San Francisco Public Works (SFPW), and Transportation Authority staff recommended WSP to provide construction management services for the Project.

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



BACKGROUND

The redevelopment of Treasure Island and Yerba Buena Island will transform the islands into a new San Francisco neighborhood with new businesses, homes, retail, parks, and transportation modes. At full buildout, the redevelopment will create 8,000 new housing units and anticipate up to 25,000 new residents, workers and thousands of visitors each year. To improve traffic circulation around the islands as a result of the anticipated population growth, we are working jointly with TIDA and SFPW on the development of various transportation projects on the islands.

The Treasure Island/Yerba Buena Island Redevelopment Project Environmental Impact Report (TI/YBI EIR) includes physical infrastructure improvements along Treasure Island Road designed to prioritize transit movement and active transportation. These improvements include converting the existing westbound on-ramp to the Bay Bridge West Span to transit and emergency vehicle access only. The transit lane allows SF Muni and emergency vehicles to bypass vehicle queues and reduce operational impact to bus services.

The Project will improve traffic circulation on YBI and include TI/YBI EIR improvements by widening Treasure Island Road and provide two travel lanes, a new transit lane, and a new Class I multi-use path. This Class I path is Segment 4 of the YBI Multi-use Path Project. The limits for the Project are between the Macalla Road Intersection and the northern limits of the West Side Bridges Project.

The Project will also include the construction of a retaining wall on the uphill side for approximately 900 feet and slope stability measures on the water side of Treasure Island Road. The additional scope of work includes streetlights, medians, safety barriers and railings, aesthetic treatment of the retaining wall, and environmental monitoring and mitigation.

DISCUSSION

Project Status and Schedule. The Project completed environmental clearance, received National Environmental Policy Act Categorical Exclusion in December 2023, and was revalidated in May 2025 to include the transit lane. The Project also received California Environmental Quality Act Statutory Exemption in March 2023. The plans are anticipated to reach 100% completion in Spring 2026. The Project is being fast-tracked to take advantage of the closure of Treasure Island and Hillcrest roads as part of the West Side Bridges Seismic Retrofit Project and Hillcrest Road Improvement



Project. The Project is scheduled to go into construction in Summer 2026 and complete construction in late 2027.

The planned schedule for the construction management service is as follows:

<u>Activity</u>	<u>Completion Date</u>
• Notice to Proceed Pre-construction Services Part 1	Nov 2025
• Biddability review	
• Construction cost estimate	
• Perform Pre-construction Services Part 1	Nov 2025 - March 2026
• Notice to Proceed Pre-construction Services Part 2	March 2026
• Managing the bid process	
• Perform Pre-construction Services Part 2	March 2026 - June 2026
• Notice to Proceed Construction Services	June 2026
• Perform Construction Management Services	June 2026 - Nov 2027

Procurement Process. We issued an RFP for construction management services for the Project on August 22, 2025. We hosted a virtual pre-proposal conference on August 29, 2025, which provided opportunities for small businesses and larger firms to meet and form partnerships. Thirty firms registered for the conference. We took steps to encourage participation from small and disadvantaged, and local business enterprises, including advertising in six local newspapers: San Francisco Chronicle, San Francisco Examiner, San Francisco Bayview, Small Business Exchange, Nichi Bei, and El Reportero. We also distributed the RFP to certified small, disadvantaged, and local businesses; Bay Area and cultural chambers of commerce; and small business councils.

By the due date of September 26, 2025, we received four proposals in response to the RFP, and one proposal deemed disqualified due to delivery after the response deadline. A selection panel comprised of the Transportation Authority, TIDA, and SFPW staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. The panel short-listed and interviewed three firms on October 14, 2025. Based on the competitive process defined in the RFP and the interviews, the panel recommends that the Board award a construction management services contract to WSP, as the



team demonstrated clear understanding of project objectives and challenges, specifically, around YBI transportation improvements, roadway construction, retaining wall construction, utility joint trench installation, and bike/pedestrian connections.

Pursuant to Transportation Authority policy, we established a Disadvantaged Business Enterprise (DBE)/Small Business Enterprise (SBE)/Local Business Enterprise (LBE) goal of 13% for this contract. On October 3, 2025, the U.S. Department of Transportation (DOT) issued an Interim Final Rule dramatically modifying USDOT's DBE regulations. The changes affected all federally funded projects, and included temporarily suspending DBE goals on pending procurements and existing contracts, and discontinuing the tracking of DBE participation, and eliminating the race- or gender-based presumptions previously used to establish firms' eligibility for DBE certification.

Nevertheless, the Interim Final Rule does not affect the proposed contract, primarily because it will not be funded by federal DOT funds. Even if federal DOT funding were to be used, the awardee was selected consistent with the Interim Final Rule's standards. Furthermore, the selection process as described in the RFP is based on demonstrated competence and professional qualifications, and proposers' ability to meet the DBE/SBE/LBE goal was not intended to be used as a selection criterion. Even though the DBE/LBE/SBE goal was not part of the evaluation criteria, WSP's team includes a combined 20.8% SBE/LBE participation from multiple firms, including BioMaAS Inc. (SBE), Geometrix Surveying Engineering Inc. (LBE), Inspection Services, Inc. (SBE), KL Bartlett Consulting (SBE), and Pendergast Consulting Group, Inc. (SBE). We will continue to monitor and await further guidance from DOT and Caltrans regarding updates to the federal DBE Program and the Caltrans DBE Program Plan.

Funding. The proposed construction management services contract amount will be funded by regional and local sources, including Regional Measure 3 (RM3) Bridge Toll funds from the Metropolitan Transportation Commission (MTC), TIDA funds, and a Prop L appropriation which is a separate item on this agenda. In September 2025, through Resolution 26-14, the Board approved the submission of an allocation request to MTC for \$16.25 million in RM3 funds for the Project. MTC will consider the request at its November 19, 2025 meeting. On October 8, 2025, TIDA's Board approved entering a Memorandum of Agreement with the Transportation Authority, committing \$10.8 million to the Project.



FINANCIAL IMPACT

The proposed construction management services contract amount for the Project is \$3.8 million for a two-year period. Award of the full contract amount is contingent upon MTC's approval of allocating the aforementioned RM3 funds and the execution of a Memorandum of Agreement with TIDA, anticipated by mid-November and early December 2025, respectively. We will include this year's activities in the Fiscal Year 2025/26 mid-year budget amendment and sufficient funds will be included in future budgets to cover the remaining cost of the contract.

CAC POSITION

The CAC will consider this item at its October 29, 2025 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Construction Management Services for the Yerba Buena Island Treasure Island Road Improvement Project – Scope of Services
- Attachment 2 – YBI Project Map

ATTACHMENT 1**YERBA BUENA ISLAND TREASURE ISLAND ROAD IMPROVEMENT PROJECT****WSP CONSTRUCTION MANAGEMENT SERVICES****SCOPE OF WORK**

WSP USA Inc. (Contractor) and its subconsultants shall perform the following construction management services as required to the not-to-exceed limit for this Scope of Work.

Phase 1 - Pre-Construction Services**TASK 1.1 Biddability Review**

- Perform field investigations as necessary.
- Perform biddability review of the 100% contract documents (construction plans, special provisions, bid proposal and relevant information) for the project and submit a biddability report on discrepancies, inconsistencies, omissions, ambiguities, proposed changes, and recommendations.

TASK 1.2 Construction Cost & Schedule

- Perform an independent construction cost estimate and construction schedule in Critical Path Method format.

TASK 1.3 Management of the construction contract bidding process

- Management of the construction contract bidding phase; and management of the pre-bid conference and bid opening procedures including review of bids, bid bonds, insurance certificates and related contractor bid proposal submittals; and assist the Transportation Authority in selecting the recommended lowest responsible and responsive bidder.
- Process construction contract for execution by the contractor.
- Arrange for, coordinate and conduct a pre-construction conference, including preparation of meeting minutes.
- Contractor should have experience with roadway improvements, retaining walls, tieback walls and soil nail walls of projects of similar scope, size, and complexity to the YBI Treasure Island Road Improvement Project. These experiences include roadways, transit lanes, multi-use paths, steep terrain, unstable soil conditions, soil erosion, permeation grouting, stabilizing hill sides, hard rock excavation, stormwater drainage, retaining walls, streetlight, joint-trench, electrical conduit installation, fiber optic installation, utility relocation and multiuse paths.

ATTACHMENT 1**Phase 2 - Construction Phase Services****TASK 2.1. Project Set-up**

2.1.1 Establish a specific Safety Plan.

2.1.2 Set up Construction Management tools, including filing, approval processes, Organizational Chart, communication protocols, Project Progress Meetings standard materials, action items tracks, financial dashboard, Requests for Information (RFI) dashboard, Construction Change Orders (CCOs) dashboard, Risk register form.

2.1.3 Establish and process project control documents including:

- Daily inspection diaries.
- Weekly progress reports.
- Monthly construction payments.
- Requests for Information (RFI).
- Material certifications.
- Material Submittals.
- Weekly Statement of Working Days.
- Construction Change Orders.
- Review of certified payrolls.

TASK 2.2

Contractor shall perform all necessary construction-administration functions as required by the Transportation Authority's Construction Contract Administration Procedures, Caltrans Standard Specifications, the project Special Provisions, and Caltrans Construction and Local Assistance Procedures Manual, City and County of San Francisco (City) Department requirements and specifications, and Bay Area Toll Authority (BATA) requirements:

- Perform all required field inspection activities, monitor contractor's performance and enforce all requirements of applicable codes, specifications, and contract drawings.
- Provide inspectors for day-to-day on the job observation/inspection of work. The inspectors shall make reasonable efforts to guard against defects and deficiencies in the work of the Construction Contractor and to ensure that provisions of the contract documents are being met.
- Prepare daily inspection reports documenting observed construction activities.
- Hold weekly progress meetings, weekly or as deemed necessary, between contractors, the Transportation Authority, Caltrans oversight, the City, Treasure

ATTACHMENT 1

Island Development Authority (TIDA), BATA, United States Coast Guard (USCG), and other interested parties. Prepare and distribute minutes of all meetings.

- Take photographs and videotape recordings of pre-construction field conditions, during construction progress, and post construction conditions.
- Prepare and recommend contractor progress payments including measurements of bid items. Negotiate differences over the amount with the contractor and process payments through the Transportation Authority Project Manager.
- Monitor project budget, purchases and payment.
- Prepare monthly progress reports documenting the progress of construction describing key issues, cost status, and schedule status.

Prepare quarterly project status newsletters

- Review of construction schedule updates:
 - Review construction contractor's monthly updates incorporating actual progress, weather delays and change order impacts. Compare work progress with planned schedule and notify construction contractor of project slippage. Review Construction Contractor's plan to mitigate schedule delay. Analyze the schedule to determine the impact of weather and change orders.
- Evaluate, negotiate, recommend, and prepare change orders. Perform quantity and cost analysis as required for negotiation of change orders.
- Analyze additional compensation claims submitted by the Construction Contractor and prepare responses. Perform claims administration including coordinating and monitoring claims responses, logging claims and tracking claims status.
- Process all Construction Contractor submittals and monitor City and Caltrans review activities.
- Review, comment and facilitate responses to RFI's. Prepare responses to RFI on construction issues. Transmit design-related RFI's to designer. Conduct meetings with Construction Contractor and other parties as necessary to discuss and resolve RFI's.
- Act as construction project coordinator and the point of contact for all communications and interaction with the Construction Contractor, Caltrans, the City, TIDA, BATA, USCG, project designer and all affected parties.
- Oversee and inspect Construction Contractor Control and the tie-in points.
- Schedule, manage, perform and document all field and laboratory testing services. Ensure the Construction Contractor furnishes Certificates of Compliance or source release tags with the applicable delivered materials at the project site. Materials testing shall conform to the requirements and frequencies as defined in the Transportation

ATTACHMENT 1

Authority's Construction Contract Administration Procedures, Caltrans Construction Manual, Caltrans Materials Testing Manuals, the City requirements and codes.

- Coordinate and meet construction oversight requirements of the City, BATA, USCG, and TIDA for work being performed within the respective jurisdictions. The Construction Manager shall be responsible for coordinating with the City, USCG, and TIDA regarding traffic control measures, press releases, responses to public inquiries, and complaints regarding the project.
- Oversee environmental mitigation monitoring. Monitor and enforce Construction Contractor Stormwater Pollution Prevention Plan compliance.
- Oversee archaeological monitoring and mitigation compliance.
- Enforce safety and health requirements and applicable regulations for the protection of the public and project personnel.
- Facilitate all necessary utility coordination with respective utility companies.
- Provide coordination and review of Construction Contractor's detours and staging plans with Caltrans, the City, TIDA, and BATA construction management staff.
- Maintain construction documents per Federal and State requirements. Enforce Labor Compliance requirements.
- Quality Assurance/Quality Control (QA/QC) - Establish and implement a QA/QC procedure for construction management activities undertaken by in-house staff and by subconsultants. The QA/QC procedure set forth for the project shall be consistent with Caltrans' most recent version of the "Guidelines for Quality Control/Quality Assurance for Project Delivery" Enforce Quality Assurance requirements.
- Ensure construction contractor complies with Federal and State Prevailing Wage Law (Labor Code Sections 1720-1781) requirements.

Phase 3 - Post-Construction Services

- The Contractor's Post Construction Phase activities including:
 - Prepare initial punch list and final punch list items.
 - Finalize all bid items, claims, and change orders. Provide contract change order and documentation to project designer. Coordinate preparation of record drawings (as-built drawings) by project designer.
 - Provide final inspection services and project closeout activities, including preparation of a final construction project report per Federal, State, and the City requirements.
 - Turn all required construction documents over to Transportation Authority, the City, Caltrans, and BATA for archiving.

ATTACHMENT 1**General Project Administration**

The Contractor will also perform the following general project administrative duties:

- a) Prepare a monthly summary of total construction management service charges made to each task. This summary shall present the contract budget for each task, any re-allocated budget amounts, the prior billing amount, the current billing, total billed to date, and a total percent billed to date. Narratives will contain a brief analysis of budget-to-actual expenditure variances, highlighting any items of potential concern for Transportation Authority consideration before an item becomes a funding issue.
- b) Provide a summary table in the format determined by the Transportation Authority indicating the amount of LBE and/or SBE firm participation each month based upon current billing and total billed to date.
- c) Provide a monthly invoice in the standard format determined by the Transportation Authority that will present charges by task, by staff members at agreed-upon hourly rates, with summary expense charges and subconsultant charges. Detailed support documentation for all Contractor's direct expenses and subconsultant charges will be attached.

The Contractor shall maintain a suitable construction field office in the project area for the duration of the project. Under a separate contract with the Transportation Authority, TIDA or the Construction Contractor will be required to provide a construction trailer for the Contractor team's use which shall include desks, layout table, phone, computers, Internet services, reproduction machine, file cabinets and for use for weekly construction meetings. The Contractor shall provide all necessary safety equipment required for their personnel to perform the work efficiently and safely. The Contractor personnel shall be provided with radio or cellular-equipped vehicles, digital camera, and personal protective equipment suitable for the location and nature of work involved.

The Contractor shall provide for the field personnel a fully operable, maintained and fueled pick-up truck which is suitable for the location and nature of work to be performed (automobiles and vans without side windows are not suitable). Each vehicle shall be equipped with an amber flashing warning light visible from the rear and have a driver control switch.

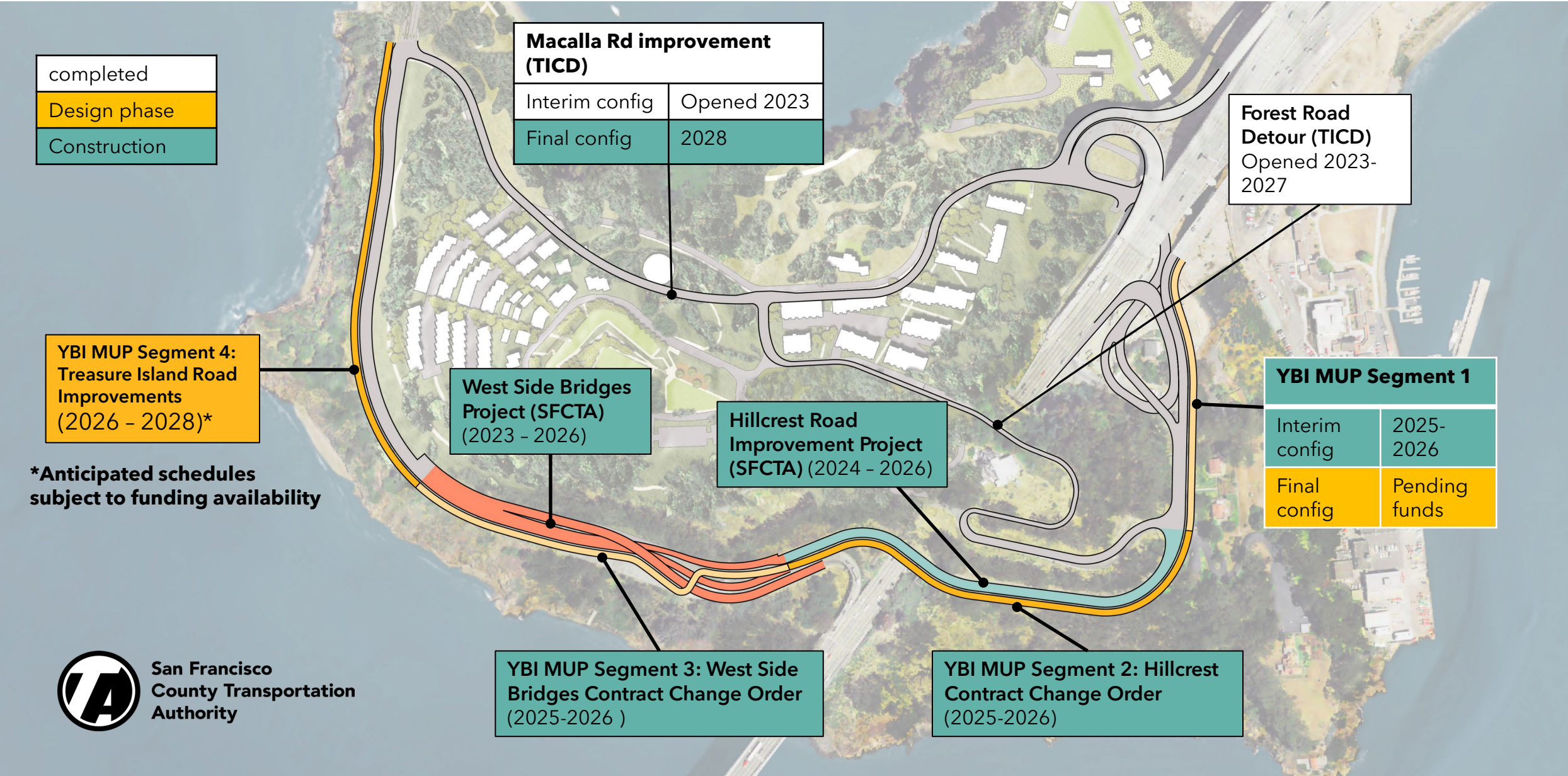
The Contractor field personnel shall perform services in accordance with the City, TIDA, and BATA criteria and guidelines and subject to the following general requirements:

All reports, calculations, measurements, test data and other documentation shall be prepared on forms specified and/or consistent with City standards.

ATTACHMENT 1

All construction management services, and construction work must comply with the requirements of the Transportation Authority, the City, BATA, USCG and TIDA. The Contractor will report directly to the Transportation Authority's Project Manager.

Attachment 2- YBI Construction Projects



SFMTA's Application-Based Traffic Calming Program Progress Update



San Francisco
County Transportation
Authority

Community Advisory Committee — Agenda Item 9
October 29, 2025

Progress Update on SFMTA's Application-Based Traffic Calming Program

In July 2025, the Board allocated \$6,887,505 in TNC Tax funds for the FY21, FY22, and FY23 program cycles

Funds were conditioned upon SFMTA compliance with the Enhanced Monitoring, Reporting, and Oversight Protocol, including

- Providing monthly progress reports to SFCTA staff
- Participating in progress updates to the Board and CAC on delivering the backlog of traffic calming measures for the FY21, FY22, FY23, FY24 & FY 25 program cycles
- By December 2025, reporting on the future of the application-based traffic calming program



SFMTA

Application-Based Traffic Calming Program Update

Community Advisory Committee - Agenda Item 9
October 29, 2025

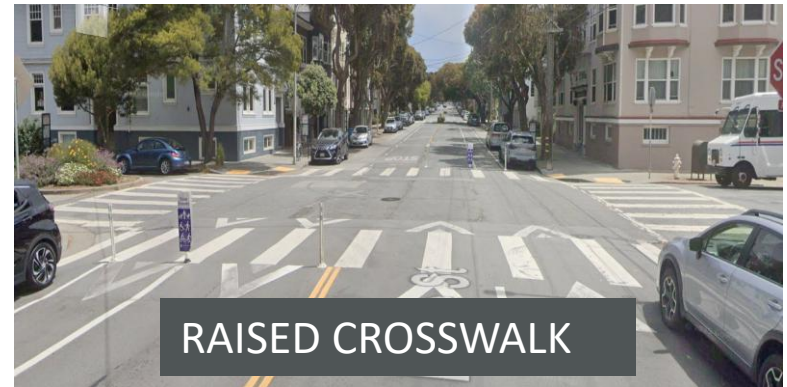
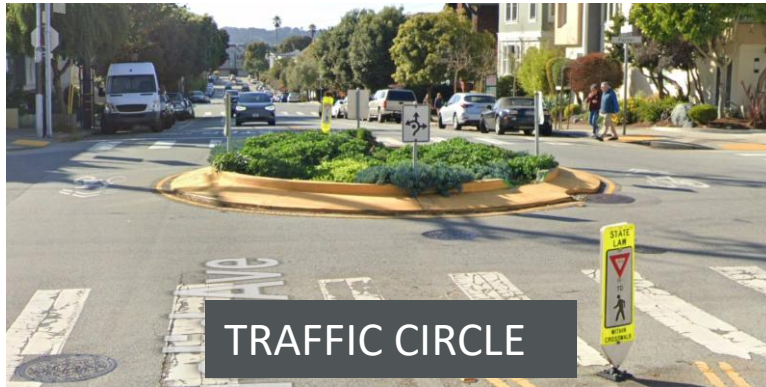
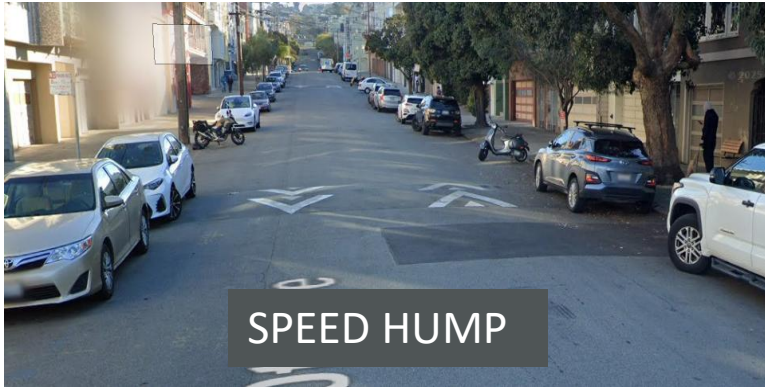
Overview

- What is traffic calming?
- Program timeline
- Progress updates
- Lessons learned and next steps

What is Traffic Calming?

- Traffic calming measures are designed to lower vehicle speeds, thereby improving safety for all road users, and enhancing the overall quality of life on residential streets.
- The SFMTA Traffic Calming Program focuses on mid-block speeding and speed-related pedestrian safety at uncontrolled legal crossings.
- STOP signs and traffic signals are not traffic calming devices.

142 Traffic Calming Toolbox



Proactive Projects & Programs

In addition to the application-based program, proactive projects and programs account for a significant percentage of all traffic calming devices installed each fiscal year.

- Muni Forward
- Quick-Builds
- Slow Streets
- School Walk Audits
- Neighborhood Transportation Program (NTP)
- Community-Based Transportation Plans
- Vision Zero
- Miscellaneous

Resident Requests

Three stages of a traffic calming request:

- Evaluation (planning phase)
 - When an application is submitted by a resident we collect data to determine if it meets the criteria for acceptance
- Design (design phase)
 - For accepted applications, engineers determine the appropriate type, quantity and location of traffic calming measures and take that proposal through our review and approval processes
- Implementation (construction phase)
 - After a proposal is approved, we work with our partners at public works to coordinate construction by city forces or as-needed contractors

Traffic Calming Program Timeline

2000: Traffic Calming Guidelines Developed and Formal Traffic Calming Program Established with Half-cent Sales Tax funding

2001: Areawide program

July 2013: Annual application-based, block-specific program

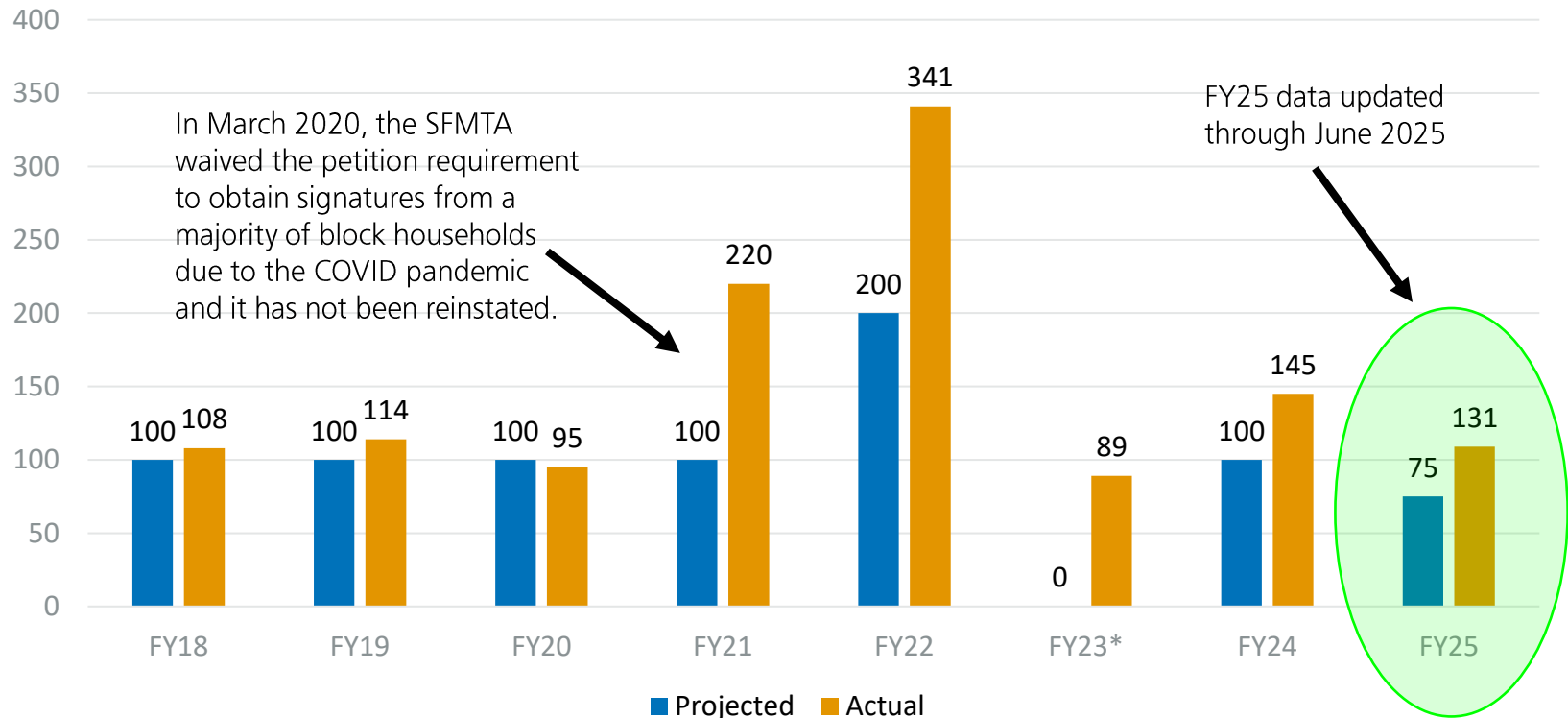
July 2023: Rolling program with quarterly evaluations

July 2025: Pause and reevaluate

October 2025: Status update to CAC

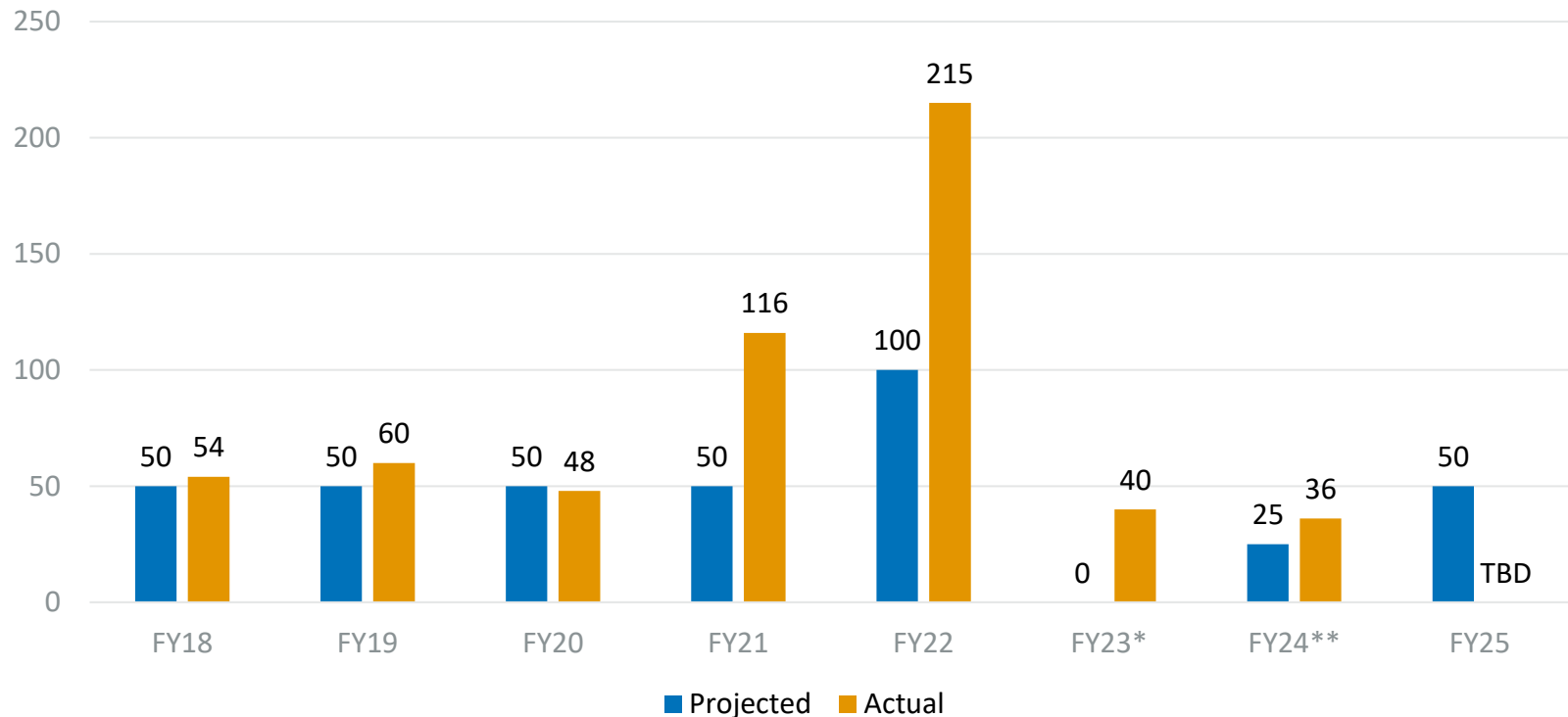
December 2025: Status update to Transportation Authority Board

Traffic Calming Applications Received (July 2017-June 2025)



- *FY23 cycle was intended to be a transition period when no applications would be considered while the program shifted to a quarterly evaluation structure (i.e., rolling program). Instead, SFMTA continued to receive, evaluate, and accept applications without secured funding.

Traffic Calming Applications Accepted (July 2017-June 2025)



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** Q1 and Q2 only

FY21 Cycle Progress Updates

- Remaining scope of work includes:
 - Design and Construction of 8 locations (anticipate 12 devices)
 - Construction of 10 devices at 6 locations
- Design of 8 remaining locations began in October 2025 and is expected to be complete by Summer 2026
- Construction is expected to be complete by Winter 2026/2027
- Construction of 10 remaining devices is expected to be complete by Spring 2026

FY22 Cycle Progress Updates

- First four SFPW Job Order Contracts (JOCs) are in place to implement 240 of the 266 approved traffic calming improvements from FY22
 - Pre-Construction
 - Marking devices in the field
 - Mailing postcards to block residents
 - Construction expected to start in October 2025
 - Construction finish anticipated by February 2026
- Fifth and final JOC is expected to proceed by spring 2026, after the first four contracts are complete

FY23 and FY24&FY25 Cycles Schedule Updates

- FY23 Design Phase
 - Expected start in October 2025
 - Expected completion by Fall 2026
 - Anticipate requesting funding for *construction* phase in fall 2026
- FY24 & FY25 Design Phase
 - Scope includes 36 accepted applications from FY24 Q1-Q2 cycles
 - Expected start in Spring 2026
 - Expected completion by Winter 2026/2027
- FY24 & FY25 Construction Phase
 - Expected start in Spring 2027
 - Expected completion by Winter 2027/2028

Next Steps

- Continue peer review of industry best practices
- Develop new program evaluation and acceptance criteria
- Determine when to reopen application process
- Update SFCTA Board in December 2025
- Continue work on existing funded program cycles

Questions?

<https://sfmta.com/trafficcalming>

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