



**San Francisco
County Transportation
Authority**

BD110426

RESOLUTION NO. 26-23

RESOLUTION ALLOCATING \$4,000,000, WITH CONDITIONS, AND
APPROPRIATING \$1,000,000 IN PROP L FUNDS FOR THREE REQUESTS

WHEREAS, The Transportation Authority received 3 requests for a total of \$5,000,000 in Prop L transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the following Prop L Expenditure Plan programs: Muni Maintenance and Safer and Complete Streets; and

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

WHEREAS, All of the requests are consistent with the relevant 5YPP; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$4,000,000, with conditions, and appropriating \$1,000,000 in Prop L funds, for three requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop L amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2025/26 budget to cover the proposed actions; and

WHEREAS, At its October 29, 2025 meeting, the Community Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$4,000,000, with conditions, and appropriates \$1,000,000 in Prop L funds for three requests as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further



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

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

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

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

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

RESOLVED, That the Capital Improvement Program of the Congestion Management Program and the relevant 5YPPs are hereby amended, as appropriate.

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop L Allocation Summaries - FY 2025/26
5. Prop L Allocation Request Forms (3)



**San Francisco
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RESOLUTION NO. 26-23

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 18th day of November 2025, by the following votes:

Ayes: Commissioners Chen, Dorsey, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (9)

Absent: Commissioner Chan (1)

DocuSigned by:

C3882B7D874248C... 12/4/2025
Myrna Melgar Date
Chair

ATTEST: DocuSigned by:

FFD2528AB8BE49B... 12/4/2025
Tilly Chang Date
Executive Director

Attachment 1: Summary of Requests Received

						Leveraging			
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
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	<p>The Cable Car Bar (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.</p>
18	SFMTA	School Traffic Calming Program FY26	\$2,000,000	<p>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.</p> <p>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.</p> <p>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.</p>

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

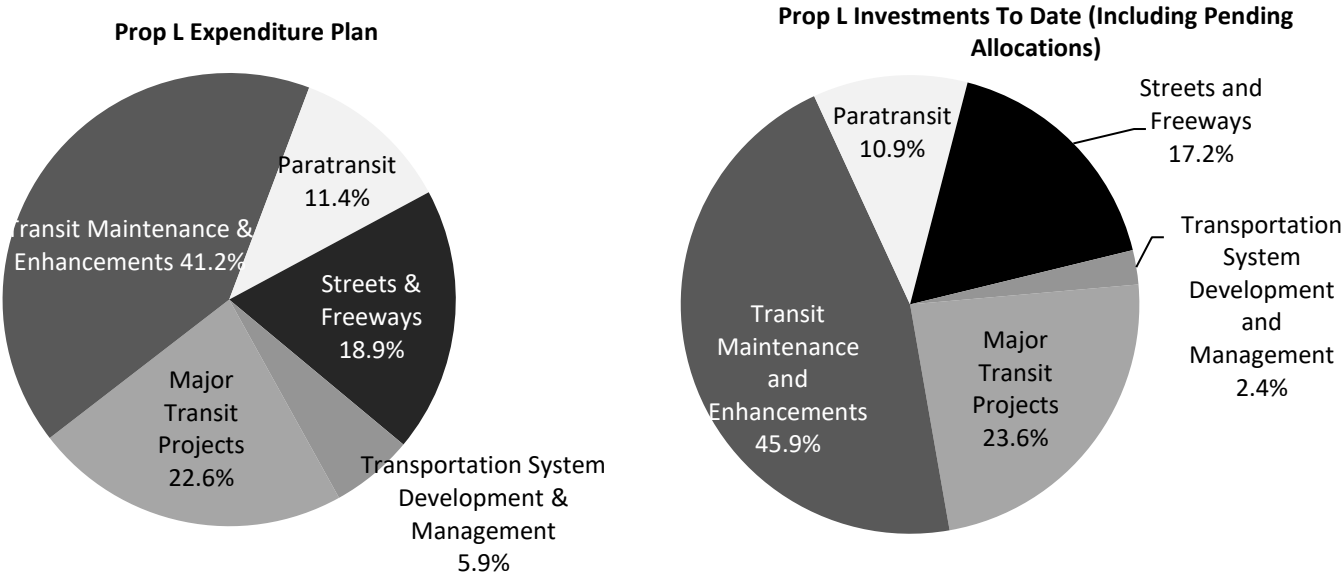
EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
6	SFMTA	Cable Car Barn Rehabilitation	\$2,000,000	<p>Note: We recommend funding this important early project development work but have flagged for SFMTA the expectation of seeing leveraging of sales tax funds in the design and particularly, future construction phase(s).</p> <p>Enclosure: See enclosed Pre-Development Report.</p>
18	SFMTA	School Traffic Calming Program FY26	\$2,000,000	<p>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.</p> <p>SFMTA shall comply with the Enhanced Monitoring, Reporting, and Oversight Protocol for the SFMTA's School Traffic Calming, as attached.</p> <p>\$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.</p>
18	SFCTA	Treasure Island Road Improvements - Yerba Buena Island Multi-Use Pathway Segment 4	\$1,000,000	<p>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.</p>
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.



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)

Environmental Studies (PA&ED)

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

1. 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.
2. Upon completion of the environmental documentation to be submitted for NEPA and CEQA clearance, Sponsor shall upload a copy.
3. Upon completion of the project, Sponsor shall upload verification that NEPA and CEQA clearance for the project has been received.

Notes

1. 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

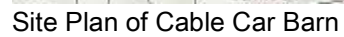
Current PROP L Request:	\$2,000,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

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
Email:	h.quon.chin@sfmta.com	kathryn.studwell@sfmta.com



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

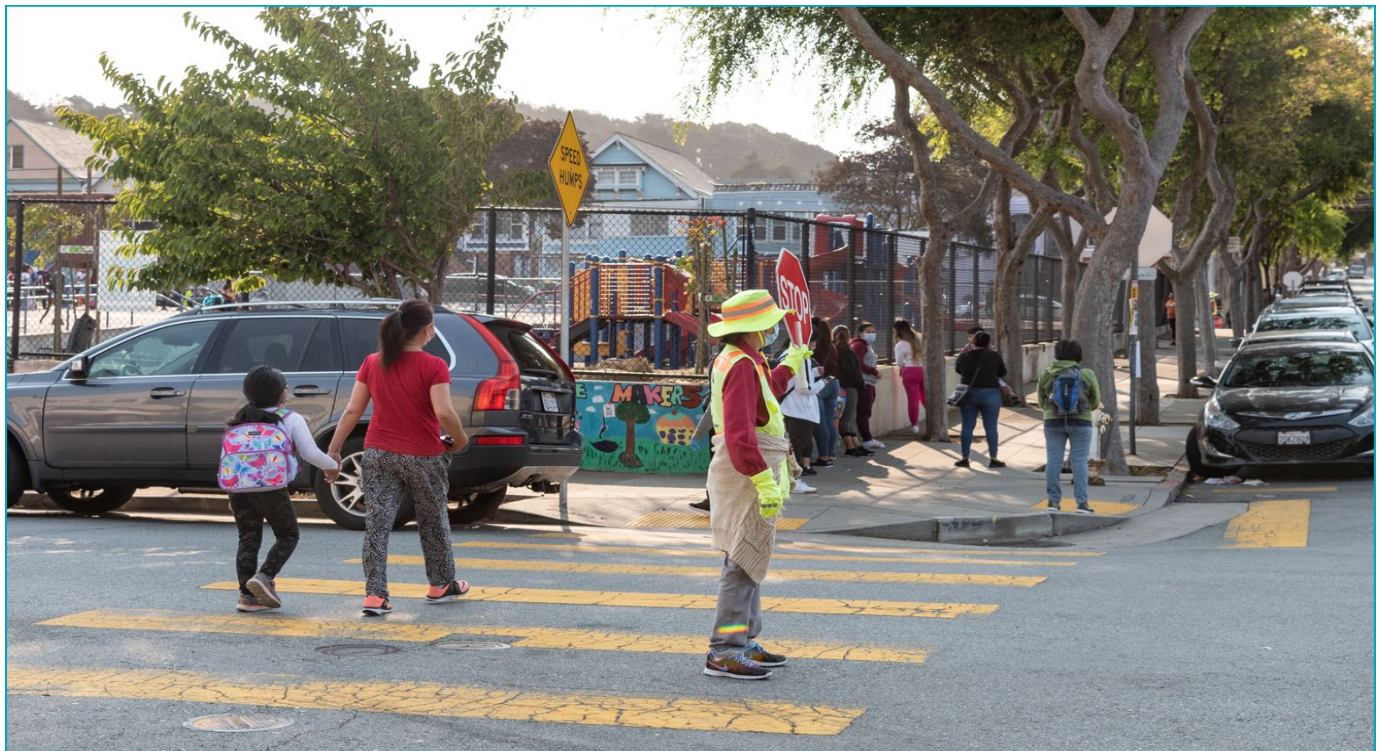
1. SFCTA staff shall be invited to all critical meetings, including regular project delivery (i.e. planning, design and construction) meetings, SFMTA Board meetings, etc. to stay abreast of all project activities and when warranted, may also attend as observers partnering sessions and progress meetings 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)

Construction (CON)

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
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YBI MUP Segments Map

