



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

- DATE:** Tuesday, March 24, 2026, 10:00 a.m.
- LOCATION:** Legislative Chamber, Room 250, City Hall
Watch SF Cable Channel 26 or 78
(depending on your provider)
Watch www.sfgovtv.org
- COMMISSIONERS:** Melgar (Chair), Sauter (Vice Chair), Chan, Chen, Dorsey, Fielder, Mahmood, Mandelman, Sherrill, Walton, and Wong
- CLERK:** Amy Saeyang

Participation

Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or 78 (depending on your provider) or may visit the SFGovTV website (www.sfgovtv.org) to stream the live meeting or may watch them on demand.

Members of the public may comment on the meeting during public comment periods in person.

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. on the day before the meeting will be distributed to Board members before the meeting begins.

- 1. Roll Call
- 2. Chair’s Report – **INFORMATION**
- 3. Executive Director’s Report – **INFORMATION**
- 4. Approve the Minutes of the March 10, 2026 Meeting – **ACTION*** **3**

Consent Agenda

- 5. **[Final Approval]** Adopt the District 2 Safety Study Final Report – **ACTION*** **13**
- 6. **[Final Approval]** State and Federal Legislation Update – **ACTION*** **75**



Positions: Support: Assembly Bill (AB) 1421 (Wilson), AB 1837 (Gonzalez), and AB 2308 (Haney).

- 7. **[Final Approval]** Appropriate \$75,000 in Prop L Funds, with Conditions, for Federal Autonomous Vehicle Policy Development – **ACTION*** **79**
- 8. **[Final Approval]** Appropriate \$97,000 in Prop L Funds, with Conditions, for Caltrain Governance 2026 Work Program and Ad Hoc Committee Support – **ACTION*** **101**

End of Consent Agenda

- 9. **[Final Approval]** Appoint Kat Siegal and Venecia Margarita as the District 5 and District 9 Representatives, Respectively, to the Community Advisory Committee – **ACTION*** **119**

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

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

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

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

Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26 or 78 (depending on your provider). Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas, or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

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

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; (415) 252-3100; www.sfethics.org.



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, March 10, 2026

1. Roll Call

Chair Melgar called the meeting to order at 10:01 a.m.

Present at Roll Call: Commissioners Chan, Chen, Dorsey, Mahmood, Melgar, Sauter, Sherrill, and Wong (8)

Absent at Roll Call: Commissioners Fielder (entered during Item 3), Mandelman, and Walton (3)

2. Approve the Minutes of the February 24, 2026 Meetings - ACTION

There was no public comment.

Commissioner Chen moved to approve the minutes, seconded by Commissioner Dorsey.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Mahmood, Melgar, Sauter, Sherrill, and Wong (8)

Absent: Commissioners Fielder, Mandelman, and Walton (3)

3. Community Advisory Committee Report – INFORMATION

Kat Siegal, Community Advisory Committee (CAC) Chair, reported that at the February CAC meeting, the CAC unanimously approved the District 2 Safety Study Final Report and two Prop L appropriations for Federal Autonomous Vehicle (AV) Policy Development and Caltrain Governance 2026 work program staffing and technical support. She stated that CAC members were supportive of staff's focus on AV policy concerns, which aligned with the CAC's long-standing support for stronger AV regulation and accountability. She reported that the CAC received an informational update on the SFMTA Curbside Electric Vehicle (EV) Charging Initiative and that members sought clarification on site utilization definitions, active charging versus idling time, and plans to avoid conflicts with bike lanes and transit infrastructure. She added that the CAC also received an update on the Geary/19th Avenue Subway and Regional Connection Study, and that members supported the effort while emphasizing the importance of balancing cost control, faster phased implementation, minimizing construction-related disruptions and displacement, and encouraging staff to apply lessons learned from past megaprojects locally and internationally.

There was no public comment.

4. Adopt the District 2 Safety Study Final Report – ACTION

Alex Pan, Transportation Planner, presented the item per the staff memorandum.



Commissioner Sherrill asked about two large projects in the Anza Vista neighborhood, including the upcoming opening of the T&T Grocery Store and potential future construction at Kaiser Permanente. He emphasized that the store was expected to increase traffic significantly and asked how the Transportation Authority was planning to address the traffic impacts.

Ms. Pan stated that the recommendation for traffic calming in the Anza Vista residential neighborhood had arisen from the first round of outreach, which identified high cut-through traffic and speeding as residents tried to access Target. She explained that the opening of the grocery store was expected to exacerbate these traffic issues. She added that the proposed traffic calming measures were intended to reduce cut-through traffic and improve safety in the neighborhood.

Commissioner Sherrill asked whether any traffic calming measures had been planned specifically on O'Farrell Street around the area referred to as 'Cardiac Hill'.

Ms. Pan stated that she believed there had been recent improvements on O'Farrell Street but added that she would need to investigate it further.

Commissioner Sherrill asked about the Pacific Heights Hospital loading zones and requested more detail on the planned work there. He asked what the process for that work would look like and how future steps would be carried out.

Ms. Pan stated that double parking was occurring due to delivery trucks and passenger loading competing for the same curb space. She explained that the issue would be referred to SFMTA's Curb Management Team to study how the curb space was being used and to assess whether some white loading zones should be converted to yellow zones and vice versa.

Commissioner Sherrill observed that the bike parking corrals in Presidio Heights had not yet been identified and requested clarification on which locations were being considered for the future.

Ms. Pan stated that no specific locations had been selected, but the final report identified potential options near land uses that attract vulnerable road users. She stated that Claire Lilienthal Elementary School was one example, and added that the exact locations would be determined through SFMTA's Bike Parking Program.

Commissioner Sherrill asked whether any of the locations would be in non-daylit areas on the curbside.

Ms. Pan stated that no final decision had been made regarding bike corral locations. and added that placing the corrals in already-daylit areas made the most sense, as this approach avoided impacting parking.

Commissioner Sherrill asked what the process would be for deciding where the bike corrals would be located.

Ms. Pan stated that she would have to talk with SFMTA's Bike Parking Program.

Commissioner Sherrill asked about daylighting in Cathedral Hill, including visibility and potential scooter parking areas, noting scooters had been a significant concern on sidewalks.

Ms. Pan stated that scooter parking had not come up as an explicit recommendation



from the study. She explained that the Cathedral Hill recommendations focused on painted safety zones to help slow turning speeds.

Commissioner Sherrill stated that scooters on sidewalks had been an increasing concern and that others suggested parking corrals on streets would help keep scooters off sidewalks and out of bike lanes. He asked whether Divisadero, a challenging area due to schools, steep grades, and traffic visibility issues, had been considered as part of the study and, if not, why not.

Ms. Pan stated that study areas were selected based on two criteria: a high concentration of critical land uses and areas that had not had recent improvements. She explained that she did not recall if Divisadero or parts of it had been included in the study areas but said she could check. She stated that issues on Divisadero did not come up during outreach and indicated that staff would follow up with the commissioner's office.

Commissioner Sherrill stated that Divisadero had become especially vexing in recent months due to the number of accidents and near accidents. He explained that if there was not a significant injury or fatality, SFMTA did not necessarily receive reports, and he was personally aware of four incidents involving children under ten that did not result in major injuries. He added that SFMTA was not considering these minor incidents but indicated that there was a need to look more closely at near misses and close calls.

Chair Melgar stated that the study was requested by former Commissioner Stefani following an incident in District 2 and added that she was glad staff had addressed it quickly.

During public comment, Griffin Lee from ConnectedSF stated that the overall sentiment of the project, and similar projects throughout San Francisco, raised questions about how proposals were formed and whether demand was considered. He explained that, for example, the Geary Street Corridor saw relatively few bikes compared with high car traffic yet received bike striping. He added that intersections with more children at play or recent accidents, as highlighted by Commissioner Sherrill, might have warranted greater attention. He suggested that the Board needed to review the process for determining project priorities and how proposals were developed.

Commissioner Sherrill moved to approve the item, seconded by Commissioner Chen.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Fielder, Mahmood, Melgar, Sauter, Sherrill, and Wong (9)

Absent: Commissioners Mandelman and Walton (2)

5. Appoint Kat Siegal and Venecia Margarita as the District 5 and District 9 Representatives, Respectively, to the Community Advisory Committee – ACTION

Item 5 was called after Items 6 and 7.

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

Commissioner Mahmood said he had enjoyed getting to know CAC Chair Siegal and was proud that his district was represented on the CAC by someone with a strong commitment to improving the city's transportation network. He stated that his office had



appreciated her collaboration on Muni funding as well as traffic safety and street use matters that had come before the Board and added that she had been highly knowledgeable about the current state of transportation funding and had remained active in supporting the well-being of the transit system. He explained that her service as Chair of the CAC required an additional commitment of time that had contributed to the committee's success.

Chair Melgar said she had the pleasure and honor of working with Chair Siegal on several transportation-related issues over the years and Siegal said that the city was fortunate to have Chair Siegal in this role and working to advance transportation causes.

Ms. Siegal spoke to her interests and qualifications for serving on the CAC.

Commissioner Fielder said Ms. Margarita had completed one term as a District 9 representative on the CAC, initially nominated by former Commissioner Ronen, and stated that she had been a lifelong San Franciscan with experience as a social worker and community organizer. She added that she was bilingual, had served on several community boards, and had been well versed on issues affecting low-income and immigrant transit riders. She explained that she was grateful Ms. Margarita had been willing to continue serving on the CAC and thanked her for her service.

During public comment, Francisco Da Costa stated that District 9 had challenges affecting physically and mentally challenged residents and elders and stated that these groups needed more attention and opportunities. He continued by stating that Muni had not consistently provided adequate service and prior funds had been spent inefficiently. He encouraged commissioners to exercise empathy and suggested visiting Market Street and San Bruno Avenue to understand the conditions firsthand.

Commissioner Fielder moved to approve the item, seconded by Commissioner Mahmood.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Fielder, Mahmood, Melgar, Sauter, and Wong (8)

Absent: Commissioners Mandelman, Sherrill, and Walton (3)

6. State and Federal Legislation Update – ACTION

Positions: Support: Assembly Bill (AB) 1421 (Wilson), AB 1837 (Gonzalez), and AB 2308 (Haney).

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

During public comment, Rachel Clyde from San Francisco Bicycle Coalition shared their support for AB 1837 and AB 2276, the Stop Super Speeders Act. She commented that cameras on buses and parking control officer vehicles were among the most effective ways to address double parking and parking in bike lanes and thanked the Transportation Authority for supporting AB 1837. She described the intent of AB 2276 to help prevent collisions through the use of Intelligent Speed Assistance devices for repeat speeders and urged the Transportation Authority to actively support the bill.

Griffin Lee commented that the Road Usage Charge referred to in AB 1421 seemed



similar to a congestion pricing framework and suggested that it would not be justified to charge a fee to drivers traveling to downtown San Francisco when office vacancies were still high. He also suggested that efficiencies should be pursued at SFMTA before providing them with more funding.

Vice Chair Sauter moved to approve the item, seconded by Commissioner Dorsey.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Fielder, Mahmood, Melgar, Sauter, Sherrill, and Wong (9)

Absent: Commissioners Mandelman and Walton (2)

7. Appropriate \$75,000 in Prop L Funds, with Conditions, for Federal Autonomous Vehicle Policy Development – ACTION

Jean Paul Velez, Principal Transportation Planner, Technology Policy, presented the item per the staff memorandum.

Commissioner Mahmood commented that he appreciated Mr. Velez and Director Chang's vigilance on AV safety and their collaboration on last week's hearing with Waymo at the Board of Supervisors Land Use and Transportation Committee. He explained that the hearing highlighted the ongoing work needed to ensure AV companies operated in the best interest of all road users. He added that this could be achieved through smart federal regulation while also ensuring that state and local governments had a role. He indicated his support for the framework proposed by Congressman Mullin and expressed gratitude that there was bandwidth to support this legislative effort to ensure AV operated safely and transparently in the city and nationwide.

Commissioner Chan requested clarification on the \$75,000 appropriation request, including its purpose, timing, and allocation of funds.

Mr. Velez stated that the funds would support Transportation Authority staff time, consultant support, travel expenses, and overall program management.

Commissioner Chan asked whether the staffing costs would cover Congressman Mullin's office and their staff.

Mr. Velez clarified that the cost only covered Transportation Authority staff support for Congressman Mullin's office, not the Congressman or his staff.

Commissioner Chan asked who the consultants were.

Mr. Velez replied that consultants had not yet been hired, but would be engaged to provide AV safety and regulatory oversight technical support.

Commissioner Chan requested clarification on the Transportation Authority lobbyist's role.

Mr. Velez stated the lobbyist provided strategic guidance, but technical issues would require additional expert advice.

Commissioner Chan asked whether this advice would specifically pertain to AV



technology.

Mr. Velez stated that the safety case, initially an industry tool, was now used in regulation, with guidance needed on both technical and regulatory implementation.

Commissioner Chan stated that AV regulation was an emerging field with limited guidance nationwide and in California. She stated that she supported the \$75,000 request for expert consultation to inform understanding of AV capabilities and regulatory approaches and asked whether the findings would be shared with the State and made publicly available as research and guidance evolve.

Mr. Velez clarified that staff was committed to sharing AV findings, including annual briefings on federal policy. He stated that staff could turn consultant deliverables into memos or reports and collaborate with California and national academic partners to advance AV safety, oversight, and regulatory frameworks, informing current and future regulatory guidance.

Commissioner Chan asked about the timing of the SELF DRIVE Act.

Mr. Velez stated that that apparent target was to include the SELF DRIVE Act in the Surface Transportation Reauthorization, which had been initially expected this summer, though timing concerns had been raised. He added that while that route may no longer be viable, the policy could also advance via an executive order, bypassing a longer congressional process.

Commissioner Chan asked about the bill's timing and the Transportation Authority's plan to advance it ahead of other stakeholders.

Mr. Velez explained that, with the SELF-DRIVE Act now out of subcommittee, staff were working to broaden support, though the bill's timeline remained uncertain.

Commissioner Chan asked about the timeline for the Transportation Authority's work with consultants and how it would help inform responses to the regulation.

Mr. Velez stated that Transportation Authority staff had already been engaging. He explained that consultant support would begin following Board approval of the item, with staff seeking to bring consultants on board as quickly as possible. He indicated that the consultant support was expected to occur from April through June and would inform potential briefings of congressional delegations and support staff during the summer.

Commissioner Chan stated that the Transportation Authority should invest in this work to gain a better understanding despite the bill's uncertain outcome and added that staff should be prepared to report back to the Board so members could determine how best to support and navigate efforts with Congressman Mullin, including engagement through the Commerce and Energy Committee. She added that staff should provide this report before June.

Chair Melgar stated that the Transportation Authority had issued guidelines last year on AVs that were widely referenced by municipalities as best practices and explained that the guidelines had acknowledged current imperfections in the regulatory infrastructure. She added that Congressman Mullin had reached out specifically because of the Transportation Authority's prior work and indicated that, once a work product was developed, it would be shared with him and other stakeholders. She explained that,



given the nascent nature of the industry and differing regulatory approaches, San Francisco's strong values should be reflected. She emphasized that a clear communication strategy would be key to effectively advancing these efforts.

There was no public comment.

Commissioner Chen moved to approve the item, seconded by Vice Chair Sauter.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Fielder, Mahmood, Melgar, Sauter, and Wong (8)

Absent: Commissioners Mandelman, Sherrill, and Walton (3)

8. Appropriate \$97,000 in Prop L Funds, with Conditions, for Caltrain Governance 2026 Work Program and Ad Hoc Committee Support – ACTION0

Jesse Koehler, Rail Program Manager, presented the item per the staff memorandum.

Chair Melgar thanked Commissioner Walton for his persistence on Caltrain governance and acknowledged former Commissioner Peskin for work predating the current board, including the multiple agreements associated with Measure RR. She stated that she hoped the Board would continue supporting Commissioner Walton's efforts and explained that maintaining this support would ensure continuity in the ongoing process with Caltrain.

There was no public comment.

Commissioner Fielder moved to approve the item, seconded by Commissioner Dorsey.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Fielder, Mahmood, Melgar, Sauter, and Wong (8)

Absent: Commissioners Mandelman, Sherrill, and Walton (3)

Items Recommended from the Personnel Committee

9. [CLOSED SESSION] [Final Approval] Evaluate Public Employee Performance and Approve the Executive Director's Performance Objectives for 2026 – ACTION

Chair Melgar stated that the Personnel Committee, including Vice Chair Sauter, Commissioner Mandelman, and herself, had met twice, held closed and open sessions, and received public comment on the items included in the recommendation. She added that the Board could enter into closed session for this item, if desired, or could approve the recommendation as presented, which had been endorsed by the Personnel Committee.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Fielder, Mahmood, Melgar, Sauter, and Wong (8)

Absent: Commissioners Mandelman, Sherrill, and Walton (3)



10. [Final Approval] Adopt the Revised Salary Structure, Amend the Existing Employment Agreement, and Set the Annual Compensation for the Executive Director for 2026 – ACTION

Chair Melgar stated that on February 23, the Personnel Committee met for a second time and, after considering the Executive Director's performance and other factors, recommended adopting a revised Executive Director salary range of \$298,015 through \$395,066, amending the employment agreement to extend Director Chang's term from December 31, 2025, to December 31, 2026, and setting her annual compensation, which would begin on March 16, 2026, with other terms.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Fielder, Mahmood, Melgar, Sauter, and Wong (8)

Absent: Commissioners Mandelman, Sherrill, and Walton (3)

11. [Final Approval] Adopt 9 New Job Classifications, Revised Organization Chart, and Revised Salary Structure; Approve the Use of Up to \$2,375,000 over a Five-Year Period (\$475,000 per year) from the Agency's Program and Operating Reserve; and Amend the Prop L Strategic Plan Annual Program Administration and Operating Allowance from 7.9 Percent to 8.3 Percent, for Fiscal Years 2026/27 to 2030/31 – ACTION

Chair Melgar stated that at the February 23 Personnel Committee meeting, the committee had unanimously recommended the first three parts of the item, including adopting nine new job classifications, revising the organization chart, and updating the salary structure to support staff and organizational development. She explained that the committee had discussed funding for increased costs in light of the significant post-pandemic drop in sales tax and that there had been one dissenting vote from Commissioner Mandelman on tapping the Transportation Authority Program and Operating Reserve and increasing the Prop L annual Program Administration and Operating Allowance from 7.9% to 8.3% over the next five years. She added that she remained strongly supportive of the staff recommendations and had appreciated Commissioner Mandelman's perspective, noting that he was not present to speak at the board meeting but had been aware the item was on the agenda.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Fielder, Mahmood, Melgar, Sauter, and Wong (8)

Absent: Commissioners Mandelman, Sherrill, and Walton (3)

Other Items

12. Introduction of New Items - INFORMATION

There were no new items introduced.

13. Public Comment

During public comment, Jodie Medeiros from Walk San Francisco stated that the month had been horrific for traffic fatalities, with five pedestrians already killed, including a two-



year-old, and emphasized that these tragedies were preventable. She explained that speeding was the leading cause of crashes and that the 33 speed camera locations showed that speeding was rampant across all districts. She added that Walk San Francisco and other California partners supported AB 2276, the Stop Super Speeders Act, which would require active intelligent speeding devices for drivers convicted of severe speeding-related offenses, reckless driving, participating in speed contests, or driving over 100 mph. She stated that this legislation was strongly supported nationally and urged the Board to also support it.

Griffin Lee stated that he had raised concerns with a few Board commissioners regarding SFMTA proposals to reduce speed limits from 25 to 20 miles per hour on two corridors: Taraval Street in District 4 and Market Street between Octavia and Franklin. He said that data from the Transportation Authority's dashboard had shown that average speeds in January had already been below the posted limits, with 15.6 and 14.95 mph on Taraval Street east and westbound, and 11.94 mph eastbound on Market Street. He added that the Board needed to hold SFMTA accountable to ensure proposed speed reductions would align with actual conditions and data.

14. Adjournment

The meeting was adjourned at 11:10 a.m.

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Memorandum

AGENDA ITEM 5

DATE: February 20, 2026

TO: Transportation Authority Board

FROM: Rachel Hiatt - Deputy Director for Planning

SUBJECT: 03/10/2026 Board Meeting: Adopt the District 2 Safety Study Final Report

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the District 2 Safety Study Final Report</p> <p>SUMMARY</p> <p>Former Transportation Authority Board Member Catherine Stefani requested that the Transportation Authority appropriate District 2 Neighborhood Program funds for the District 2 Safety Study to develop recommendations that would address safety challenges and barriers to access near land uses that attract vulnerable road users. The study team, consisting of Transportation Authority staff collaborating with the SFMTA, identified five study areas throughout the district with a high concentration of these land uses. Community outreach identified more specific intersection- and corridor-level locations with safety challenges and gaps in access and guided the development of safety treatments at these locations. The Study recommends near-term, quick-build improvements, including traffic calming measures, improved bike and pedestrian signage and wayfinding, and color curb changes, as well as longer term recommendations to study the intersection of Bay and Laguna streets. The near-term recommendations have a total cost of \$430,000 and are intended to be implemented with additional Neighborhood Program funds that were allocated specifically for Study recommendations. These funds are being held in reserve pending completion of this Study. The Study also includes a funding and implementation strategy for longer term recommendations.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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BACKGROUND

Former Transportation Authority Board Member Catherine Stefani requested that the Transportation Authority conduct the District 2 Safety Study to address safety challenges and barriers to access near land uses that attract children, seniors, and other vulnerable road users. In March 2023, the Transportation Authority Board appropriated and allocated District 2 Neighborhood Program funds for Transportation Authority and SFMTA staff to collaboratively conduct this study and also allocated funds to SFMTA for implementation of study recommendations. The Board action put the implementation funds on reserve to be released by the Transportation Authority Board following completion of the study.

DISCUSSION

The Study began with analyzing multiple data sources (e.g., land use data, crash data, paratransit drop-off locations, etc.) to identify five study areas within District 2 that have a high concentration of locations that draw vulnerable road users. These study areas were located in the following neighborhoods: Marina, Pacific Heights, Anza Vista, Presidio Heights, and Cathedral Hill. Community outreach identified more specific intersection- and corridor-level locations with safety challenges and gaps in access and guided the development of safety treatments at these locations.

Outreach. The study included two primary rounds of outreach with a mix of online surveys and in-person pop-up events and presentations at community meetings. The first round of outreach aimed to identify specific locations where vulnerable road users experience safety and access challenges and understand preferences for types of quick-build treatments. We heard that major issues in the District were speeding, distracted driving, and lack of traffic enforcement. We used feedback to guide the development of short- and long-term recommendations at six locations across the District and shared them with the community for feedback in the second round of outreach. These comments helped refine the recommendations.

Final Recommended Safety Treatments. Based on technical analysis and findings from the first round of outreach, we developed safety treatments at six locations across the District. The locations and safety treatments are summarized in the table below. Near-term recommendations will be implemented by SFMTA following the adoption of this study, and medium- and long-term recommendations would also be led by SFMTA.



Location	Final Recommended Safety Treatment	Planning Level Cost Estimate
Bay Street / Laguna Street	<p><u>Near-term:</u> Pedestrian visibility improvements and improved signage to reduce right turn on red violations</p> <p><u>Long-term:</u> Study a full intersection redesign to better balance pedestrian, cyclist, and vehicle needs</p>	<p><u>Near-term:</u> \$12,000</p> <p><u>Long-term:</u> \$200,000 - \$250,000</p>
Various locations near CPMC Pacific Heights and Lafayette Park	<p><u>Near-term:</u> Color curb changes at Clay Street / Webster Street to better balance goods and passenger delivery needs and reduce double parking.</p> <p><u>Near-term:</u> Install traffic calming devices (e.g., speed humps, speed tables, or speed cushions) on streets adjacent to Lafayette Park.</p>	<p><u>Near-term:</u> \$60,000</p>
Masonic Avenue / Geary Boulevard	<p><u>Near-term:</u> Improved wayfinding and pavement markings for cyclists. Other pedestrian safety improvements include installing a Lead Pedestrian Interval at all crossings on Geary Boulevard and adding a No Turn on Red restriction for eastbound Geary Boulevard turning onto southbound Masonic Avenue.</p>	<p><u>Near-term:</u> \$16,000</p>
Various locations in the residential area of Anza Vista	<p><u>Near-term:</u> Install traffic calming devices (e.g., speed humps, speed tables, or speed cushions) on six streets in the Anza Vista residential neighborhood to slow vehicle speeds.</p>	<p><u>Near-term:</u> \$280,000</p>



Various locations in Presidio Heights	<u>Medium-term:</u> Identify short- and long-term secure bike parking locations near major attractors (e.g., Arguello Boulevard and Claire Lilienthal Elementary School) to increase bike access.	<u>Medium-Term:</u> N/A ¹
Various locations in Cathedral Hill	<u>Near-term:</u> Install painted safety zones at up to five intersections in Cathedral Hill with a high number of recent turn-based collisions.	<u>Near-term:</u> \$60,000

Implementation Plan. The final report includes a discussion of cost estimates, potential funding sources, and next steps for implementation. Detailed design and implementation of these recommendations would be led by SFMTA. The near-term, quick-build recommendations have a total cost of \$430,000 and are intended to be funded with the \$430,000 in District 2 Neighborhood Program funds held in reserve for this purpose. Following completion of this study, SFMTA may submit a request to the Transportation Authority Board to release the funds.

The report also identifies potential funding sources for the longer-term recommendations at the Bay Street / Laguna Street intersection. These sources include but are not limited to local funding sources such as Prop L and the General Fund, and regional and state sources such as the Caltrans Sustainable Communities grants.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2025/26 budget. Allocation of the Prop K funds on reserve for implementation of the recommendations is subject to future Board action.

CAC POSITION

The CAC considered this item at its February 25, 2026 meeting and unanimously adopted a motion of support for the staff recommendation.

¹ Cost not applicable – this recommendation will be referred to SFMTA’s Bike Parking Program, with follow up work funded through other sources.



SUPPLEMENTAL MATERIALS

- Attachment 1 - District 2 Safety Study Final Report
- Attachment 2 - Resolution



District 2 Safety Study



San Francisco County Transportation Authority
Neighborhood
program

Draft Report: February 2026

Acknowledgments

The District 2 Safety Study was funded through the San Francisco County Transportation Authority's Neighborhood Program at the request of former Commissioner Catherine Stefani. The Neighborhood Program was established to fund community-based efforts in San Francisco neighborhoods, especially in underserved neighborhoods and areas with vulnerable populations (e.g., seniors, children, and/or people with disabilities). The Neighborhood Program is made possible with San Francisco's half-cent sales tax for transportation funds.

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



PROJECT TEAM

San Francisco County Transportation Authority

Rachel Hiatt, Deputy Director of Planning
Alexandra Pan, Transportation Planner
Brittany Chan, Communications Specialist

San Francisco Municipal Transportation Agency

Damon Curtis, Traffic Calming Program Manager
Jennifer Molina, Senior Transportation Planner



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1. Introduction

The District 2 Safety Study was completed at the request of former Transportation Authority Board Member Catherine Stefani (District 2) and funded through the San Francisco Transportation Authority's Neighborhood Program. Transportation Authority staff collaborated with the San Francisco Municipal Transportation Agency (SFMTA) on this study.

The study focused on addressing safety challenges and barriers to access to locations that attract children, seniors, and other vulnerable road users, including parks, schools, hospitals, and recreational destinations. The goal of the study was to identify short-term, quick-build improvements near these locations that could be implemented with remaining Neighborhood Transportation Program funds from Prop K. To identify areas within the District with a high concentration of these destinations, the study team analyzed land use and transportation data and conducted a first round of community engagement to understand resident travel patterns and challenges. Using this information, the team developed a toolkit for safety improvements around select land uses, aligning specific safety treatments to different types of land uses. The study team recommends quick-build safety treatments at six locations throughout the District, with input from the second round of community engagement. These treatments are summarized below:

Table 1-1. Summary of Near-Term Recommendations

STUDY AREA	LOCATION	NEAR-TERM RECOMMENDATIONS
Marina	Bay St / Laguna St	Pedestrian visibility improvements, including a blank-out "No Right Turn" sign, updated warning signs, and striping
Pacific Heights	Clay St / Webster St	Color curb changes
Pacific Heights	Washington St Laguna St	Traffic calming devices (e.g., speed hump, speed cushion, or speed table) near Lafayette Park
Anza Vista	Anzavista Ave Barcelona Ave Encanto Ave Fortuna Ave Terra Vista Ave O'Farrell St	Traffic calming devices (e.g., speed hump, speed cushion, or speed table)
Anza Vista	Masonic Ave / Geary Blvd	Pedestrian and bike wayfinding improvements, including Leading Pedestrian Intervals (LPI) and pavement markings Round concrete island nose at Masonic/Geary
Presidio Heights	Various locations	Identify bike parking locations along Arguello Blvd and near Claire Lilienthal Elementary School
Cathedral Hill	Various locations	Intersection safety (e.g., daylighting, Painted Safety Zones (PSZs))

2. Study Areas

The study team used land use and transportation data to understand the existing transportation access and safety conditions and identify areas within District 2 that have a high concentration of locations that draw vulnerable road users (i.e., children, seniors, and people with disabilities). This approach built off of the methodology behind a 2017 map produced by the San Francisco Department of Public Health which aimed to address safety for seniors and people with disabilities by visualizing priority areas where they live and travel and injury segments where pedestrian injuries to these populations are concentrated.¹

The study team identified locations that attract vulnerable road users, including schools, parks, hospitals, senior homes, libraries, and places of worship. These locations were overlaid with transportation features such as public transit routes, the local bike network, frequent paratransit pickup and drop off locations, and the High Injury Network (HIN), and Equity Priority Community (EPC) boundaries. Based on this initial map, the study team identified five clusters within District 2, with each cluster containing a combination of: 1) major destinations drawing vulnerable road users; 2) proximity to bike network and transit network connections; and 3) opportunities to support recent or planned transportation improvements for pedestrians, cyclists, and transit riders. Clusters were also selected to be spread throughout the district.

The study team conducted site visits to each of the clusters to further narrow down and identify specific study areas (shown in Figure 2-1 below). Community engagement efforts were focused on these five study areas to understand the travel patterns and safety and access challenges of residents and visitors.

WHAT ARE QUICK-BUILD IMPROVEMENTS?

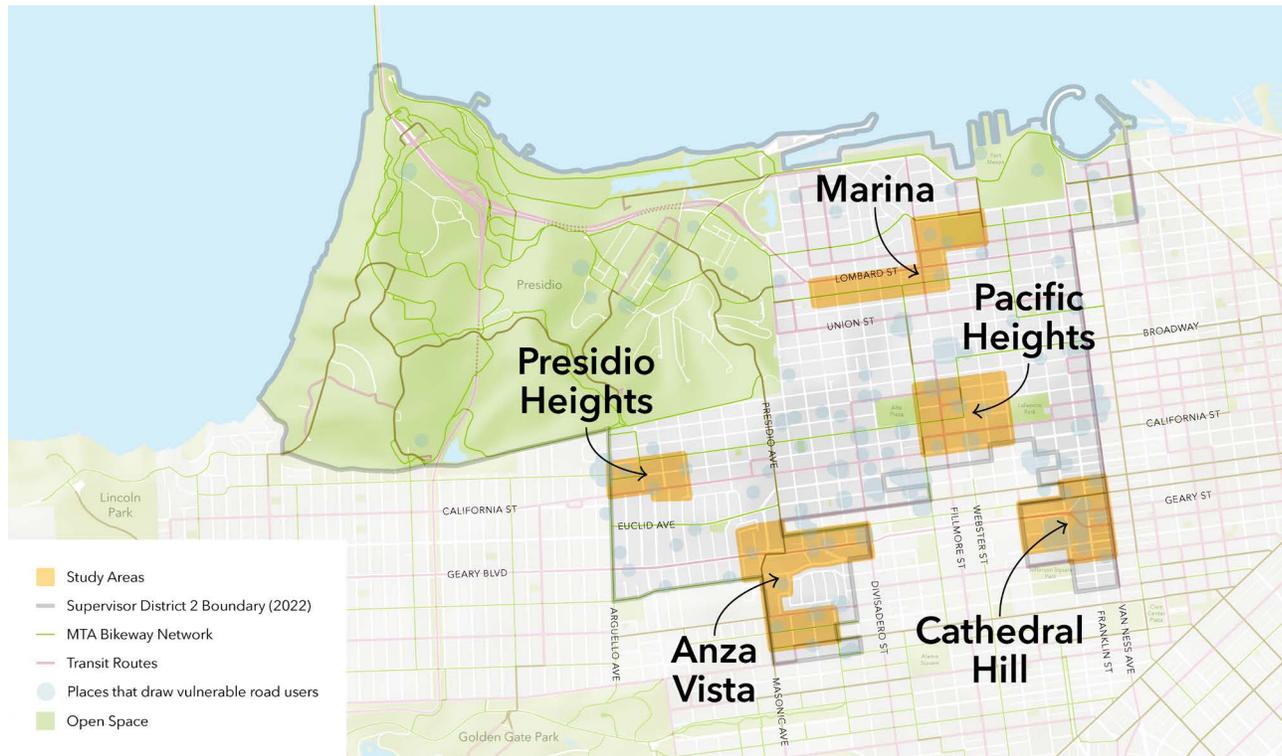
Quick-build improvements are reversible, adjustable traffic safety improvements that can be installed relatively quickly. Unlike major capital projects that may take years to plan, design, bid, and construct, quick-build projects can be completed within weeks or months. Improvements may include:

- Paint (e.g., high visibility crosswalks), traffic delineators, and street signs
- Parking and loading adjustments
- Traffic calming (e.g., asphalt speed humps)

For more information, visit the [SFMTA Vision Zero Quick-Build Program website](#).

¹ <https://sfgov.maps.arcgis.com/apps/webappviewer/index.html?id=615a17a21f6e47279b8da708665aa457>

Figure 2-1. Map of Study Areas in District 2



3. Community Engagement Round 1

To understand how District 2 residents travel around the study areas and the safety and access challenges they experience, the study team conducted community engagement in summer 2024 through both online and in-person events. Engagement included an online survey distributed through social media and newsletters, a virtual town hall with Spanish and Mandarin translation, pop up events, and presentations at community meetings. The survey was open from May to July 2024 and received 139 responses.

The survey asked respondents general questions about their priorities for safety and access in the District and types of places that most need safety and access improvements for vulnerable road users. The survey then asked respondents to provide feedback for one or more specific study areas. For each study area, respondents were asked about their general travel patterns, safety and access challenges, and preference for safety treatments. The safety treatments were drawn from the SFMTA's Vision Zero Quick-Build Toolkit, shown below.

Figure 3-1. Pedestrian refuge islands



Figure 3-2. Painted safety zones

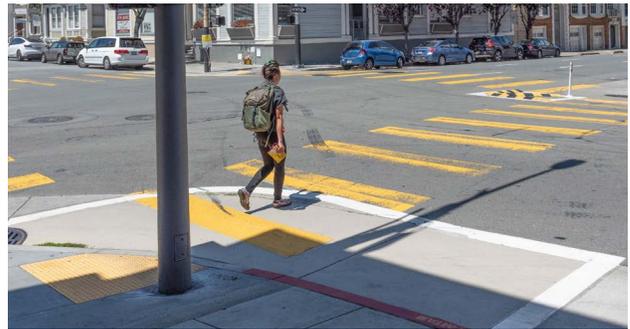


Figure 3-3. Sidewalk improvements



Sidewalk repaving

Wider sidewalks

Figure 3-4. Crosswalk improvements such as high-visibility crosswalks, increasing pedestrian crossing time, etc.



Increased pedestrian crossing time

Flashing pedestrian beacon

High-visibility crosswalks

Figure 3-5. Advanced yield or stop lines painted before crosswalks to indicate where drivers should yield or stop for pedestrians



Figure 3-6. Traffic calming measures to help slow vehicle speeds such as speed humps, hardened center lines, etc.



Speed humps

Hardened center lines

Figure 3-7. Traffic signal improvements such as left turn restrictions, no right turn on red, etc.



Left turn restrictions

No right turn on red

Figure 3-8. Changes to curb access to better match the needs of the street such as expanded passenger loading zones, short term parking, etc.



Figure 3-9. Bike improvements such as creating new bike lanes or protected bike lanes or adding bike parking



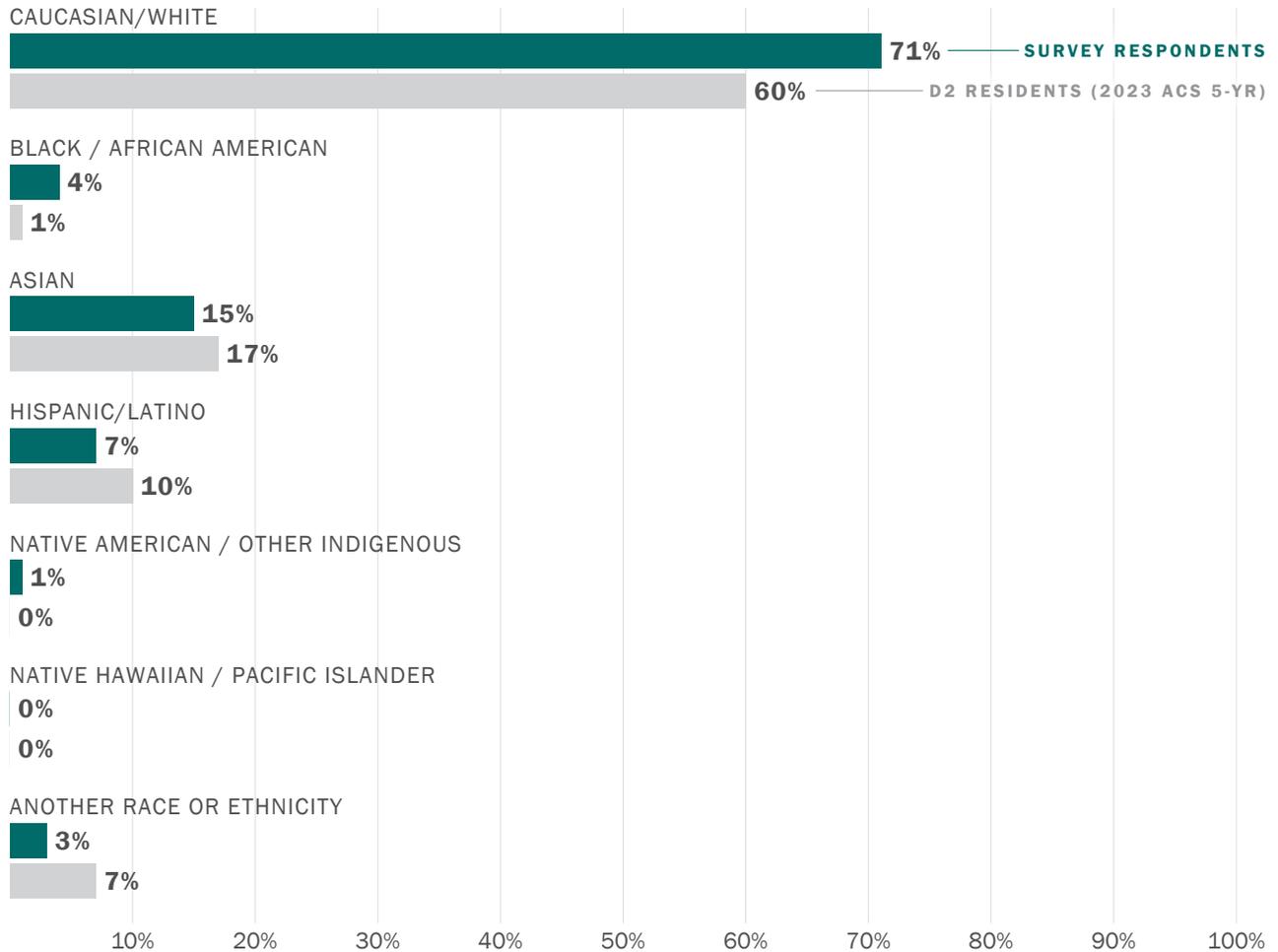
The study team held one pop up in each study area to get feedback from residents of the area or community members who travel to or within the area. Pop ups were organized near key land uses in the area. The study team held four pop up events from May to June 2024 at Marina Middle School (Marina study area), CPMC Pacific Heights (Pacific Heights study area), St. Cyprian's Episcopal Church (Anza Vista study area), and the Presidio Branch Library (near Presidio Heights study area).

3.1 SURVEY DEMOGRAPHICS

The survey received 139 responses and 138 of these responses provided home zip codes, which allowed for an approximate determination of home location of respondents in relation to district boundaries. Most respondents live in zip codes near the Marina, Pacific Heights, and Anza Vista study areas (69% of respondents), which corresponds to a higher number of survey responses providing feedback for these study areas. In comparison, fewer respondents live near the Presidio Heights and Cathedral Hill study areas (9% in each study area). There were also a small number of respondents who live outside of District 2 (less than 5%).

The study team compared the race/ethnicity, income, and age of survey respondents to the 2023 American Community Survey (ACS) Five-Year Estimates for District 2. Figure 3-10 shows a slight underrepresentation of Hispanic/Latino and Asian survey respondents and overrepresentation of Caucasian/white, Black / African American, and Native American respondents.

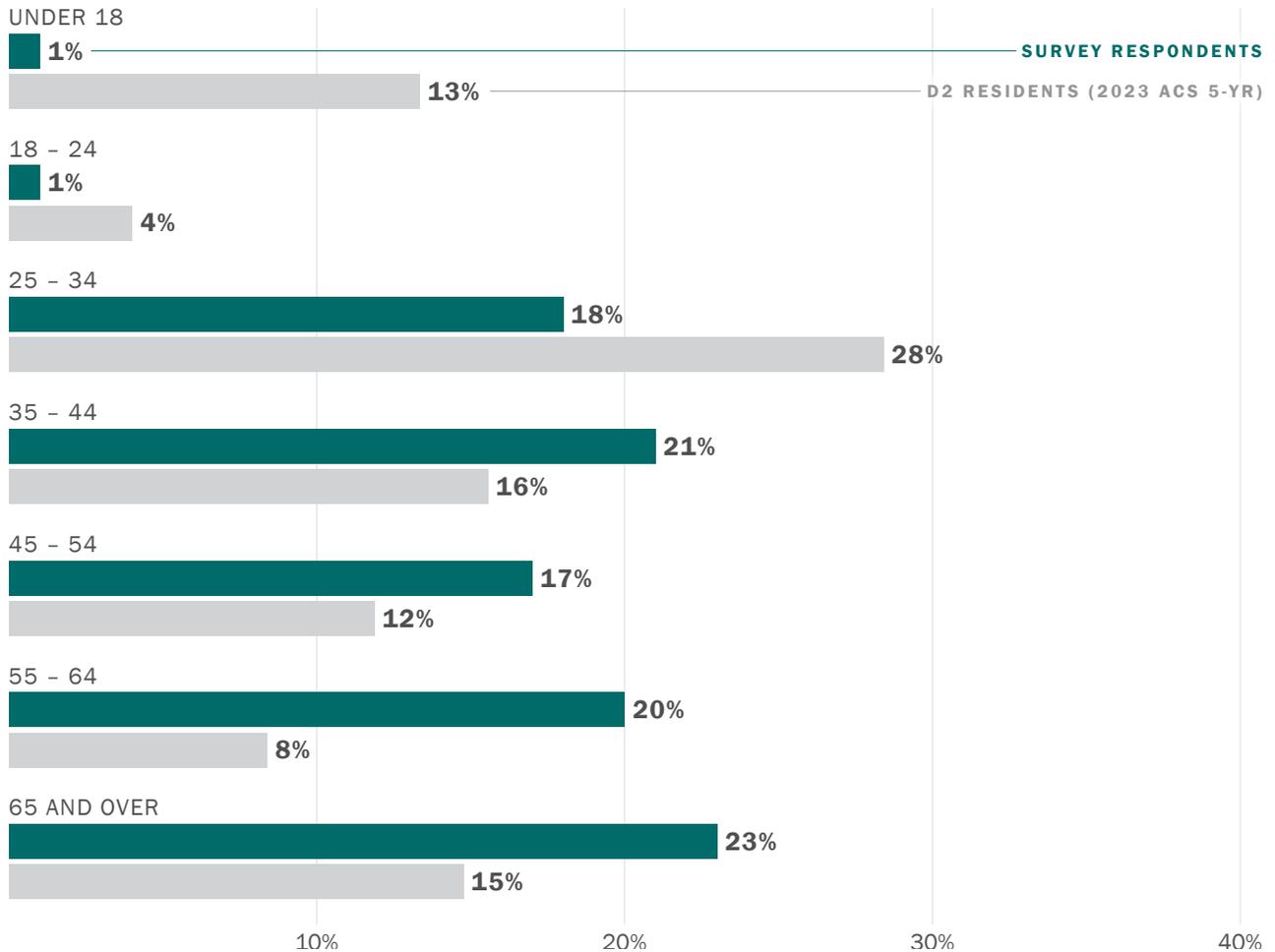
Figure 3-10. Race and ethnicity of round 1 survey respondents compared to D2 residents (n = 110)



Note: chart excludes 14% of respondents who selected "Prefer not to say"
[Download chart data \(CSV\)](#)

Figure 3-11 below shows that survey respondents were also older than D2 residents. There were also fewer survey respondents with children (30% of survey respondents compared to 41% of D2 residents from the 2023 ACS).

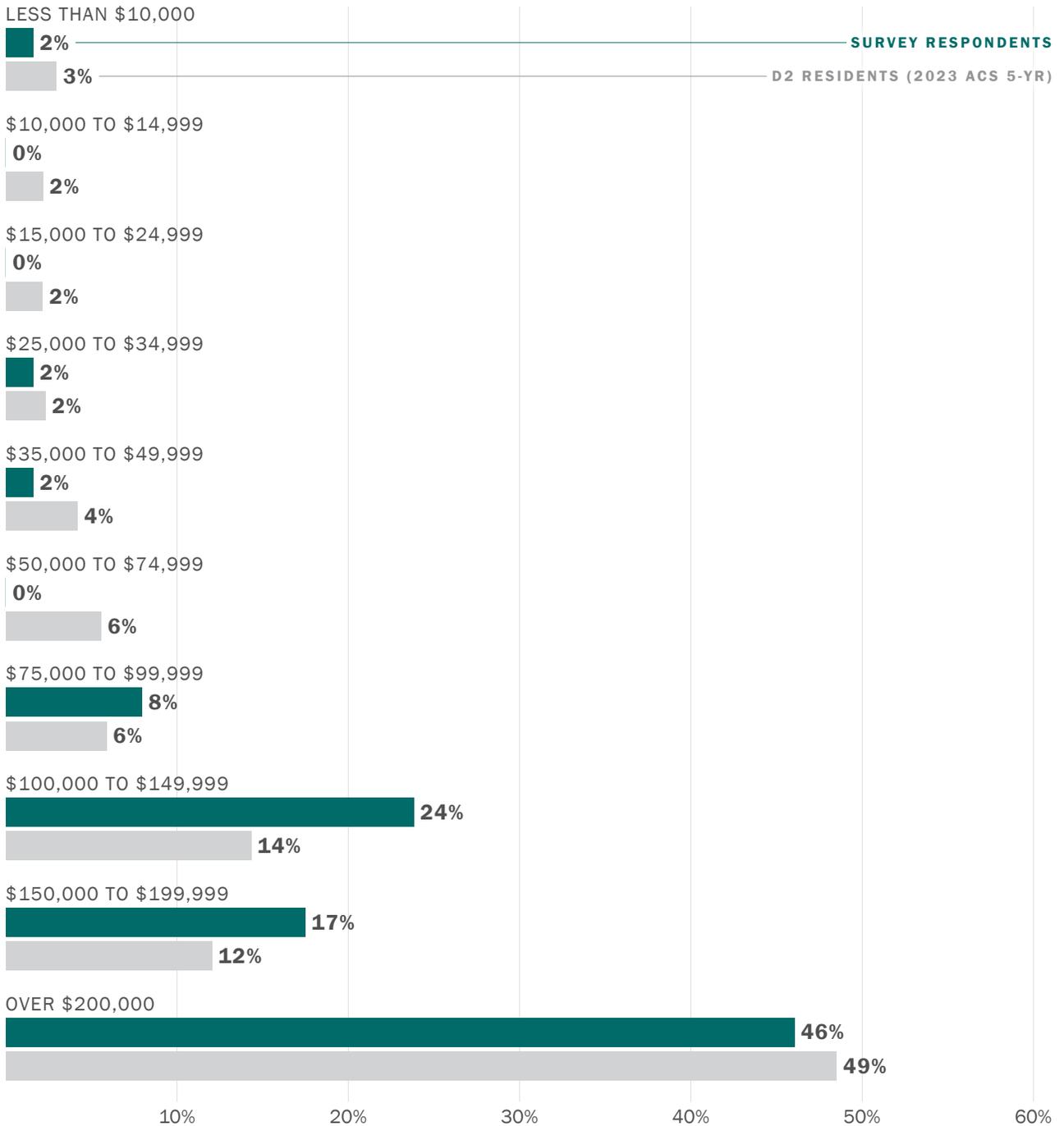
Figure 3-11. Age of round 1 survey respondents compared to D2 residents (n = 125)



Note: chart excludes 10% of respondents who selected "Prefer not to say"
[Download chart data \(CSV\)](#)

Almost half of respondents did not respond to the survey question about household income. For those who did respond, Figure 3-12 shows that households with an annual income less than \$100,000 were underrepresented compared to D2 residents.

Figure 3-12. Annual household income of round 1 survey respondents compared to D2 residents (n = 63)



Note: chart excludes 46% of respondents who selected "Prefer not to say"
[Download chart data \(CSV\)](#)

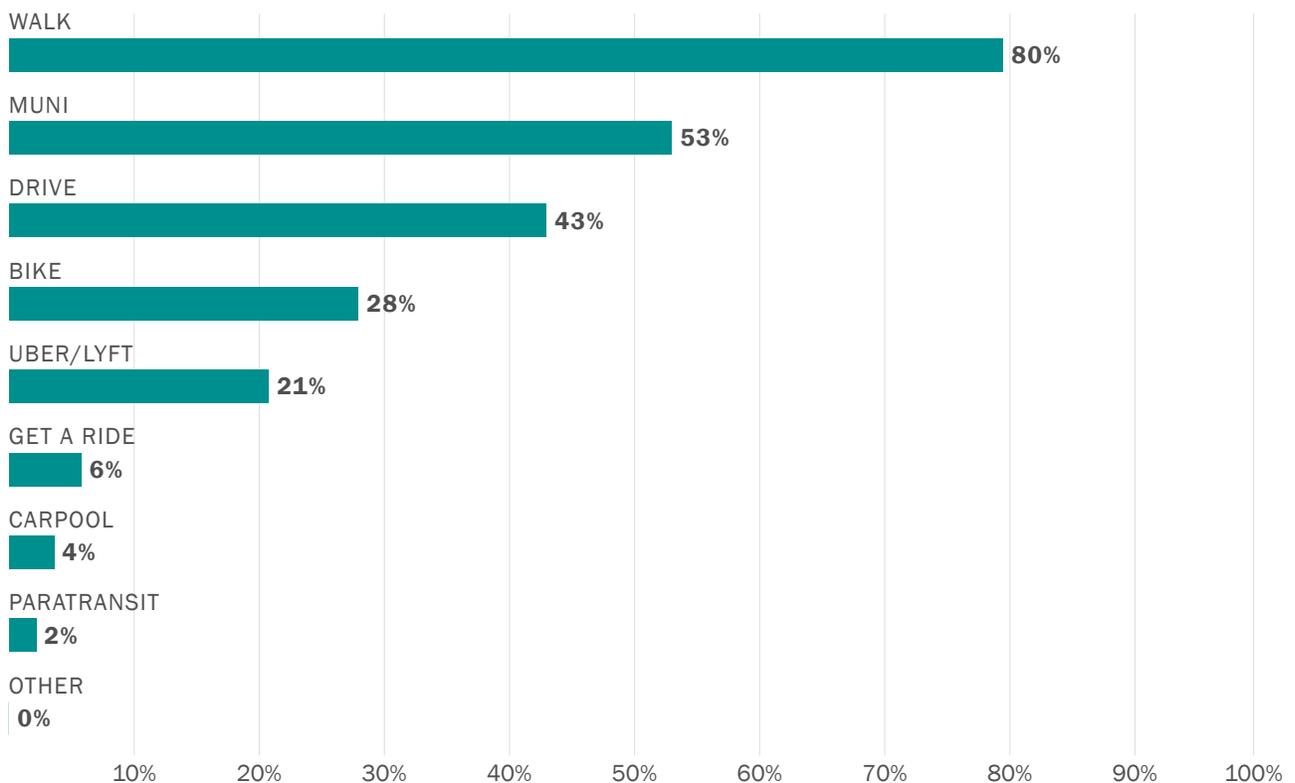
3.2 POP UP AND TOWN HALL FINDINGS

In pop up events and the virtual town hall, participants emphasized the need for more traffic enforcement. Participants stated that, as pedestrians, they noticed that many drivers are distracted and not stopping at stop signs. Speeding was also a major issue in the District and participants stated that effective treatments were needed to slow down vehicle speeds.

3.3 TRAVEL PATTERNS AND MODE SHARE

For each study area, respondents were asked to select all transportation modes they used to get around. These responses are combined across all study areas in Figure 3-13 to show how District 2 residents generally use transportation to, from, and within the study areas.

Figure 3-13. Combined responses across all study areas to the survey question “How do you usually get around this area of the District? Please select all that apply.” (n = 139)



[Download chart data \(CSV\)](#)

Active transportation mode share was high among survey respondents. Walking was the most common transportation mode, with 80% of survey respondents saying that they walk in District 2, and 28% of survey respondents bike. More than half (53%) of respondents said they use Muni and 43% drive in District 2.

To understand overall priorities for safety and access in District 2, survey respondents were asked to select up to three types of places that most need safety and access improvements for vulnerable road users. The top two responses were parks or open spaces (51% of respondents selected) and schools, daycares, and nurseries (47% of respondents selected), followed by senior centers and eldercare facilities (34%) and hospitals and other healthcare services (32%). Libraries (19%) and churches, synagogues and other places of worship (4%) were not selected by as many respondents.

The survey asked respondents to provide feedback on transportation challenges and preferences for safety treatments for as many of the study areas as they would like. Across all study areas, speeding and traffic violations (e.g., violating no right turn on red, ignoring stop signs, etc.) and lack of traffic enforcement were identified as major safety challenges. Each of the study areas also had unique safety challenges and preferences, which are summarized in the next sections. Specific locations with safety challenges were identified through open-ended comments in the survey, stickers placed on a map of the study area at pop up events, and verbal comments from attendees. These locations and challenges are summarized in a table for each study area.

3.4 MARINA STUDY AREA FEEDBACK

Figure 3-14. Map of the Marina study area



The Marina study area, shown in Figure 3-14, is located in the northern part of the district and includes Marina Middle School, the Marina Branch Library, and the Moscone park area. The study area also includes a segment of Lombard Avenue that has been identified as part of the High Injury Network by the San Francisco Department of Public Health. There are some wider streets (e.g., Bay Street, Lombard Street) that have medians for traffic calming.

Figure 3-15. Traffic calming median on Bay Street



Figure 3-16. Traffic calming median on Lombard St



In the survey, 61 respondents gave feedback for the Marina study area. Transportation Authority staff held one pop up event at Marina Middle School on May 17, 2024 during school drop-off to engage with students and parents. The top responses for key survey questions are outlined below, along with a summary of main feedback received at in-person events.

What are some of the main reasons you travel to this area?

- Social or recreational trips (82%)
- General shopping (79%)
- Grocery shopping (62%)

How do you usually get to this area?

- Walk (80%)
- Muni (49%)
- Drive (36%)

What are some of the safety and access challenges you experience in this area?

- Cars drive too fast (72%)
- Poor visibility at crosswalks (41%)
- Hard to find parking (36%)
- Poor sidewalk conditions (34%)

Other public comments mentioned the lack of traffic enforcement for double parking and drivers not stopping at stop signs. Bikes, scooters, and delivery drivers using the sidewalk was also a major concern in the Chestnut Street commercial area.

What types of safety treatments would you like to see in this area?

- Traffic calming measures (61%)
- Painted pedestrian safety zones (51%)
- Sidewalk improvements (49%)

Attendees of the pop-up event also preferred traffic signal improvements and bike improvements.

Locations with Safety and Access Challenges

Survey respondents and attendees of in-person events identified specific locations in the Marina study area that have safety and access challenges. Table 3-1 summarizes these locations, nearby land uses that attract vulnerable road users, and safety and access challenges.

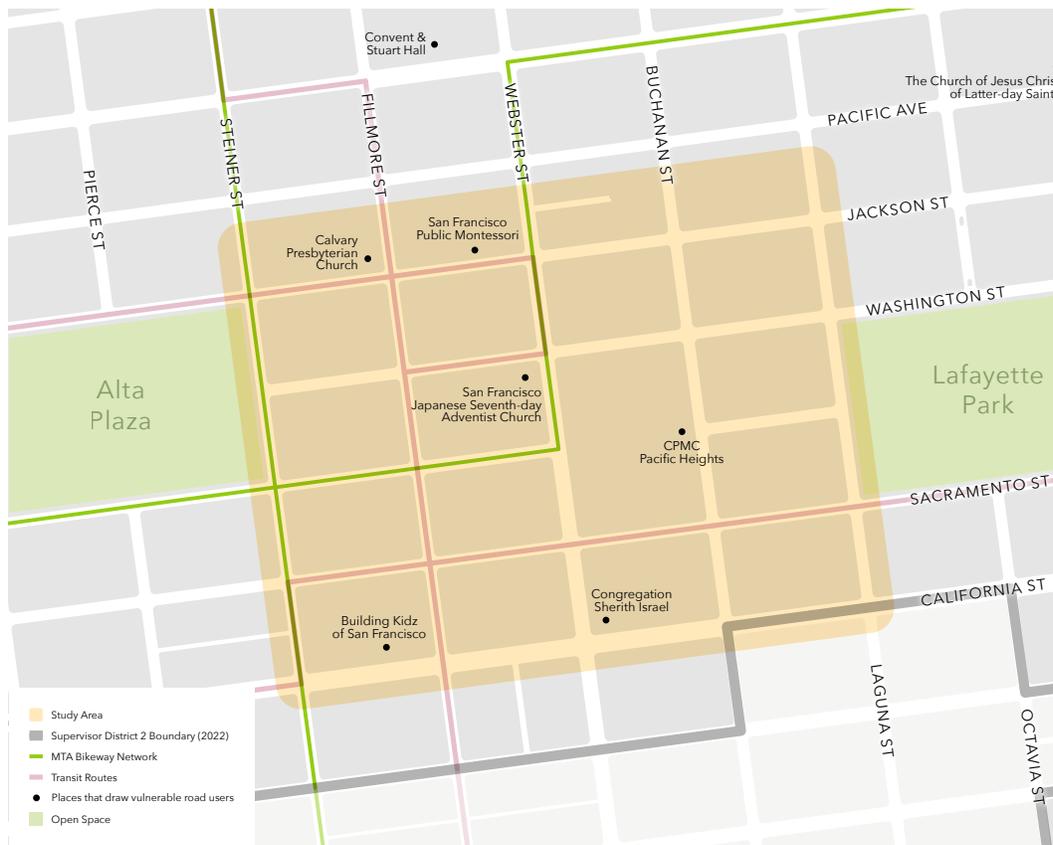
For many locations in this study area, respondents stated that poor lighting conditions and narrow sidewalks were main challenges. These are issues that cannot be addressed with the quick-build toolkit, but can be addressed through alternate funding sources in longer term work.

Table 3-1. Summary of safety and access challenges in the Marina study area

#	INTERSECTION / STREET SEGMENT	NEARBY ATTRACTORS	SAFETY AND ACCESS CHALLENGES
1	Bay St by Moscone Park	Park, school, library	<ul style="list-style-type: none"> Poor lighting conditions Narrow sidewalk
2	Laguna St / Bay St	Park, school, library	<ul style="list-style-type: none"> Confusing intersection directions and signage Drivers frequently violate “no right on red”
3	Francisco St	Park	<ul style="list-style-type: none"> High volume of cut-through traffic and high speeds
4	Fillmore St / Lombard St	School, stores, restaurants	<ul style="list-style-type: none"> Crossing time is too short Intimidating to cross Lombard because street is so wide
5	Chestnut St	Park, school, library, stores, restaurants	<ul style="list-style-type: none"> Poor sidewalk conditions Restaurant tables on sidewalk block ADA access Lack of enforcement for speeding and double parking
6	Franklin St between Union and Jackson	School, park, stores, restaurants	<ul style="list-style-type: none"> Sidewalk is narrow

3.5 PACIFIC HEIGHTS STUDY AREA FEEDBACK

Figure 3-17. Map of the Pacific Heights study area



The Pacific Heights study area, shown in Figure 3-17, contains two parks (Alta Plaza and Lafayette Park), a medical center (the CPMC Pacific Heights campus), and a number of schools, daycares, and places of worship. The study area is fairly hilly, and both Alta Plaza and the CPMC Pacific Heights campus are located at the top of streets with a steep grade. A portion of Clay Street south of Alta Plaza is part of the SFMTA Slow Streets Program¹, which aims to expand the active transportation network through low vehicle volume and speed streets that are safe and comfortable for biking, walking, and rolling.

Figure 3-18. Slow Street on Clay



Figure 3-19. Pedestrian crossing Webster Street to get to CPMC medical facility



In the survey, 45 respondents gave feedback for the Pacific Heights study area. Transportation Authority staff also held one pop up event outside of the CPMC Pacific Heights campus on June 27, 2024 to engage with CPMC patients, workers, and community members. The top responses for key survey questions are outlined below, along with a summary of main feedback received at in-person events.

What are some of the main reasons you travel to this area?

- Social, recreational, and general shopping (82%)
- Healthcare (56%)
- Grocery shopping (49%)

¹ <https://www.sfmta.com/projects/slow-streets-program>

How do you usually get to this area?

- Walk (82%)
- Muni (53%)
- Drive (38%)

What are some of the safety and access challenges you experience in this area?

- Cars drive too fast (62%)
- Poor visibility at crosswalks (47%)
- Poor sidewalk conditions (38%)

Other comments mentioned dangerous driver behavior and lack of traffic enforcement as major issues. Comments also mentioned a lack of safe bike infrastructure in the study area. With about a quarter of survey respondents in Pacific Heights saying that they bike in the area, these comments highlight the demand for improvements to existing bike infrastructure in Pacific Heights.

What types of safety treatments would you like to see in this area?

- Traffic calming measures (64%)
- Crosswalk improvements (64%)
- Sidewalk improvements (60%)

Locations with Safety and Access Challenges

During the outreach process, survey respondents and attendees of in-person events identified specific locations in the Pacific Heights study area that have safety and access challenges. Table 3-2 summarizes the locations, nearby land uses that attract vulnerable road users, and the safety and access challenges that residents or visitors experience at these locations.

Table 3-2. Summary of safety and access challenges in the Pacific Heights study area

#	INTERSECTION / STREET SEGMENT	NEARBY ATTRACTORS	SAFETY AND ACCESS CHALLENGES
1	Pacific Ave / Laguna St	Place of worship	<ul style="list-style-type: none"> • 4-way stop on a steep hill, visibility challenge for drivers
2	Sacramento St / Buchanan St	Medical center	<ul style="list-style-type: none"> • Lack of bus shelter for westbound 1 California
3	Fillmore St	Schools, places of worship, shopping and restaurants	<ul style="list-style-type: none"> • Pedestrian visibility • Buses get stuck in car traffic
4	Clay St	Parks, medical center	<ul style="list-style-type: none"> • Cyclists feel unsafe and unprotected from car traffic
5	Clay St / Webster St	Medical center, place of worship	<ul style="list-style-type: none"> • Vehicle speeding • Congested pedestrian intersection with no traffic signal • Insufficient room to unload patients outside of CPMC Pacific Heights
6	Washington St between Buchanan St and Laguna St	Parks, medical center	<ul style="list-style-type: none"> • Vehicle speeding

3.6 PRESIDIO HEIGHTS STUDY AREA FEEDBACK

Figure 3-20. Map of the Presidio Heights study area



The Presidio Heights study area contains two elementary schools, a pediatric urgent care facility, and a Sutter Health CPMC location. The CPMC campus is now closed and will be developed into housing. The proposed development will include nearly 500 residential units, as well as additional units for assisted living and memory care.¹ A portion of Clay Street on the eastern side of the study area is part of the SFMTA Slow Streets Program. This study area has some traffic calming measures, such as concrete bollards to enforce daylighting at certain corners.

Figure 3-21. Caption: Daylighting at Clay and Spruce



Twenty-seven survey respondents gave feedback for the Presidio Heights study area. Transportation Authority staff held a pop up event at the Presidio Branch Library on May 30, 2024, a few blocks east of the study area, to engage with residents and visitors in the neighborhood. The top responses for key survey questions are outlined below, along with a summary of main feedback received at in-person events.

What are some of the main reasons you travel to this area?

- General shopping (74%)
- Grocery shopping (70%)
- Social or recreational trips (67%)

How do you usually get to this area?

- Walk (70%)
- Drive (52%)
- Muni (41%)
- Bike (41%)

Compared to other study areas, Presidio Heights had a higher driving and bike mode share.

What are some of the safety and access challenges you experience in this area?

- Cars drive too fast (67%)
- Poor visibility at crosswalks (37%)

¹ https://media.api.sf.gov/documents/2025-0000036_3700_California_Street_Project.pdf

- Hard to find parking (22%)
- Hard to find bike parking (22%)

Similar to other study areas, many survey comments mentioned dangerous and aggressive driver behavior and lack of traffic enforcement (e.g., running red lights or stop signs, speeding) as major issues.

What types of safety treatments would you like to see in this area?

- Traffic calming measures (64%)
- Crosswalk improvements (64%)
- Sidewalk improvements (60%)

Locations with Safety and Access Challenges

During the outreach process, survey respondents and attendees of in-person events identified specific locations in Presidio Heights that have safety and access challenges. Table 3-3 summarizes the locations, nearby land uses that attract vulnerable road users, and the safety and access challenges that residents or visitors experience at these locations.

Other responses in the survey mentioned that sidewalks on Baker Street (east of the study area) have uneven pavement, resulting in many seniors tripping. Respondents also stated that crossing times near schools were too short for pedestrians traveling with strollers and bags.

Table 3-3. Summary of safety and access challenges in the Presidio Heights study area

#	INTERSECTION / STREET SEGMENT	NEARBY ATTRACTORS	SAFETY AND ACCESS CHALLENGES
1	California St	Medical center	Speeding
2	Arguello Blvd	Place of worship, schools	Lack of safer biking facilities
3	Arguello Blvd / Cornwall St	Schools, medical center	Lots of families with children cross Arguello where there is no crosswalk Cars speed from Arguello onto Cornwall

3.7 ANZA VISTA STUDY AREA FEEDBACK

Figure 3-22. Map of the Anza Vista study area



The Anza Vista study area contains the Kaiser Permanente San Francisco Medical Center, Sagebrook Senior Living, San Francisco Day School, and a number of places of worship. There are two designated Slow Streets in the southern half of the study area (Golden Gate Avenue and Lyon Street). The eastern edge of the study area overlaps with EPCs in Japantown and Western Addition.

Figure 3-23. Slow Street and roundabout on Lyon St**Figure 3-24. Pedestrian crossing street near Kaiser Permanente medical facility**

The Anza Vista study area received 40 survey responses. Transportation Authority staff held a pop up event at St. Cyprian's Episcopal Church on Saturday, June 22, 2024 to engage with residents and visitors in the neighborhood. The top responses for key survey questions are outlined below, along with a summary of main feedback received at in-person events.

What are some of the main reasons you travel to this area?

- Grocery shopping (83%)
- General shopping (68%)
- Social or recreational trips (50%)

Grocery shopping was the top trip purpose in this area. There are two large grocery stores (Trader Joe's and Lucky), and a Target in the study area.

How do you usually get to this area?

- Walk (73%)
- Drive (50%)
- Muni (40%)

Compared to other study areas, Anza Vista had a higher driving mode share. Although biking was not in the top three modes used, the mode share was still higher relative to other study areas (33% of respondents bike in this area).

What are some of the safety and access challenges you experience in this area?

- Cars drive too fast (73%)
- Poor visibility at crosswalks (43%)
- Poor sidewalk conditions (30%)

Other survey comments mentioned aggressive drivers and challenges for cyclists (e.g., insufficient bike infrastructure, feeling unsafe while biking).

What types of safety treatments would you like to see in this area?

- Traffic calming measures (64%)
- Crosswalk improvements (64%)
- Sidewalk improvements (60%)

Locations with Safety and Access Challenges

During the outreach process, survey respondents and attendees of in-person events identified specific locations in Anza Vista that have safety and access challenges. Table 3-4 summarizes the locations, nearby land uses that attract vulnerable road users, and the safety and access challenges that residents or visitors experience at these locations.

Most of the comment responses in the survey referred to the area near the intersection of Masonic Ave and Geary Blvd. Although location #7 (the residential area of Anza Vista) was not in the original study area, the location received multiple survey comments regarding speeding and pedestrian safety issues. For this reason, the study team decided to include the location in the list of potential places to receive safety treatments.

Table 3-4. Summary of safety and access challenges in the Anza Vista study area

#	INTERSECTION / STREET SEGMENT	NEARBY ATTRACTORS	SAFETY AND ACCESS CHALLENGES
1	Masonic Ave / Euclid Ave	Grocery store	Crossing Euclid is scary as a pedestrian Bike access to Trader Joe's disappears at this intersection
2	Geary Blvd between Masonic Ave and Presidio Ave	Medical center, shopping	Biking on this section of the network is scary
3	Masonic Ave / Geary Blvd	Medical center, shopping	Intersection is confusing for cars, pedestrians, and cyclists
4	Masonic Ave / Anza St	Schools, shopping	Aggressive drivers Cyclists feel unsafe turning from Anza to Masonic
5	Masonic Ave	Schools, places of worship	Cyclists feel unsafe with the existing bike lane design
6	Turk St	Places of worship	Cars drive too fast
7	Residential area of Anza Vista	Medical center, places of worship, shopping	Traffic speeds are too high

3.8 CATHEDRAL HILL STUDY AREA FEEDBACK

Figure 3-25. Map of the Cathedral Hill study area



The Cathedral Hill study area contains the CPMC Van Ness campus, some large places of worship, including the Cathedral of Saint Mary of the Assumption, a preschool and a Montessori school. This study area overlaps with EPCs in Japantown and Western Addition.

Twenty respondents gave feedback for the Cathedral Hill study area. The top responses for key survey questions are outlined below.

What are some of the main reasons you travel to this area?

- General shopping (50%)
- Social or recreational trips (45%)
- Grocery shopping (40%)

Figure 3-26. Large pedestrian crossing in Cathedral Hill



How do you usually get to this area?

- Muni (60%)
- Bike (60%)
- Walk (50%)

Cathedral Hill had the highest bike mode share of all the study areas. This is also the only study area where driving was not one of the top three modes used.

What are some of the safety and access challenges you experience in this area?

- Cars drive too fast (70%)
- Hard to find bike parking (45%)
- Poor sidewalk conditions (40%)

Other survey comments mentioned aggressive drivers and lack of bike infrastructure.

What types of safety treatments would you like to see in this area?

- Bike improvements (70%)
- Traffic calming measures (65%)
- Crosswalk improvements (55%)

Locations with Safety and Access Challenges

During the outreach process, survey respondents identified specific locations in Cathedral Hill that have safety and access challenges. Table 3-5 summarizes the locations, nearby land uses that attract vulnerable road users, and the safety and access challenges that residents or visitors experience at these locations.

Compared to other study areas, Cathedral Hill did not receive as many survey responses and there were fewer specific locations identified that needed safety treatments. One of the safety challenges, the narrow sidewalk on Franklin Street, cannot be addressed using the quick-build toolkit.

Table 3-5. Summary of safety and access challenges in the Cathedral Hill study area

#	INTERSECTION / STREET SEGMENT	NEARBY ATTRACTORS	SAFETY AND ACCESS CHALLENGES
1	Geary Blvd / Laguna St	Place of worship, senior living, restaurants, shopping	Cars violate no right on red rule
2	Franklin between Post and Sutter	Preschool, healthcare, place of worship	Sidewalk is narrow
3	Cleary Court	Place of worship, schools	Cut-through traffic is very dangerous Regular sideshows and unsafe speeding at Cleary and Geary

4. Proposed Safety Treatments and Locations

The study team used the safety and access challenges identified in the survey combined with feedback on preferred treatment types to make a proposal for locations that most need safety and access improvements for further detailed design and implementation. The study team developed a set of proposed quick-build treatments that could be implemented in the near-term with the budget of \$430,000 in remaining NTP capital funds. For some locations, the study team also identified a pipeline of additional improvements and community ideas for other projects that could be implemented in the future with more funding.

The study team was also interested in whether there was any relationship between types of land uses (e.g., parks, schools, medical centers, etc.) and respondents' preference for safety treatments, across the district as a whole. In general, there was no correlation since respondents' preferred treatments were similar throughout the district. For example, speeding was a major issue raised by respondents in every study area and traffic calming measures such as speed humps were the most popular safety treatment to address speeding.

However, the study team did find some interesting patterns that could be explored in other districts in San Francisco:

- The **type of existing transportation infrastructure around the land use** had an impact on the preferred safety treatment. For example, the Pacific Heights and Anza Vista study areas have more existing bike infrastructure so many survey comments were related to bike improvements.

- The **modes that people use to access land uses** also had an impact on preferred safety treatment. For example, medical centers have more pick up/drop off and driving trips. The preferred treatments were traffic calming and traffic signal improvements. Meanwhile, schools and parks have more pedestrian and cyclist trips, so preferred treatments were traffic calming, sidewalk and crosswalk improvements, and bike improvements.

The project team selected priority locations for safety and access improvements based on community interest and feedback, feasibility of addressing challenges with the quick-build toolkit, and the safety priorities identified by survey respondents. These proposals are summarized in Table 4-1 below. Near-term treatments will be implemented as a next phase of this project. Medium- and long-term treatments are not in the quick-build toolkit and will require additional study and funding.

Table 4-1. Summary of proposed safety treatments

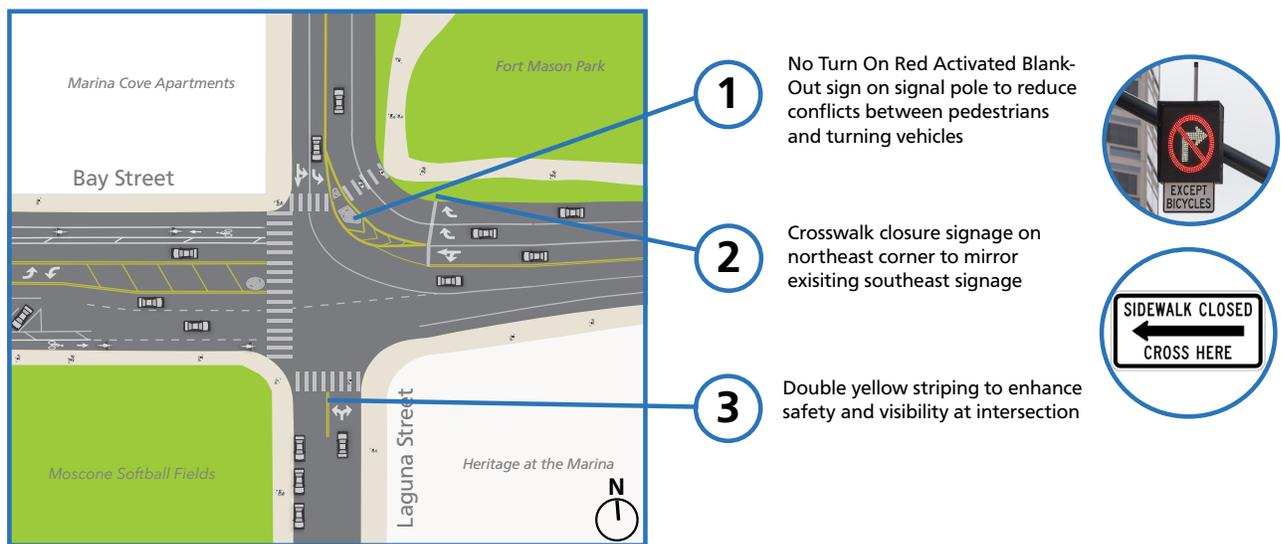
STUDY AREA	INTERSECTION	PROPOSED TREATMENTS
Marina	Bay St / Laguna St	<p>Near-term:</p> <ul style="list-style-type: none"> • Install a blank-out “No Right Turn on Red” sign on the north side of the intersection to limit right turn violations • Stripe the northbound Laguna double yellow centerline to formalize the lanes and help with turning movements onto Laguna • Install crosswalk closure sign at SE corner of intersection to clarify the existing prohibited crossing at the NE corner of Bay/Laguna (see next bullet for Long-Term proposal to upgrade this location to a complete intersection)
		<p>Medium- to Long-term:</p> <ul style="list-style-type: none"> • Bike and pedestrian improvements, including a bike ramp to provide an alternate route to the bike path in Fort Mason, extending the eastbound bike lane buffer, and reconstructing the median island on Laguna to widen the crosswalk. • Median island reconstruction on Bay Street and realign eastbound traffic on Bay Street. • Study reconfiguring the intersection to allow all/pedestrian movements for a complete intersection. Subsequent capital project design could include curb ramps, new crosswalks, lane allocation or realignment, and bulb-outs, etc., to improve pedestrian visibility and safety.
Pacific Heights	Clay St / Webster St	<p>Near-term:</p> <ul style="list-style-type: none"> • Install traffic calming devices (e.g., speed humps, speed tables, or speed cushions) on Webster Street from Washington Street to Sacramento Street to reduce vehicle speeds.
	Washington St	<ul style="list-style-type: none"> • Install traffic calming devices (e.g., speed humps, speed tables, or speed cushions) on Washington Street from Buchanan Street to Laguna Street to reduce vehicle speeds • Implement color curb changes at Clay/Webster to better balance goods and passenger delivery needs and reduce double parking.

STUDY AREA	INTERSECTION	PROPOSED TREATMENTS
Anza Vista	Masonic Ave / Geary Blvd Masonic Ave / Anza St	<p>Near-term:</p> <ul style="list-style-type: none"> Round the concrete island nose at Masonic/Geary to make it easier for cyclists to enter the southbound bike lane on Masonic Ave. Pavement markings and new signage to improve bike wayfinding from WB Geary to SB Masonic Add a bike box for cyclists turning from northbound Masonic Avenue to westbound Anza Street No Right Turn on Red for eastbound Geary onto southbound Masonic Lead Pedestrian Interval at all crossings on Geary Blvd
Anza Vista	Residential area of Anza Vista	<p>Near-term:</p> <ul style="list-style-type: none"> Install traffic calming devices (e.g., speed humps, speed tables, or speed cushions) on Anzavista Avenue, Barcelona Avenue, Encanto Avenue, Fortuna Avenue, Terra Vista Avenue, and O'Farrell Street to slow vehicle speeds
Presidio Heights	TBD locations	<p>Medium-term:</p> <ul style="list-style-type: none"> Identify short- and long-term secure bike parking locations near major attractors (parks, schools, etc.) to increase bike access
Cathedral Hill	Post St / Laguna St Post St / Franklin St O'Farrell St / Franklin St Eddy St / Franklin St Sutter St / Gough St	<p>Near-term:</p> <ul style="list-style-type: none"> Install painted safety zones at up to 5 intersections in Cathedral Hill with a high number of recent turn-based collisions

While the residential area of Anza Vista was not in one of the original five study areas, there were many survey comments about speeding being a major issue in this neighborhood, so this location was added to the list of proposed locations and treatments.

4.1 MARINA: PEDESTRIAN VISIBILITY IMPROVEMENTS AT LAGUNA STREET/BAY STREET

Figure 4-1. Quick-build proposals at Laguna Street / Bay Street

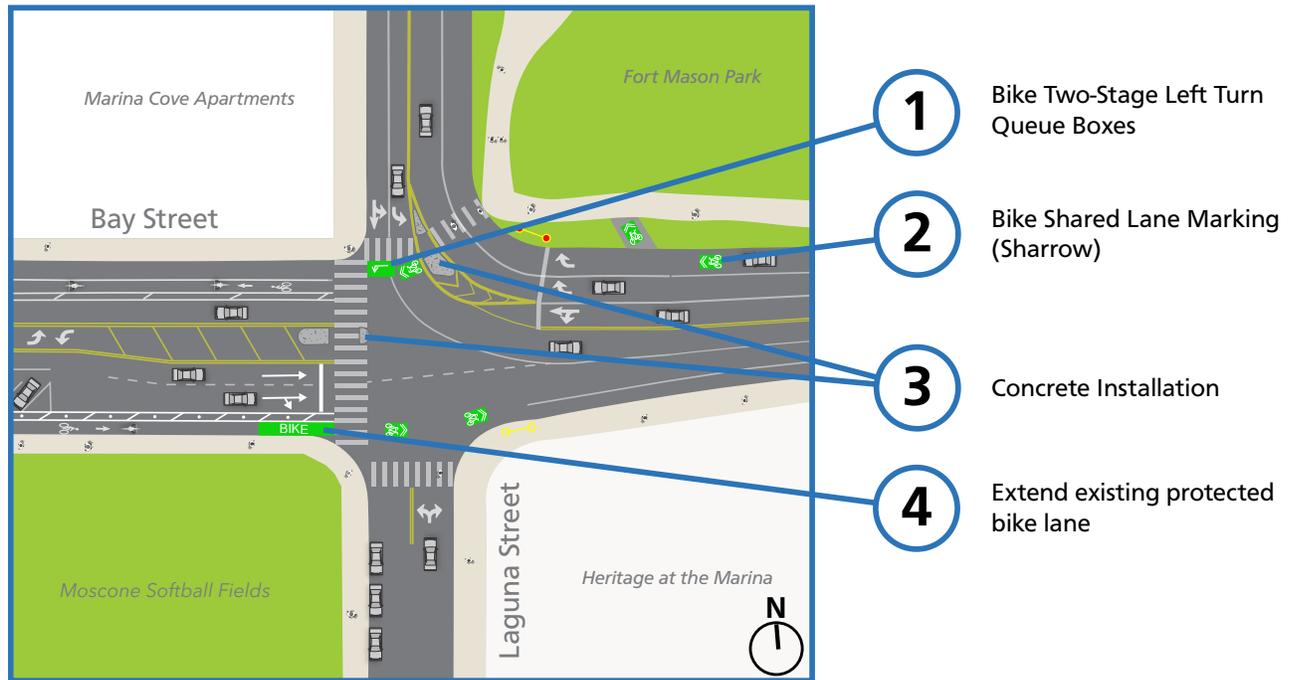


The Laguna Street/Bay Street intersection in the Marina study area provides access to Marina Middle School and Moscone Park. The main safety challenge identified through community engagement was that drivers frequently violate the “no right on red” sign turning from westbound Bay Street to northbound Laguna Street. This affects pedestrians crossing Laguna Street on the north side of the intersection.

The study team’s near-term proposals for the Laguna Street/Bay Street intersection build on SFMTA’s ongoing Vision Zero program improvements to the High-Injury Network and other nearby projects. Elsewhere in the Marina neighborhood, there are seven intersections on the high-injury network that are receiving improvements as part of SFMTA’s Vision Zero Quick-Build Toolkit program. This includes six intersections along Greenwich Street from Broderick Street to Fillmore Street, and at the intersection of Broderick Street and Lombard Street. In October 2024, SFMTA activated a new pedestrian signal head at Bay Street and Laguna Street and added Lead Pedestrian Intervals at signals on Bay Street from Laguna Street to Stockton Street as part of the [Vision Zero Signal Retiming Project](#). There is also a bulb-out planned at the southeast corner of the intersection as part of a redevelopment project.

The study team’s near-term proposal is to increase the visibility of pedestrians and cyclists at this crossing. A blank out LED “No Right Turn” sign is recommended to increase compliance with the no right on red restriction for drivers turning from westbound Bay Street onto northbound Laguna Street. Blank out signs use LEDs to make signs more noticeable to drivers and are more visible in any light or weather conditions. Other near-term recommendations include adding pedestrian warning signs, adding crosswalk closure signage on the southeast corner to clarify the existing prohibited crosswalk at the northeast corner of the intersection, and double yellow striping on the south side of the intersection to help with turning movements onto Laguna Street.

Figure 4-2. Potential long-term treatments for the Bay Street / Laguna Street intersection



The study team identified several potential long-term cyclist and pedestrian improvements. Through video observations, the study team found that cyclists were traveling on westbound Bay Street, where there is no bike path, and parallel to an existing bike path in Fort Mason Park. A potential long-term improvement could add sharrow markings on Bay Street to increase cyclist visibility and add a mid-block bike ramp connecting Bay Street to the existing bike path in Fort Mason. This can help cyclists more easily access the existing bike path. Another potential long-term improvement is reconstructing the median island on the crosswalk on the north side of Laguna Street with a wider opening, aligned with the width of the crosswalk, which could allow cyclists to more easily use the crosswalk to connect between the Fort Mason bike path and the bike lane on the west side of the intersection.

The study team also observed that the existing protected eastbound bike lane on Bay Street could be extended until the intersection to reduce conflicts between cyclists and vehicles turning right from Bay Street onto Laguna Street. This recommendation could be combined with reconstructing the median island and realigning the eastbound Bay Street traffic lanes to provide more space for the bike lane and for turning vehicles.

In the long-term, the study team recommends studying a full intersection redesign with SFMTA which could include reallocating or realigning travel lanes, bikeway and signal upgrades, new crosswalks, and pedestrian refuge islands. Nearby segments of Bay Street (from Octavia to the Embarcadero) are on the Vision Zero High Injury

Network. Laguna Street from Bay Street to Francisco Street is included in the North Star Network of SFMTA's Biking and Rolling Plan, with the recommendation to upgrade the existing facility to a fully traffic calmed, shared street. The intersection study can be coordinated with a parallel effort evaluating the feasibility of a new bikeway through Fort Mason to improve access and safety. This bikeway concept is part of a broader National Park Service-led study. The proposed alignment would connect cyclists between the Bay/Laguna intersection and the Bay/Van Ness intersection. The long-term Bay/Laguna intersection study could incorporate design measures to improve bicycle movements through the intersection and strengthen connections to the proposed Fort Mason bikeway.

4.2 PACIFIC HEIGHTS: TRAFFIC CALMING

Two locations in the Pacific Heights study area were identified as locations with high traffic speeds: the Clay Street/Webster Street intersection, which provides access to the CPMC Pacific Heights campus, and the segment of Washington Street west of Lafayette Park. Community members also noted pedestrian conflicts for those crossing Webster Street to get from the parking garage to the medical center. Site observations by the study team showed that double parking contributed to pedestrian visibility challenges. SFMTA has implemented recent improvements at this intersection, including repainting crosswalks and new concrete bulb-outs.

The study team's near-term recommendation is to install traffic calming devices on Webster Street from Sacramento Street to Washington Street, and on Washington Street from Buchanan Street to Laguna Street. To address double parking issues, the SFMTA will study and implement color curb changes to better balance space for goods and passenger loading near the Clay/Webster intersection.

Figure 4-3. Potential traffic calming devices:



* The exact type and number of traffic calming devices will be determined in the detailed design phase.

Figure 4-4. Quick-build proposals in Pacific Heights

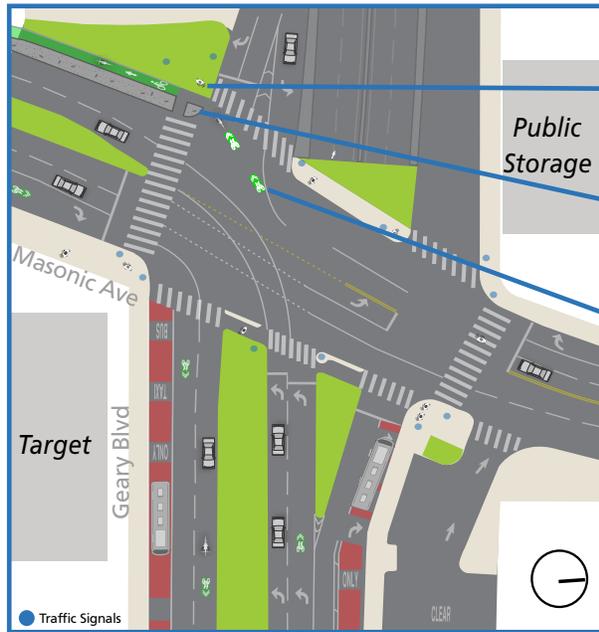


4.3 ANZA VISTA: PEDESTRIAN AND CYCLIST SAFETY AT MASONIC AVE/GEARY BLVD

Masonic Ave/Geary Blvd is a major intersection with a mixture of car, pedestrian, and cyclist traffic, in addition to the 38, 38R, and 43 Muni lines. Nearby attractions include grocery stores (Trader Joe's and Target), the Kaiser Permanente San Francisco campus, and the University of San Francisco campus. The study team heard feedback about pedestrian and cyclist visibility challenges and cyclist wayfinding challenges near this intersection. In particular, cyclists had difficulty navigating to the bike lane entrance on Masonic Ave on the south side of the intersection, and completing the left turn from Masonic Ave onto Anza St.

Near-term recommendations include: 1) No Turn on Red signage to reduce conflicts between pedestrians and turning vehicles; 2) rounding the concrete island nose at Geary Blvd to improve visibility and access to the Masonic bikeway; 3) additional pavement markings on Geary Blvd to enhance visibility for people who bike and roll; 4) a bike box at Masonic/O'Farrell for those traveling westbound onto Anza; and 5) Lead Pedestrian Intervals at all remaining crosswalks to enhance pedestrian visibility.

Figure 4-5. Quick-build proposals at Geary/Masonic



- 1 No Turn On Red signage to reduce conflicts between pedestrians and turning vehicles
- 2 Rounding the island at Geary to improve visibility and access to the Masonic bikeway
- 3 Pavement markings at Geary to enhance visibility for people who bike and roll
- 4 Lead Pedestrian Intervals at all remaining crosswalks to enhance pedestrian visibility



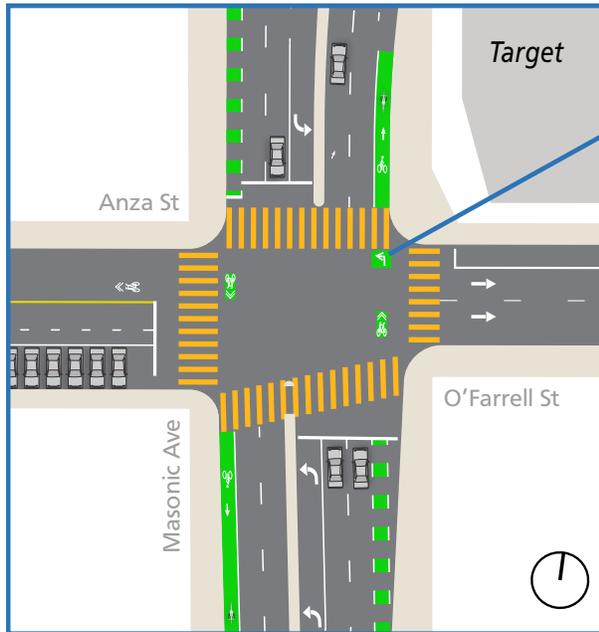
Figure 4-6. Example of a rounded concrete island nose at the entrance to the bike lane on Van Ness Avenue and McAllister Street.



Figure 4-7. Current concrete island nose at the entrance to the Masonic Ave bike lane. The sharp, 90-degree entrance makes it hard for cyclists to see the entrance to the bike lane.



Figure 4-8. Quick-build proposal at Masonic/O’Farrell/Anza



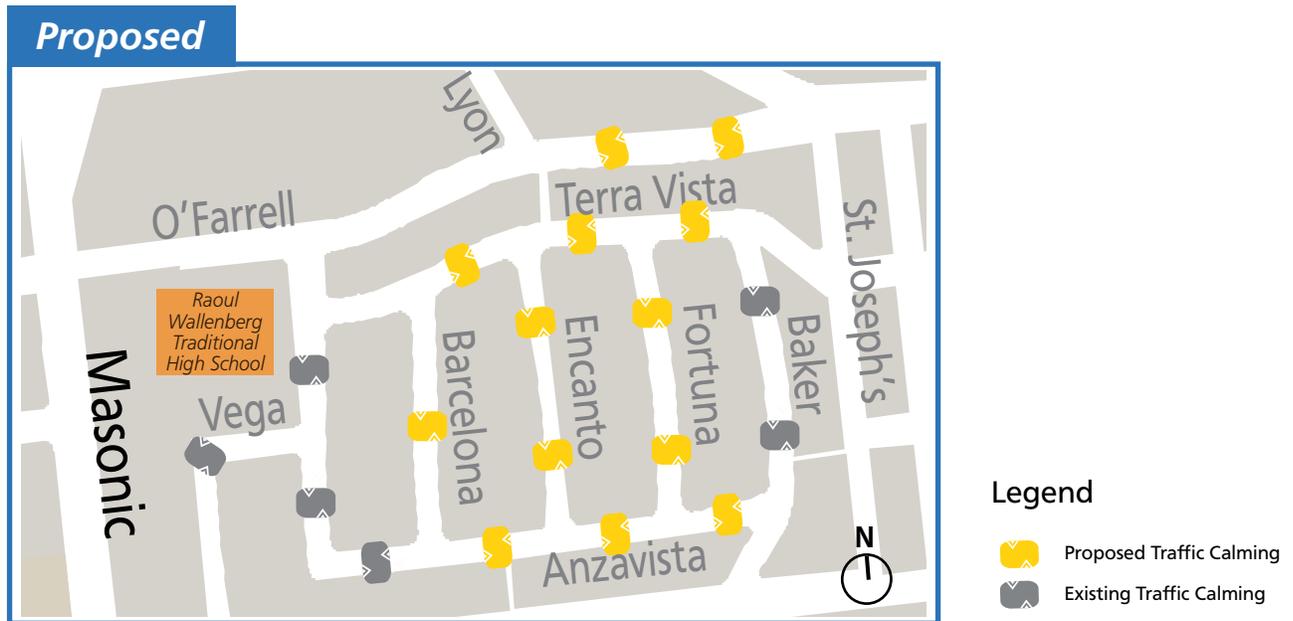
1 Bike box at Masonic/O’Farrell for those traveling westbound onto Anza



4.4 ANZA VISTA: TRAFFIC CALMING IN ANZA VISTA RESIDENTIAL AREA

This residential area of Anza Vista has access to shopping and schools. The study team received comments about high vehicle speeds and cut-through traffic on several streets in this area. SFMTA recently implemented a road diet on O’Farrell Street from Masonic Avenue to St. Joseph’s Avenue using pavement markings and striping. To further address speeding, the study team’s near-term recommendation is to install traffic calming measures on Anzavista Avenue, Barcelona Avenue, Encanto Avenue, Fortuna Avenue, Terra Vista Avenue, and O’Farrell Street.

Figure 4-9. Quick-build proposals in the Anza Vista residential neighborhood



4.5 PRESIDIO HEIGHTS: SECURE BIKE PARKING LOCATIONS

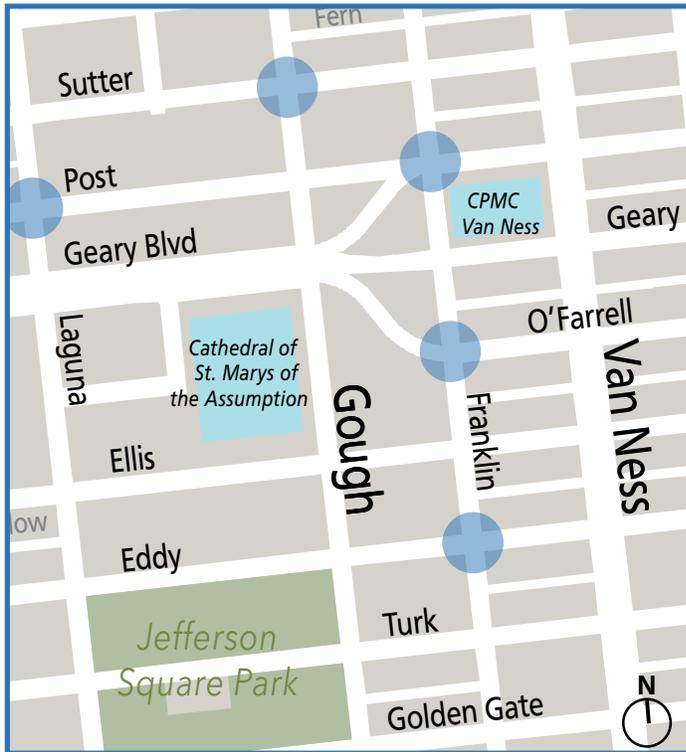
Feedback from the Presidio Heights study area, where there is a high bike mode share, showed a strong community desire for bike improvements and bike parking. Prior outreach efforts in the city have found that bike theft is a concern and lack of secure bike parking locations is a barrier to bike use. In Presidio Heights, the study team is recommending bike parking locations to support planned improvements to bike infrastructure on Arguello Boulevard through the SFMTA-led [Arguello Safety Project](#). The Arguello Safety Project may also implement other quick-build safety improvements to address issues of active transportation safety.

In the medium-term, the study team recommends exploring locations for short- and long-term secure bike parking. Bike parking could be located at daylighting sites, taking advantage of free curb space and helping reinforce parking restrictions near crosswalks to improve the visibility of people crossing the street.

4.6 CATHEDRAL HILL: PEDESTRIAN VISIBILITY IMPROVEMENTS

To improve pedestrian visibility at crosswalks, the study team is recommending a combination of daylighting and painted pedestrian safety zones where feasible at multiple intersections across Cathedral Hill and Presidio Heights. Intersections for painted safety zones were prioritized based on the number of recent collisions and proximity to land uses that draw vulnerable road users. Daylighting near crosswalks can be paired with installing bike parking to help reinforce parking restrictions.

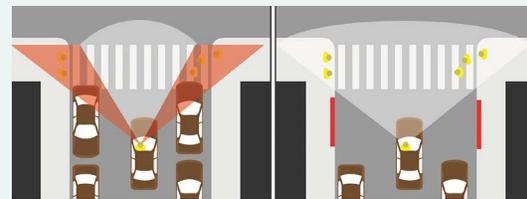
Figure 4-10. Potential painted safety zone locations in Cathedral Hill



WHAT IS DAYLIGHTING?

Daylighting is a way to improve the visibility of people crossing the street. By keeping the area near crosswalks clear of parked cars, people walking and people driving or riding on the street can see each other better. This is especially important for children, who are shorter and more likely to be blocked from view in intersections by parked cars. Daylighting at 80 intersections in the Tenderloin led to a 14% decrease in reported collisions.¹

In October 2023, Governor Newsom signed Assembly Bill 413 which adds 20 feet of daylighting to all intersections. With AB 413, California joins more than 40 other states that also mandate daylighting.²



1 <https://www.sfmta.com/media/14930/download?inline>

2 https://www.sfmta.com/sites/default/files/reports-and-documents/2024/01/crb_memo_daylighting_-_other_states.pdf

5. Community Engagement Round 2

The second round of community engagement aimed to gauge the level of support for and gather feedback on recommended safety treatments in the study areas. The study team conducted community engagement in fall 2025 through both online and in-person events. In-person events included three pop-up events and five presentations to merchant and neighborhood associations. The study team also distributed an online survey through social media, newsletters, emails, and mailers. The survey was open from October to November 2025 and received 92 responses. The majority of respondents (about 70%) were new to the study, and had not participated in the first phase of outreach in summer 2024, which asked participants about the safety and access challenges faced when traveling in District 2.

5.1 SURVEY DEMOGRAPHICS

The survey received the most responses from the Pacific Heights, Western Addition, Japantown area, which includes both the Pacific Heights and Anza Vista study areas. The survey also received many responses from the Marina neighborhood, but fewer respondents in the Presidio Heights and Cathedral Hill study areas. There were also a small number of respondents who live outside of District 2. Compared to the first round of outreach, a higher percentage of respondents were residents in the Pacific Heights/ Western Addition/ Presidio Heights/ Japantown neighborhood (55% in round 2 vs. 39% of respondents in round 1). There were slightly fewer respondents from the Marina/ Cow Hollow neighborhood (28% in round 2 vs. 30% in round 1).

The study team compared the race/ ethnicity, income, and age of survey respondents to the 2023 American Community Survey (ACS) Five-Year Estimates for District 2. Figure 5-1 shows an underrepresentation of Hispanic/ Latino respondents and overrepresentation of Caucasian/ white, Black/ African American and Asian respondents. In comparison to the first round, the second round of outreach engaged with a slightly more diverse population, with a higher percentage of Asian respondents.

WHAT ARE PAINTED SAFETY ZONES?

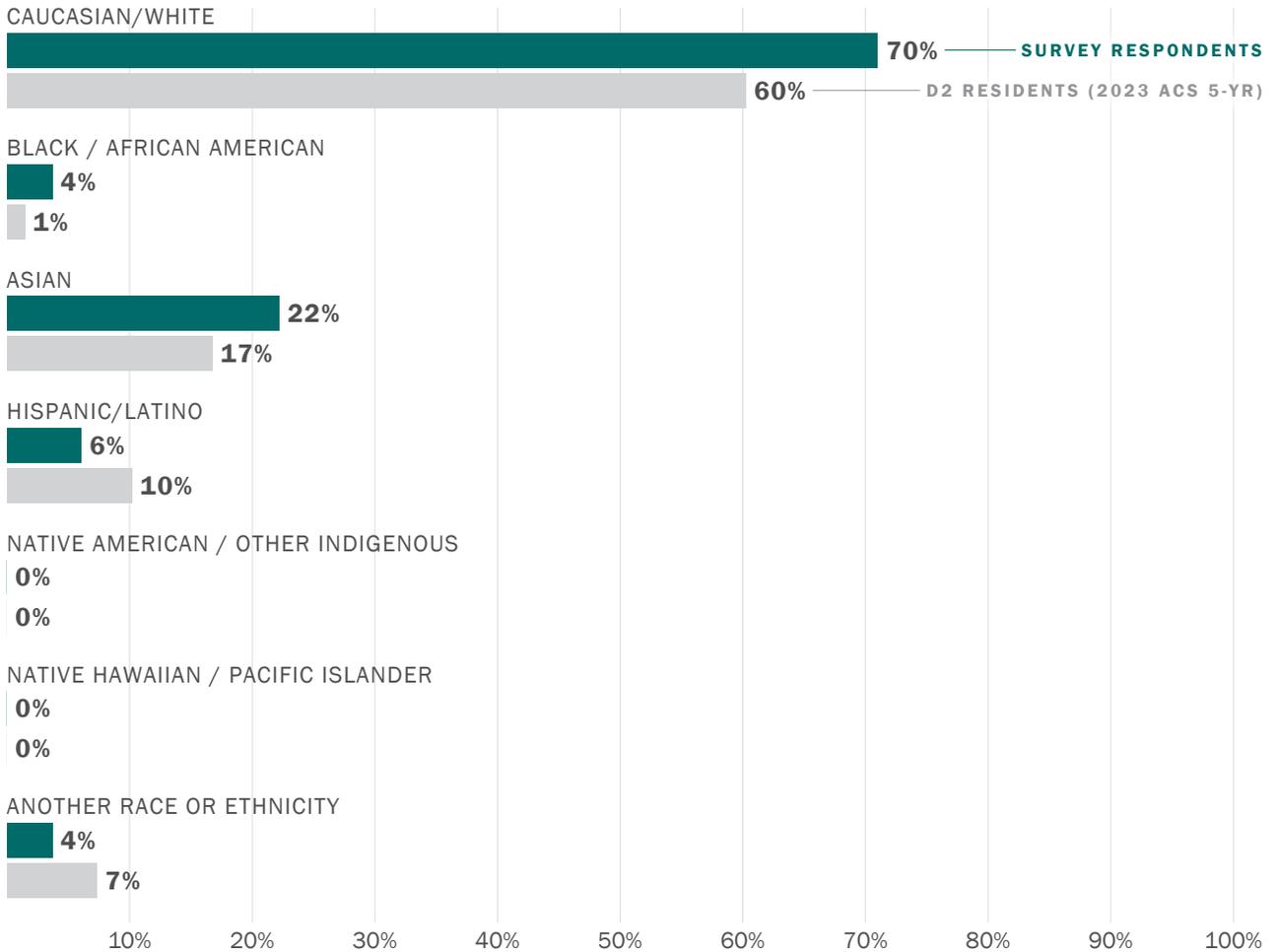
Painted safety zones are a painted buffer around sidewalk corners to make pedestrians more visible to people driving. They also encourage yielding and slow down drivers making turns. In 2016, SFMTA found that painted safety zones slowed turning speeds by up to 55% and increased the number of drivers who fully yielded to pedestrians by 25%.¹



¹ <https://www.sfmta.com/getting-around/walk/pedestrian-improvements-toolkit/painted-safety-zones>

However, these findings may not represent all survey respondents, as 29% of respondents skipped the demographics questions and 15% selected "Prefer not to say" for their race/ethnicity.

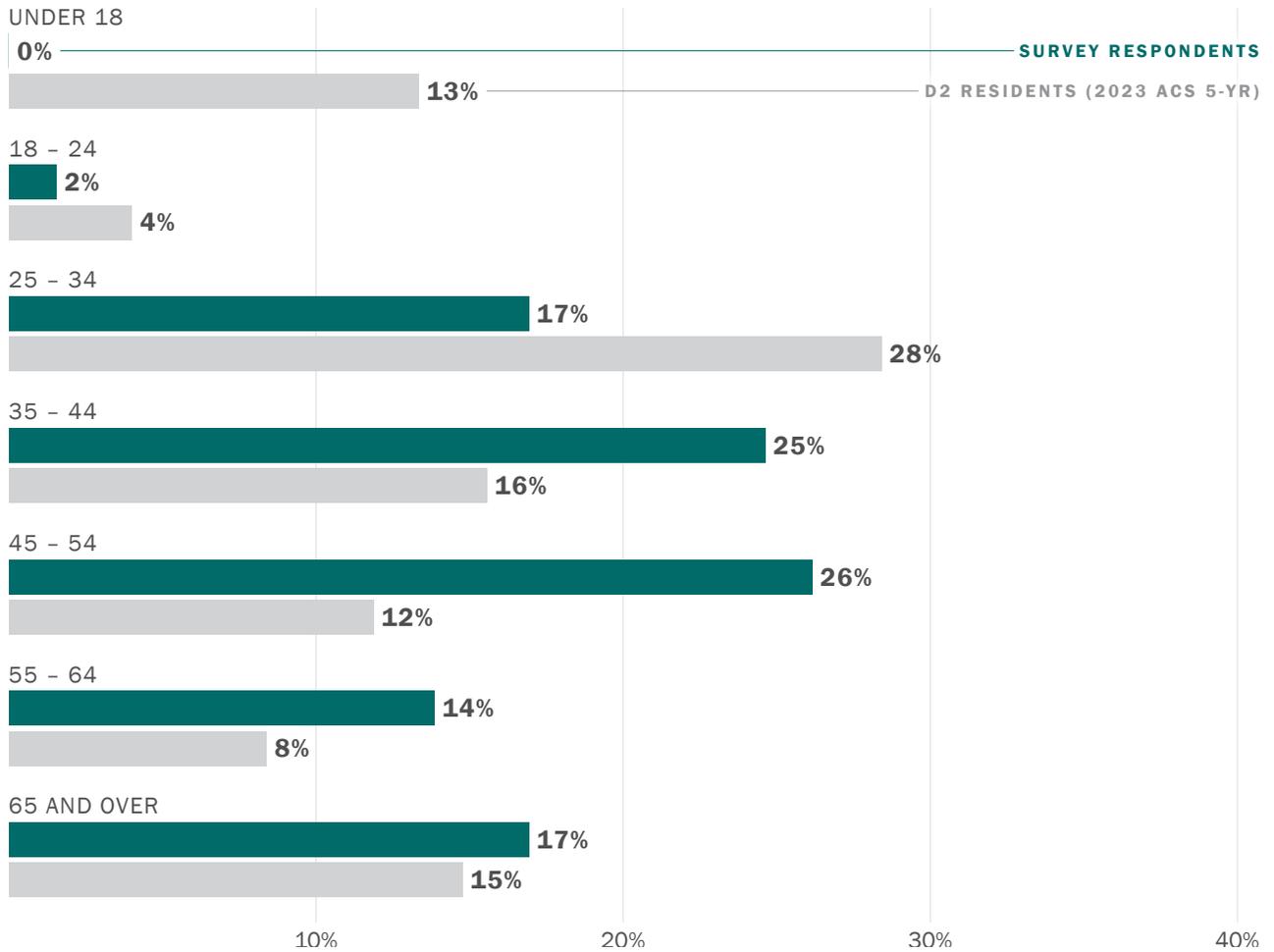
Figure 5-1. Race and ethnicity of round 2 survey respondents compared to D2 residents



Note: chart excludes 14% of respondents who selected "Prefer not to say"
[Download chart data \(CSV\)](#)

The age of survey respondents skewed older than that of the district as a whole. About 80% of respondents were 35 or older, compared to 55% of District 2 residents.

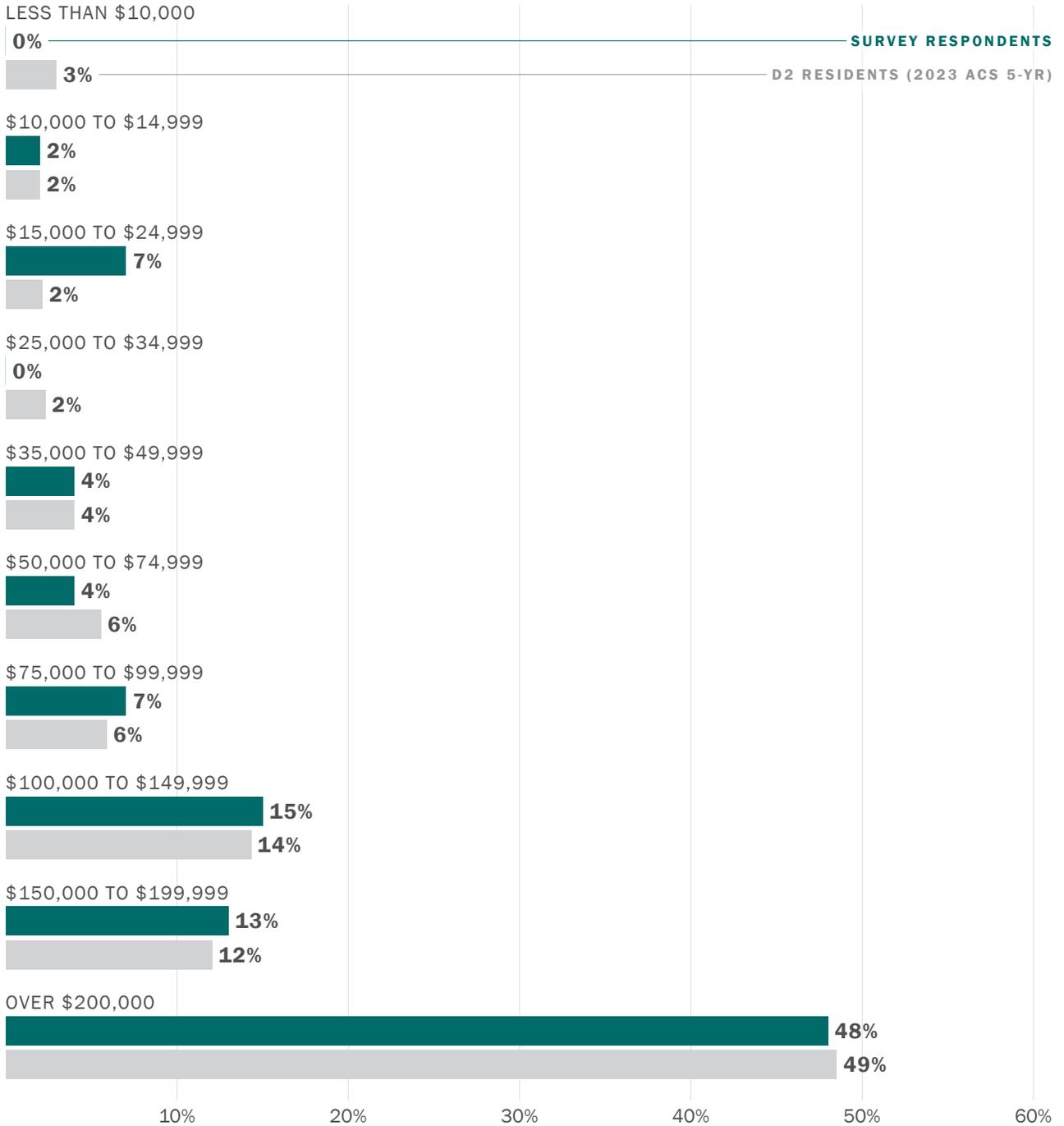
Figure 5-2. Age of round 2 survey respondents compared to D2 residents



Note: chart excludes 10% of respondents who selected "Prefer not to say"
[Download chart data \(CSV\)](#)

In general, survey respondents had similar income levels compared to District 2 overall. However, about 29% of survey respondents skipped demographics questions, and another 26% of respondents selected "Prefer not to say" for the household income question.

Figure 5-3. Annual household income of round 2 survey respondents compared to D2 residents



Note: chart excludes 46% of respondents who selected "Prefer not to say"
[Download chart data \(CSV\)](#)

5.2 MAIN FINDINGS

The survey asked respondents to provide feedback on proposed quick-build measures in one or more study areas. The findings show that, in general, community members support the proposed recommendations. Specific feedback for each of the recommendations is summarized in the following sections.

Marina: Pedestrian and Cyclist Safety

The proposal for the Bay/Laguna intersection in the Marina received 48 survey responses. The majority of survey respondents supported two of the proposed quick-build changes: installing an LED “No Right Turn on Red” sign (75% support) and adding double yellow striping to the south side of the intersection (71% support). Fewer respondents supported adding a crosswalk closure sign to the east side of the intersection, but there were still more respondents who supported the proposal than those who did not (42% support, 35% do not support, and 23% neutral).

Community members who attended pop-up events and neighborhood association meetings were also generally supportive of the quick-build recommendations, with the exception of the crosswalk closure sign. Community members questioned whether it would make more sense to add a crosswalk to the east side of the intersection, where there is currently no crosswalk, rather than installing a crosswalk closure sign, which was seen as restrictive to pedestrian movement. However, the project team shared that the current intersection configuration does not allow for a crosswalk to be added, due to the double channelized right turn lane from westbound Bay Street onto northbound Laguna Street. Instead, this idea could be explored as part of an intersection redesign, which was proposed as a medium- to long-term recommendation.

A medium-term recommendation to study a full intersection redesign at Bay/Laguna would study reconfiguring the intersection to allow movements like a more traditional intersection. Adding a crosswalk on the east side of the intersection, as mentioned by community members in outreach, is an option that could be explored as part of this study. About 70% of survey respondents supported the recommendation to study a full intersection redesign. Capital work to implement the future intersection redesign study recommendations would happen in the long-term.

Outside of the proposed recommendations, community members also shared feedback on other issues at the Bay/Laguna intersection. Community members pointed out gaps in the bike network, such as the lack of a bike lane on the east side of Bay Street and limited connectivity between the Presidio and the Embarcadero through this area of District 2. Survey respondents also suggested increasing the pedestrian crossing time at the intersection and adding a northbound left turn arrow for cars on Laguna Street.

Safety issues on Lombard Street, particularly with speeding vehicles and conflicts between vehicles and pedestrians, were also a common topic among survey respondents and pop-up and community meeting attendees. Additionally, Lombard Street was the site of two pedestrian fatalities in 2024.

SFMTA, SFCTA, and Caltrans have been coordinating on potential improvements along this corridor. In response to the fatalities, Caltrans planned to add pavement markings to reinforce the 25 mph speed limit and SFMTA retimed the corridor to reduce the green timing at off-peak hours.

Additional recommendations include No Turn on Red regulations, adding high visibility backplates to improve signal visibility, and a double fine zone for speeding on Lombard. A corridor-level placemaking project on Lombard Street, with education around driver safety, could encourage drivers to slow down when using the street.

Pacific Heights: Traffic Calming

The proposal for the Clay/Webster intersection in Pacific Heights received 42 survey respondents, with the majority of respondents supporting the proposals to install traffic calming on Webster Street and Washington Street (64% of respondents), and to evaluate the balance of white and yellow curb space at Clay/Webster (63% of respondents).

At in-person outreach events, more attendees were opposed to the proposal to add traffic calming on Webster Street. Many community members shared that they had not observed high traffic speeds to be an issue on Webster Street, and that instead, traffic was often congested due to the high incidence of double parking. The congestion on Webster Street has led to cars making illegal u-turns on the street to avoid congestion, which causes further pedestrian/ vehicle conflicts. Community members suggested that the study team consider traffic calming at the intersection of Laguna/Sacramento or Laguna/Clay instead. Another major issue that community members identified was the number of scooters using sidewalks and causing conflicts with pedestrians.

In response to outreach feedback, the study team decided to shift the traffic calming proposal on Webster Street to Laguna Street from Sacramento Street to Clay Street instead. This would help slow traffic speeds near Lafayette Park.

Figure 5-4. Quick-build recommendations in Pacific Heights



Anza Vista: Traffic Calming

The proposal for traffic calming in the Anza Vista residential neighborhood received 46 survey responses. The study team proposed traffic calming on six streets in this neighborhood. Five of the six streets had the majority of respondents supporting the proposal. The streets with the highest share of respondent support were: O’Farrell Street (78%), Terra Vista Avenue (75%), and Anzavista Avenue (66%). Barcelona Avenue and Fortuna Avenue had 51% of survey respondents supporting traffic calming proposals and Encanto Avenue had 49% support. Findings were similar at the pop-up event held in the Anza Vista neighborhood, with O’Farrell Street, Terra Vista Avenue, and Anzavista Avenue receiving the most support for traffic calming. At the pop-up event, community members shared that Barcelona, Fortuna, and Encanto Avenues were “smaller” streets with less traffic, and therefore may require fewer traffic calming interventions.

At the neighborhood pop-up event, community members also shared other suggestions, including adding crosswalks to improve pedestrian visibility and stop signs to slow down vehicle speeds. Community members specifically identified the following intersections as places that could benefit from a stop sign: O’Farrell and Lyon, Terra Vista and Baker, and Terra Vista and Anzavista. Community members had also observed non-compliance with the road diet on O’Farrell Street, which reduced the number of traffic lanes from two to one using painted markings. Many vehicles were still using O’Farrell as a two-lane street, even after the road diet was implemented.

The City Center parking lot exit was also raised as an issue, as community members had observed vehicles exiting the parking lot and the electric vehicle charging station driving the wrong way on O'Farrell to get to Anzavista Avenue.

Finally, community members were concerned about the new T&T supermarket, expected to open in winter 2026 at 2675 Geary Boulevard near the intersection of Geary Boulevard and Masonic Avenue, which could increase traffic to the area and worsen existing issues with cut-through traffic and congestion. The T&T supermarket may also increase the amount of commercial traffic using the streets in the neighborhood, which community members said was an existing issue because of the Target and Kaiser facility that both receive a large amount of deliveries.

In response to outreach feedback, the SFMTA will implement traffic calming measures at O'Farrell Street, and Terra Vista, Anzavista, Barcelona, Fortuna, and Encanto Avenues. Regarding the suggestion for a stop sign at the O'Farrell/Lyon intersection, there is no crash pattern at this intersection and it is unlikely that a stop sign would be recommended. Furthermore, Lyon Street already has a stop sign and stop bar. The crosswalks on this street will also be updated to high-visibility crosswalks after repaving is complete. SFMTA will also review the community suggestions for stop signs at the Terra Vista/Anzavista intersections, and other measures to address safety conflicts in the neighborhood such as crosswalks and reinforcing the existing road diet on O'Farrell. The Terra Vista/Baker location has already been evaluated by the SFMTA Operations division and found that the collision history at this intersection did not warrant a full stop sign. However, daylighting has been recommended by SFMTA at this intersection and will be implemented by the Operations division.

Anza Vista: Pedestrian and Cyclist Safety

The proposals for pedestrian and cyclist safety at the Geary/Masonic intersection received 48 survey responses. Overall, a majority of respondents support the proposals, with the highest support for Lead Pedestrian Intervals (78%), cyclist wayfinding with pavement markings through the intersection (76%), and No Turn on Red signage (72%). Installing a bike box at the intersection of Masonic Avenue and O'Farrell Street and rounding the concrete island nose at the bike lane entrance both received support from 58% of respondents.

Lead Pedestrian Intervals were also the most popular proposal among attendees at pop-up events, along with cyclist wayfinding with pavement markings. Other comments from community members included improving wayfinding and signage for cars navigating the Geary/Masonic intersection.

Turk Boulevard was also often mentioned in outreach as a location with high vehicle speeds, particularly between Masonic Avenue and Divisadero Street. Turk Boulevard from Arguello Boulevard to Masonic Avenue was previously identified as an area

with opportunity for further improvements in the Transportation Authority's [District 1 Multimodal Transportation Study](#). Safety analysis of Turk Boulevard in District 1 found several intersections with comparatively high pedestrian and bicyclist crash severity scores. The District 1 Multimodal Transportation Study considers a concept to improve bicycle connectivity and safe access to transit, including separated bike lanes, curb extensions, and bus boarding platforms. In the future, a study of Turk Boulevard from Arguello Boulevard to Divisadero Street could address these issues more comprehensively.

Presidio Heights: Secure Bike Parking

The study team asked community members about priority locations for short-term and long-term secure bike parking in the Presidio Heights neighborhood. This question received 30 responses in the survey. The most popular locations for bike parking were along Arguello Boulevard and near Claire Lilienthal Elementary School. About one-third of respondents stated that they did not want more bike parking in the neighborhood.

In community meetings, community members shared that adding more simple bike parking was sufficient, rather than more complex bike lockers or bike hangars. This bike parking could be combined with daylighting to reinforce parking restrictions near crosswalks. In addition, larger e-bikes take up more space at bike racks, and as the number of e-bikes continues to grow in San Francisco, this should be taken into account when allocating bike parking.

Cathedral Hill: Pedestrian Visibility Improvements

In Cathedral Hill, the study team proposed traffic safety measures, such as painted safety zones, at five intersections with a high number of recent turn-based collisions and asked respondents to select priority locations. This question received 29 responses in the survey. The top three priority locations to receive traffic safety measures based on survey responses were: Post Street and Franklin Street (79% of respondents), O'Farrell Street and Franklin Street (76%), and Eddy Street and Franklin Street (62%).

Attendees at pop-up events were also supportive of proposed pedestrian visibility improvements in Cathedral Hill. One attendee shared that there are many assisted living facilities in Cathedral Hill, so there are many seniors and people with mobility challenges using the sidewalks and crossing the street who would benefit from these improvements.

6. Final Recommendations and Funding and Implementation Plan

The project team developed planning level cost estimates for the design and implementation of near-term quick-build recommendations, and cost estimates for design or further study of medium- and long-term recommendations. The near-term quick-build recommendations can be funded with \$430,000 of previously allocated sales tax funds from the Neighborhood Transportation Program, which are reserved in the Transportation Authority's Prop K transportation sales tax program, pending completion of this plan. The Transportation Authority Board may release these funds for the scope of work proposed below and following the adoption of this final report. For the medium- and long-term recommendations, the project team has identified potential funding sources, summarized below.

The cost estimates for near-term, quick-build recommendations are summarized in the table below. Recommendations were finalized and prioritized based on findings from the second round of community engagement.

Table 6-1. Planning-level cost estimates for near-term recommendations

LOCATION	NEAR-TERM QUICK-BUILD RECOMMENDATION	COST ESTIMATE
Laguna St / Bay St	Pedestrian visibility improvements, including a blank-out "No Right Turn" sign, updated warning signs, and striping	\$12,000
Clay St / Webster St	Color curb changes	N/A ¹ (refer to Color Curb Team)
Washington St Laguna St	Traffic calming near Lafayette Park ³	\$60,000
Presidio Heights	Identify bike parking locations along Arguello Blvd and near Claire Lillienthal Elementary School	N/A ² (refer to Bike Parking Program)
Masonic Ave / Geary Blvd	Pedestrian and bike wayfinding improvements, including LPI and pavement markings Round concrete island nose at Masonic/Geary	\$16,000
Anza Vista Residential Neighborhood	Speed humps or cushions on various streets in the Anza Vista Residential Neighborhood ³	\$280,000
Cathedral Hill	Intersection Safety (e.g. daylighting, PSZ)	\$60,000
Total		\$428,000

1 Cost not applicable – this recommendation will be referred to SFMTA's Color Curb Team, with follow up work funded through other sources.

2 Cost not applicable – this recommendation will be referred to SFMTA's Bike Parking Program, with follow up work funded through other sources. The Transportation Fund for Clean Air (TFCA) supports bicycle, pedestrian, and other transportation projects that help clean the air by reducing motor vehicle emissions. TFCA has previously funded the installation of bike parking in San Francisco.

3 Traffic calming devices such as speed humps or cushions require further detailed design and are subject to Fire Department review. The cost estimate is based on an initial assessment of the number of traffic calming devices to be installed, but the exact number and location will not be determined until the detailed design phase.

The table below summarizes the estimated cost and funding sources for design and further study of medium- and long-term study recommendations.

Table 6-2. Planning-level cost estimate for medium- and long-term recommendation

LOCATION	MEDIUM- AND LONG-TERM RECOMMENDATION	COST ESTIMATE
Laguna St / Bay St	Study and design of bike lane improvements and connections to Fort Mason Park Study full intersection redesign	\$200,000 – \$250,000 ¹
Laguna St / Bay St intersection	Construction phase of intersection redesign	TBD

6.1 LOCAL SOURCES

Proposition L Half-cent Sales Tax

In 2022, San Francisco voters approved Proposition L (Prop L), the Sales Tax for Transportation, which directs half-cent sales tax funds to a 30-year Expenditure Plan that identifies projects and programs to be funded by the sales tax. The Expenditure Plan describes the types of projects eligible for funds under each of its 28 programs. This project's recommendations, which are focused on pedestrian and cyclist safety, may be eligible under the following Prop L program:

- **Safer and Complete Streets:** This program funds improvements to the transportation system to make it safer for all users.

Proposition D Traffic Congestion Mitigation Tax (TNC Tax)

The Proposition D Traffic Congestion Mitigation Tax (TNC Tax) was passed by San Francisco voters in 2019. The TNC Tax charges a 1.5% tax on shared TNC rides and 3.25% for all other TNC rides. The Transportation Authority's share of 50% of TNC Tax revenues are available for street safety projects including pedestrian or bicycle safety projects, traffic calming, and traffic signal upgrades and re-timing.

Proposition AA Vehicle Registration Fee

Proposition AA is a voter-approved \$10 annual vehicle registration fee that funds local street repair and reconstruction, pedestrian and bicycle safety improvements, and transit reliability and mobility improvements throughout San Francisco. Given its small size – less than \$5 million in revenue per year – Prop AA is used to support small, high-impact projects that provide tangible benefits to the public in the short term, and only funds design and construction phases of projects.

¹ Cost estimates are based on initial estimates for the cost of a traffic and circulation study of the Bay/Laguna intersection and detailed design costs for bike lane improvements. Capital costs to implement future projects would need to be determined through the study and detailed design phase.

Prop AA projects are split into three categories:

- Street Repair and Reconstruction (50% of Prop AA funds)
- Pedestrian Safety (25%)
- Transit Reliability and Mobility Improvements (25%)

Prop AA could fund the design and construction phases for projects that include pedestrian improvements.

General Fund

Some discretionary funding may be available within the General Fund budgeting process for the types of recommendations included in this plan.

The following regional, state, and federal funding sources are also available to implement pedestrian safety recommendations. These funding sources are intended to fund larger projects, and may not be appropriate for the relatively lower cost (\$200,000 to \$250,000) long-term bike improvement recommendation at Bay Street / Laguna Street. However, the programs listed below are possible sources for the implementation of recommendations from a future study. Some additional recommendations for future study are also listed below

6.2 REGIONAL, STATE, AND FEDERAL SOURCES

Senate Bill 1 (SB 1) Sustainable Communities Planning Grants

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, funding a wide variety of transportation projects through many different grant programs. Among those, SB 1 provides approximately \$25 million in funds for Sustainable Communities Grants each grant cycle, which are intended to support strategies to achieve the state's greenhouse gas reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

Active Transportation Program

The state Department of Transportation (Caltrans) provides grants to encourage increased use of active modes of transportation. This highly competitive program could fund the bike and pedestrian safety infrastructure recommendations that stem from future studies but the program emphasizes projects that benefit disadvantaged communities and measurably increase walking and biking. Only projects requesting more than \$250,000 are eligible. Therefore, ATP is an unlikely funding source for the project recommendations but could fund implementation of recommendations from future studies for the Bay Street/Laguna Street intersection.

Highway Safety Improvement Program (HSIP) Grant

The Highway Safety Improvement Program (HSIP) is one of the core federal-aid programs to states. The purpose of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. Example safety projects include but are not limited to crosswalk markings, rapid flashing beacons, curb extensions, speed feedback signs, median islands, and other pavement markings. In California, HSIP prioritizes projects based on a benefit-to-cost ratio. Projects along roadways with a relatively high crash history (e.g., Lombard Street) may be able to achieve a competitive benefit-to-cost ratio and be funded through HSIP.

Safe Streets for All (SS4A) Grant Program

Through the Infrastructure Investments and Jobs Act, USDOT provides funding for several types of projects, including funding for active transportation projects and programs. One program, the Safe Streets for All (SS4A) Grant Program, can fund bike safety improvements.

6.3 ADDITIONAL RECOMMENDATIONS

In addition to these specific medium- and long-term projects, the study team heard community feedback about broader issues in the district such as speeding, double parking, and scooter use on sidewalks. Below is a list of recommendations for these issues that could be addressed with further funding.

- Support SFMTA efforts to increase street safety, which could include future expansion of the Speed Safety Camera program. The Speed Safety Camera program launched in 2025 at 33 locations across the city and has already demonstrated that automated speed enforcement cameras can help slow traffic speeds on city streets.¹ The pilot is expected to last for five years.
- Support recommendations in the Street Safety Act, which articulates the next generation of traffic safety strategies for San Francisco.
- Advance recommendations from the Biking and Rolling Plan², such as bike facility upgrades on Arguello Blvd and Presidio Ave.
- Conduct comprehensive parking and curb studies along commercial corridors (e.g., Chestnut Street and Fillmore Street³) and near locations with a high volume of passenger pick up and drop off.

¹ <https://www.sfmta.com/blog/our-speed-cameras-are-working-initial-evaluation-shows-drivers-are-slowing-down>

² <https://www.sfmta.com/reports/biking-and-rolling-plan-final-version>

³ SFMTA is currently conducting the [Fillmore Street Transit and Safety Project](#) to improve Muni reliability, travel times, capacity, accessibility, and safety on the corridor.

- Leverage insights on parking inventory from SFMTA's digital curb program to better manage limited curb space.

Finally, there were some streets, including Turk Boulevard and Lombard Street, that were often mentioned in outreach as needing safety improvements. Recommendations for these streets are summarized below.

- Conduct a comprehensive study of Turk Boulevard from Arguello Boulevard to Divisadero Street, including recommendations to slow vehicle speeds and increase pedestrian safety. This study would build off the concepts initially identified in the District 1 Multimodal Transportation Study approved by the Transportation Authority in 2024.
- Conduct a corridor-level placemaking project on Lombard Street with education around driver behavior to encourage drivers to slow down when using the street. Implement additional safety measures, such as No Turn on Red regulations, adding high visibility backplates to improve signal visibility, and a double fine zone for speeding.

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San Francisco County Transportation Authority

Neighborhood
program



RESOLUTION ADOPTING THE DISTRICT 2 SAFETY STUDY FINAL REPORT

WHEREAS, The District 2 Safety Study (Study) was recommended by former Commissioner Catherine Stefani for Prop K half-cent sales tax funds from the Transportation Authority's Neighborhood Transportation Program; and

WHEREAS, The Study was intended to identify and develop recommendations to address safety challenges and barriers to access near land uses that attract vulnerable road users, with a particular emphasis on improvements that could be implemented in the short-term; and

WHEREAS, The Study team, led by the Transportation Authority and the San Francisco Municipal Transportation Authority (SFMTA), identified five study areas throughout the district; and

WHEREAS, Through community outreach, the Study team identified more specific intersection- and corridor-level locations with safety challenges and gaps in access and used this information to guide the development of safety treatments at these locations; and

WHEREAS, The attached District 2 Safety Study Final Report identifies near-term, quick-build improvements, including traffic calming measures, improved bike and pedestrian signage and wayfinding, and color curb changes, as well as longer term recommendations at six locations throughout the District; and

WHEREAS, The final report includes a discussion of cost estimates, potential funding sources, and next steps for implementation; and

WHEREAS, The near-term recommendations are intended to be funded with District 2 Neighborhood Program funds, held in reserve for implementation of the Study recommendations following completion of the Study; and

WHEREAS, The Transportation Authority Community Advisory Committee considered the District 2 Safety Study Final Report at its February 26, 2026, meeting and unanimously adopted a motion of support for its adoption; now, therefore, be it



RESOLVED, That the Transportation Authority hereby adopts the attached District 2 Safety Study Final Report; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the document for final publication and distribute the document to all relevant agencies and interested parties.

Attachment:

1. District 2 Safety Study Final Report

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**AGENDA ITEM 6
STATE LEGISLATION - MARCH 2026**

(Updated March 19, 2026)

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

Staff are recommending approval of new support positions on Assembly Bill (AB) 1421 (Wilson), AB 1837 (Gonzalez) and AB 2308 (Haney) as shown in **Table 1**. We have also added AB 2276 (Soria) and Senate Bill (SB) 1411 (Stern) to the Watch list.

Table 1. Recommended New Positions

Recommended Positions	Bill # Author	Title and Summary
Support	AB 1421 Wilson D	<p>Vehicles: Road Usage Charge Technical Advisory Committee.</p> <p>This bill would require the California Transportation Commission (CTC), in consultation with the California State Transportation Agency (CalSTA), to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the CTC to submit a report to the Legislature by no later than January 1, 2027.</p> <p>We recommend supporting the bill to advance work on a statewide mileage-based road charge. The value of the gas tax is currently declining due, in part, to the greening of the vehicle fleet, limiting its long-term viability. A mileage-based fee would better reflect actual road usage and help shore up state transportation revenue, so it is critical the state continue exploring a possible transition to this new charging mechanism.</p>



<p>Support</p>	<p>AB 1837 Gonzalez D</p>	<p>Video imaging of parking violations.</p> <p>This bill would extend the authorization for public transit operators to use camera enforcement technology on buses to enforce parking violations in transit-only lanes and at transit stops indefinitely, lifting the January 1, 2027 sunset in current law.</p> <p>We recommend supporting this bill to further reduce delays in transit lanes. This strategy has proved successful - SFMTA's current camera enforcement program has resulted in a 20% reduction in transit delays. The State Legislation Committee has approved a support position on this bill, at the request of SFMTA.</p> <p><u>Update (03/18/2026): On March 12, after the March 10 Transportation Authority Board meeting, the bill was amended to eliminate the provision that would have allowed the use of cameras to enforce parking violations in bike lanes and for double parking. Uniquely in the state, SFMTA already has permanent authority to use these cameras to enforce parking violations in transit lanes. While this bill would no longer impact SFMTA's use of these cameras, the bill would extend authorization for other transit operators using San Francisco roadways, so we still recommend supporting the bill.</u></p>
<p>Add to Watch List</p>	<p>AB 2276 Soria D</p>	<p>Vehicles: active intelligent speed assistance devices.</p> <p>This bill, also known as the "Stop Super Speeders Act," would establish a statewide 5-year pilot program requiring drivers convicted of severe speeding-related offenses, including reckless driving and speeding over 100 miles per hour, to install active Intelligent Speed Assistance (ISA) devices in their vehicles before getting back on the road. These aftermarket devices use location-based technology to actively limit a motor vehicle's speed to posted or preset speed limits. Under the pilot program, courts would order the installation of an ISA device based on the severity and number of the driver's prior convictions, with installation terms increasing for repeat offenders. The bill would require an income-based fee structure.</p> <p>We are currently consulting with SFMTA and others on the provisions of the bill, which could potentially reduce speeding by high-risk drivers on San Francisco's roadways and improve traffic safety.</p>



<p>Support</p>	<p>AB 2308 Haney D</p>	<p>Redevelopment: successor agency debt: City and County of San Francisco.</p> <p>This legislation would authorize San Francisco’s Office of Community Investment and Infrastructure, which serves as the successor agency to the former San Francisco Redevelopment Agency, to extend its existing Net Tax Increment (NTI) pledge for formerly state-owned parcels around the Salesforce Transit Center. This would give the City the ability to extend its current agreement with the Transbay Joint Powers Authority (TJPA) to capture future tax increment funding for The Portal. The current agreement extends to 2050, and TJPA has proposed extending it an additional 25 years, to 2075.</p> <p>We recommend supporting this legislation to allow TJPA to continue discussions with the City about extending the NTI in support of The Portal. If approved, this could provide additional local revenue options as the project seeks to secure the additional funding needed to access the \$3.4 billion in federal funding anticipated for the project.</p>
<p>Add to Watch List</p>	<p>SB 1411 Stern D</p> <p>Co-authors: Allen D Durazo D Gonzalez D</p>	<p>Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.</p> <p>The new cap-and-invest spending plan, approved last year, commits \$500 million a year to the High-Speed Rail project. Current law prohibits the California High Speed Rail Authority from expending cap-and-invest funding outside of the Merced to Bakersfield segment until June 30, 2030. This bill would allow the use of cap-and-invest funds outside this initial segment for activities that maximize the efficiency of delivering the project.</p> <p>If approved, this could potentially provide an opportunity to seek cap-and-invest funding for The Portal, as well as the many transit projects in Northern and Southern California that would provide joint benefits to the High-Speed Rail project. We will reach out to the bill’s authors to discuss their intent behind the bill and speak with TJPA about how it could be leveraged to help secure additional funding for the project.</p>

SUPPLEMENTAL MATERIALS

- Attachment 1 - Resolution



RESOLUTION ADOPTING SUPPORT POSITIONS ON ASSEMBLY BILL (AB) 1421 (WILSON), AB 1837 (GONZALEZ), AND AB 2308 (HANEY)

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

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted advocacy principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting a support position on Assembly Bill (AB) 1421 (Wilson), AB 1837 (Gonzalez), and AB 2308 (Haney), as shown in Attachment 1; and

WHEREAS, At its March 10, 2026 meeting, the Board reviewed and discussed AB 1421, AB 1837, and AB 2308; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts support positions on AB 1421, AB 1837, and AB 2308; and be it further

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

Attachment:

1. State Legislation - March 2026



Memorandum

AGENDA ITEM 7

DATE: February 19, 2026

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director of Policy & Programming

SUBJECT: 3/10/2026 Board Meeting: Appropriate \$75,000 in Prop L Funds, with Conditions, for Federal Autonomous Vehicle Policy Development

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Appropriate \$75,000 in Prop L funds, with conditions, for Federal Autonomous Vehicle Policy Development.</p> <p>SUMMARY</p> <p>San Francisco is a leader in autonomous vehicle (AV) testing and deployment in the United States, with experience and expertise to inform federal policy development and decision-making, and to share with other jurisdictions in this fast-developing arena. With this request, Transportation Authority staff will provide technical analysis and apply San Francisco’s experience and policy priorities toward shaping current major federal AV policy initiatives. For example, Congress is actively considering the Safely Ensuring Lives Future Deployment and Research in Vehicle Evolution (SELF DRIVE) Act, which would establish the first comprehensive statutory framework for AVs, including manufacturer-developed safety cases, expanded federal preemption of state and local regulation, and the creation of a national AV crash data repository. The full scope of work is detailed in the allocation request form (Attachment 5). The request includes a waiver to Prop L policy to allow these funds to be used for expenditures prior to Board approval of the subject request, starting February 1, 2026.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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BACKGROUND

Guided by the San Francisco Board of Supervisors 2022 AV Policy Resolution (No. 529-22), federal legislative platform and Board adopted studies such as the



Conceptual Safety-focused AV Permitting Framework Study, the proposed funding request will support staff's work to apply San Francisco's experience and policy priorities toward shaping current major federal AV policy initiatives. This provides a once in a lifetime opportunity to influence how this technology is deployed and regulated, not just at the national level but also in San Francisco, with myriad impacts to all modes of travel within the city and beyond.

DISCUSSION

We are seeking a \$75,000 appropriation of Prop L funds to support San Francisco's participation in federal AV policy development in 2026, as described below:

- At the federal level, Congress is actively considering the SELF DRIVE Act, which would establish the first comprehensive statutory framework for AVs, including manufacturer-developed safety cases, expanded federal preemption of state and local regulation, and the creation of a national AV crash data repository.
- Representative Kevin Mullin, D-C.A. has requested that the Transportation Authority provide technical advisory support to him and his staff as he advances AV safety and data reporting bills.
- Transportation Authority staff have also been invited by the Federal Highway Administration to participate in a peer exchange program aimed to leverage the experience of first adopter cities to inform and strengthen current federal policy and regulations, and to benefit new cities starting to experience AV operations.

Transportation Authority staff will develop a federal AV policy strategy and action plan and provide technical assistance to federal policy makers on legislative and regulatory priorities. We will also review and summarize federal legislative and regulatory proposals and develop technical and policy feedback to authors, San Francisco's federal delegation, and policymakers. We would periodically report out to the Community Advisory Committee (CAC) and Board on these Federal AV policy development efforts at the call of the Transportation Authority chair.

Attachment 1 summarizes the subject funding request, and Attachment 2 includes a brief description of the scope of work. Attachment 3 summarizes the staff recommendation, including special conditions. Attachment 5 provides the Allocation



Request Form, with more information on scope, schedule, budget, funding, and special conditions.

This request includes a waiver to Prop L policy to allow funds to be used for project expenditures incurred February 1, 2026, prior to Board approval of this request. Earlier this year, discussions began on draft language for the new SELF Drive Act, and Representative Mullin requested technical support from the Transportation Authority. To be responsive to the federal legislative timeline and the Representative's request, we began this work prior to the approval of this appropriation request to maximize its impact on the fast-moving development of bill language and amendments.

FINANCIAL IMPACT

The recommended action would appropriate \$75,000 in Prop L funds. The appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the attached Allocation Request Form.

Attachment 4 shows the approved Fiscal Year 2025/26 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended appropriation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Transportation Authority's approved 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 considered this item at its February 25, 2026 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Request
- Attachment 2 - Project Description
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L Allocation Summary: FY 2025/26
- Attachment 5 - Allocation Request Form
- Attachment 6 - Resolution

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	28	SFCTA	Federal Autonomous Vehicle Policy Development	\$ 75,000	\$ 75,000	68%	0%	Planning	Citywide
TOTAL				\$ 75,000	\$ 75,000				

Footnotes

- ¹ "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the Prop L Strategic Plan (e.g. Citywide/Modal Planning).
- ² Acronym: 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
28	SFCTA	Federal Autonomous Vehicle Policy Development	\$75,000	San Francisco continues to be an epicenter of autonomous vehicle (AV) testing and deployment in the United States, and has a deep well of experience and expertise in this fast-developing arena. Guided by the Transportation Authority’s AV policy resolution, federal legislative platform and Board adopted studies such as the Conceptual Safety-focused AV Permitting Framework Study, the proposed funding request will support the Transportation Authority’s engagement in current major federal policy initiatives such as the Safely Ensuring Lives Future Deployment and Research in Vehicle Evolution (SELF DRIVE) Act. We anticipate completing the scope of this request by December 2026.
TOTAL			\$75,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
28	SFCTA	Federal Autonomous Vehicle Policy Development	\$75,000	<p>Special conditions: The recommended allocation is conditioned upon amendment of the Citywide/Modal Planning 5YPP to add the subject project with funds from the Citywide Modal Planning Placeholder. See attached 5YPP amendment for details.</p> <p>Recommendation includes a waiver to Prop L policy to allow funds to be used for retroactive expenses incurred since February 1, 2026.</p>
TOTAL			\$ 75,000	

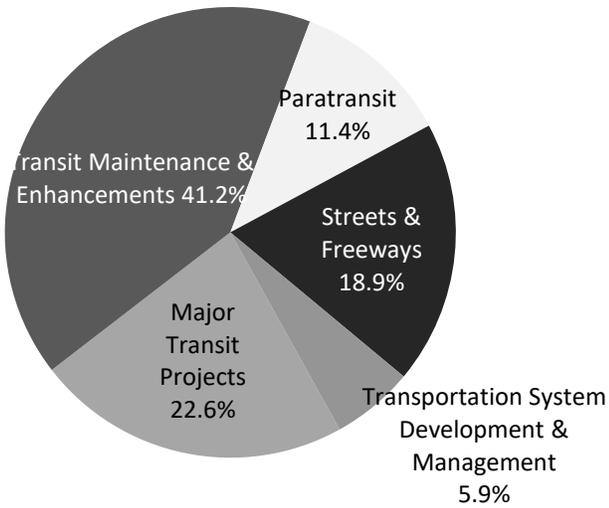
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop L Summary - FY2025/26**

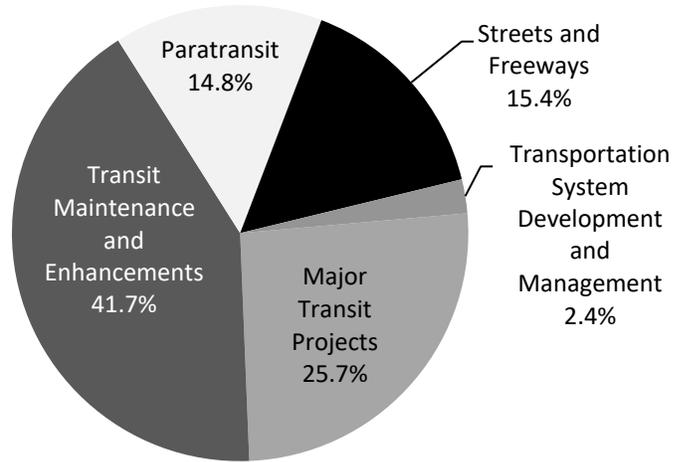
PROP L SALES TAX						
FY 2025/26	Total	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Prior Allocations	\$ 64,879,863	\$ 30,305,000	\$ 23,805,700	\$ 10,209,753	\$ 559,410	\$ -
Current Request(s)	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 64,954,863	\$ 30,305,000	\$ 23,880,700	\$ 10,209,753	\$ 559,410	\$ -

The above table shows maximum annual cash flow for all FY 2025/26 allocations and appropriations approved to date, along with the current recommended 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:	Federal Autonomous Vehicle Policy Development
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Citywide and Modal Planning
Current PROP L Request:	\$75,000
Supervisory District	Citywide

REQUEST

Brief Project Description

San Francisco continues to be an epicenter of autonomous vehicle (AV) testing and deployment in the United States. The Transportation Authority has a deep well of experience and expertise in this fast-developing arena. Congress is currently advancing several AV policy initiatives that would shape how AVs use public roadways, including their impact on other modes (e.g. walking, biking, transit, emergency response, other vehicles). The proposed funding request will support the Transportation Authority's engagement in current major federal policy initiatives and provision of technical support.

Detailed Scope, Project Benefits and Community Outreach

See attached

Project Location

Citywide

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

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$75,000.00

Justification for Necessary Amendment

Funding requested from the Citywide Modal Planning Placeholder which has \$150,000 programmed in FY 2025/26. See the attached 5YPP scoring table that includes the subject project.

Retroactive reimbursement requested from February 1, 2026: In mid-January, the office of Rep. Kevin Mullin (D - CA) requested the Transportation Authority's technical support to inform the office's work on federal AV policy and legislative initiatives. Because discussions around the proposed AV policy framework (SELF Drive Act) and other AV-related legislation were already proceeding, it was necessary to begin work shortly following the request.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Federal Autonomous Vehicle Policy Development
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)	Jan-Feb-Mar	2026	Oct-Nov-Dec	2026
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2026

SCHEDULE DETAILS

Task 1: February 1, 2026 - December 31, 2026

Task 2: February 1, 2026 - December 31, 2026

Task 3: February 1, 2026 - December 31, 2026

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Federal Autonomous Vehicle Policy Development
Primary Sponsor:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-228: Citywide and Modal Planning	\$75,000	\$0	\$0	\$75,000
Phases In Current Request Total:	\$75,000	\$0	\$0	\$75,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$75,000	\$75,000	prior work
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$75,000	\$75,000	

% Complete of Design:	0.0%
As of Date:	01/31/2026
Expected Useful Life:	N/A

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

PLANNING PHASE - MAJOR LINE ITEM BUDGET

BUDGET SUMMARY				
Agency	Task 1 - Project Management	Task 2 - AV Policy Development and Technical Assistance	Task 3 - Education and Peer Exchange	Total
SFCTA	\$ 5,000	\$ 30,000	\$ 5,000	\$ 40,000
Consultants	\$ -	\$ 25,000	\$ -	\$ 25,000
Travel			\$ 5,000	
Contingency		\$ 5,000	\$ -	\$ 5,000
Total	\$ 5,000	\$ 60,000	\$ 10,000	\$ 75,000

*List out significant direct costs here (e.g. Printing).

DETAILED LABOR COST ESTIMATE - BY AGENCY						
SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	20	\$ 112.64	2.59	\$ 291.74	0.01	\$ 5,835
Senior Public Policy Manager	42	\$ 85.40	2.59	\$ 221.19	0.02	\$ 9,290
Principal Transportation Planner	123	\$ 77.85	2.59	\$ 201.63	0.06	\$ 24,876
Total	185				0.09	\$ 40,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Federal Autonomous Vehicle Policy Development
Primary Sponsor:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$75,000	Total PROP L Recommended	\$75,000

SGA Project Number:		Name:	Federal Autonomous Vehicle Policy Development
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	06/30/2027
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year		
Fund Source	FY2026/27	Total
PROP L EP-228	\$75,000	\$75,000

- Deliverables**
1. Upon completion of Task 2 (anticipated December 31, 2026), provide AV policy strategy and action plan as well as a summary of federal AV legislation and feedback provided by the Transportation Authority.
 2. Upon completion of Task 3 (anticipated December 31, 2026), provide summary of engagement activities and their outcomes.
 3. SFTCA will periodically report to the Community Advisory Committee and Transportation Authority Board on Federal AV policy development efforts, at the call of the Transportation Authority Chair.

- Special Conditions**
1. The recommended allocation is conditioned upon amendment of the Citywide/Modal Planning 5YPP to add the subject project with funds from the Citywide Modal Planning Placeholder. See attached 5YPP amendment for details.
 2. Recommendation includes a waiver to Prop L policy to allow funds to be used for retroactive expenses incurred since February 1, 2026, when engagement on federal AV policy development was initiated.

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:	Federal Autonomous Vehicle Policy Development
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$75,000
--------------------------------	----------

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:

AC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jean Paul Velez	Anna LaForte
Title:	Principal Transportation Planner, Technical Policy	Deputy Director for Policy & Programming
Phone:	555-5555	(415) 522-4805
Email:	jean.paul@sfcta.org	anna.laforte@sfcta.org

Federal Autonomous Vehicle Policy Development

Purpose/Context

San Francisco continues to be an epicenter of autonomous vehicle (AV) testing and deployment in the United States and has a deep well of experience and expertise to share with other jurisdictions and to inform federal policy development and decision-making in this fast-developing arena.

Guided by the Transportation Authority's AV policy resolution, federal legislative platform and Board adopted studies such as the Conceptual Safety-focused AV Permitting Framework Study, the proposed funding request will support staff's work to apply San Francisco's experience and policy priorities toward shaping current major federal AV policy initiatives:

- At the federal level, Congress is actively considering the Safely Ensuring Lives Future Deployment and Research in Vehicle Evolution (SELF Drive) Act, which would establish the first comprehensive statutory framework for AVs, including manufacturer-developed safety cases, expanded federal preemption of state and local regulation, and the creation of a national AV crash data repository.
- Rep. Kevin Mullin, D-C.A. has requested that the Transportation Authority provide technical advisory support to him and his staff as he advances AV safety and data reporting bills.
- The Transportation Authority was also invited by the Federal Highway Administration to participate in a peer exchange program aimed to leverage the experience of first adopter cities in the benefit of new cities adopting AV operations and to inform and strengthen current federal policy and regulations.

Scope by Task

Task 1. Project Management

- Conduct ongoing management of the project, including monitoring schedule and budget with internal agency staff and management
- Procurement of consultant support (develop scopes, evaluate proposals, execute contracts)

Deliverables:

1. Monthly reporting on project status (budget and schedule)

Task 2. AV Policy Development and Technical Assistance

- Develop federal AV policy strategy and an action plan to implement strategy. Prioritize and implement actions, including engaging other jurisdictions and interests (community, industry, labor, business, environmental).
- Provide technical assistance to federal policy makers on legislative and regulatory priorities.
- Review federal legislative and regulatory proposals (e.g. SELF Drive Act, AV Safety Data Act, NHTSA regulations) and develop technical and policy feedback to authors, San Francisco's federal delegation, and policymakers.
- Consultant services will provide support for technical analysis, regulatory review, and procedural guidance.

Deliverables:

1. AV policy strategy and action plan
2. Summary of input provided to authors and policymakers as well as the bills' status

Task 3. Education and Peer Exchange

- Participate in FHWA AV policy peer exchange program, which will bring together a core group of states and cities with significant AV deployments to exchange their experiences, best practices, and lessons learned. The peer exchange will allow Transportation Authority staff to elevate San Francisco's AV challenges and needs to FHWA and inform the agency's future federal AV regulation and policy development.
- Share San Francisco's experiences and lessons learned and to advocate for AV safety assurance, data sharing, and the overall management of AV deployments. Identify novel solutions developed and applied elsewhere that could be considered in San Francisco.
- Leveraging technical work from Task 2, share findings with broader audiences of interest including legislators, regulatory bodies, academia, and peer cities.

Deliverables:

1. Summary of engagement activities performed, input provided, and lessons learned

Prop L Project Submissions Evaluation - EP 28 Citywide/Modal Planning

		Prop L-Wide Criteria						
District	Projects	Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging	Safety	Total
Citywide	AV Safety Metrics & Standards	3	0	5	1	1	4	14
TBD	Citywide Modal Planning Placeholder	<i>This is a placeholder. Project(s) will be scored at time of allocation.</i>						
Citywide	Federal AV Policy Development	5	4	2	1	0	4	16
Citywide	Curbside Electric Vehicle Charging Pilot Outreach & Evaluation	5	0	3	1	1	2	12
2, 3, 6	Embarcadero Mobility Resilience Plan	5	4	0	1	4	3	17
Citywide	San Francisco Transportation Plan (SFTP) 2050+	5	0	5	3	4	4	21
Citywide	San Francisco Transportation Plan (SFTP) 2055	4	0	5	3	2	4	18
	Total Possible Score	5	4	5	5	4	4	27

Project Scoring Key: Projects are assessed using Transportation Authority Board adopted Prop L-wide criteria and program specific prioritization criteria. In general, the better a project meets the criteria as defined, the more points the project is assigned.

Project Readiness: Highest possible score is 5. Project is likely to need funding in the fiscal year proposed. Factors to be considered include, but are not limited to adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors pose a significant risk to project advancement, as proposed.

Prop L Project Submissions Evaluation - EP 28 Citywide/Modal Planning

	<p>Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.</p>
	<p>Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.</p>
	<p>Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process.</p> <p>Five points for a project that 1) is in an adopted community based plan or with evidence of diverse (neighborhood level and citywide) community support and 2) has documented support from disadvantaged populations.</p> <p>Three points for a project not in an adopted community based plan, but with evidence of support from <i>both</i> neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations.</p> <p>One point for a project not in an adopted community based plan, but with evidence of support from <i>either</i> neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations.</p> <p>Zero points for a project that was neither developed out of a community-based planning process nor has other forms of demonstrated community support.</p>
	<p>Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources.</p>
	<p>Safety: Highest possible score is 4. Project addresses documented safety issue(s), reduces potential conflict between modes, and/or increases security. Points are based on the safety information presented in the Project Information Form.</p>

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
 Citywide/Modal Planning (EP 28)
 Programming and Allocations to Date
 Pending March 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFCTA	AV Safety Metrics & Standards ¹	PLAN/CER	Programmed		\$0				\$0
SFCTA	AV Resource Portal ¹	PLAN/CER	Appropriated		\$100,000				\$100,000
TBD	Citywide Modal Planning Placeholder ²	PLAN/CER	Programmed			\$75,000			\$75,000
SFMTA	Curbside Electric Vehicle Charging Pilot Outreach & Evaluation	PLAN/CER	Programmed		\$150,000				\$150,000
SFMTA	The Embarcadero Mobility Resilience Master Plan	PLAN/CER	Allocated		\$150,000				\$150,000
SFCTA	San Francisco Transportation Plan (SFTP) 2050+	PLAN/CER	Appropriated		\$700,000				\$700,000
SFCTA	San Francisco Transportation Plan (SFTP) 2055	PLAN/CER	Programmed				\$700,000		\$700,000
SFCTA	Federal Autonomous Vehicle Policy Development ²	PLAN/CER	Pending			\$75,000			\$75,000
Total Programmed in 2023 5YPP				\$0	\$1,100,000	\$150,000	\$700,000	\$0	\$1,950,000
Total Allocated and Pending				\$0	\$950,000	\$75,000	\$0	\$0	\$1,025,000
Total Unallocated				\$0	\$150,000	\$75,000	\$700,000	\$0	\$925,000
Total Programmed in 2023 Strategic Plan				\$0	\$1,100,000	\$150,000	\$700,000	\$0	\$1,950,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ 5YPP amendment to fund AV Resource Portal (Resolution 2025-025, 12/17/2024):
 AV Safety Metrics & Standards: Reduced from \$100,000 to \$0 in FY2024/25.
 AV Resource Portal: Added project with \$100,000 in FY2024/25.
- ² 5YPP amendment to fund Federal Autonomous Vehicle Policy Development (Resolution 2026-0XX, 3/X/2026):
 Citywide Modal Planning Placeholder: Reduced from \$150,000 to \$75,000 in FY2025/26.
 Federal Autonomous Vehicle Policy Development: Added project with \$75,000 in FY2025/26.



RESOLUTION APPROPRIATING \$75,000 IN PROP L FUNDS, WITH CONDITIONS,
FOR FEDERAL AUTONOMOUS VEHICLE POLICY DEVELOPMENT

WHEREAS, San Francisco continues to be an epicenter of autonomous vehicle (AV) testing and deployment in the United States, with the Transportation Authority offering a deep well of experience and expertise to inform federal policy development and decision-making in this fast-developing arena; and

WHEREAS, The United States Congress is currently advancing several AV policy initiatives that would shape how AVs use public roadways, including their impact on other modes; and

WHEREAS, Guided by the Transportation Authority's AV policy resolution (Resolution 529-22), federal legislative platform, and Transportation Authority Board-adopted studies such as the Conceptual Safety-focused AV Permitting Framework Study, Transportation Authority staff prepared a scope of work to provide staff support for the Transportation Authority's engagement in current major federal policy initiatives and provision of technical support and has requested appropriation of \$75,000 in Prop L funds to fund the scope of work, as summarized in Attachments 1 and 2 and detailed in the attached allocation request form (Attachment 5); and

WHEREAS, The subject request seeks funds from the Citywide and Modal Planning Prop L Expenditure Plan program; and

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

WHEREAS, the Transportation Authority's request for Federal AV Policy Development requires amendment of the Prop L Citywide and Modal Planning 5YPP to add the subject project, as detailed in the attached allocation request form, with funds from the Citywide Modal Planning placeholder; and



WHEREAS, In order to be responsive to federal legislative timelines and a request for technical support, staff began work in February 2026; and therefore, staff has requested a waiver to Prop L policy to allow retroactive expenditures starting February 1, 2026; and

WHEREAS, Transportation Authority staff recommended appropriating \$75,000 in Prop L funds, with conditions, for Federal AV Policy Development, as described in Attachment 3 and detailed in the attached allocation request form, which includes staff recommendations for the Prop L appropriation amount, required deliverables, timely use of funds requirements, special conditions, and the Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, The requested funds, if approved, will be included in the Transportation Authority's FY 2025/26 mid-year budget amendment and sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years; and

WHEREAS, At its February 25, 2026 meeting, the Community Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop L Citywide and Modal Planning 5YPP to add the Federal AV Policy Development project with \$75,000 in FY 2025/26 funds, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby appropriates \$75,000 in Prop L funds, with conditions, for Federal AV Policy Development as summarized in Attachment 3 and detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority finds the appropriation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop L Expenditure Plan, the Prop L Strategic Plan, and the Citywide and Modal Planning 5YPP; 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 Schedule detailed in the attached allocation request form; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate.

Attachments:

1. Summary of Request Received
2. Brief Project Description
3. Staff Recommendations
4. Prop L Allocation Summary - FY 2025/26
5. Prop L Allocation Request Form



Memorandum

AGENDA ITEM 8

DATE: February 19, 2026

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 3/10/2026 Board Meeting: Appropriate \$97,000 in Prop L Funds, with Conditions, for Caltrain Governance 2026 Work Program and Ad Hoc Committee Support

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Appropriate \$97,000 in Prop L funds, with conditions, for Caltrain Governance 2026 Work Program and Ad Hoc Committee Support</p> <p>SUMMARY</p> <p>At the January 8, 2026, meeting of the Caltrain Joint Powers Board (JPB), the JPB approved a motion directing the JPB's Ad Hoc Committee on Governance to work this year to bring forward recommended amendments to Caltrain's governing agreements, including addressing a number of related issues specified in the motion. At the Transportation Authority Board's January 27, 2026, meeting, Commissioner Walton requested that the Transportation Authority provide staff support for Caltrain governance development activities during 2026, including Director Walton's participation on the JPB Ad Hoc Committee. This effort is not included in the adopted Caltrain Maintenance 5-Year Prioritization Program (5YPP) . In order to preserve the existing programming in the 5YPP which serves as San Francisco's local match contribution to Caltrain's state of good repair capital program, we are requesting a Strategic Plan amendment to fund this request from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5YPP update. We are also seeking a waiver to Prop L policy to allow the funds to be used for expenditures prior to Board approval of the subject request, starting February 1, 2026.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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BACKGROUND

Caltrain Governance Context. Caltrain is a joint powers entity, with three member agencies: the City and County of San Francisco (CCSF); the San Mateo County Transit District (SamTrans); and the Santa Clara Valley Transportation Authority (VTA). Since Caltrain's formation in 1991, SamTrans has served as the Managing Agency of the railroad. In 2008, the three member agencies entered into an amendment to one of Caltrain's governing agreements, the Real Property Ownership Agreement (RPOA), under which SamTrans could serve as the Managing Agency of Caltrain until it no longer wished to serve in that role, in exchange for foregoing certain interest payments on SamTrans' contribution to the purchase of the Caltrain right-of-way (ROW) in 1991.

In August 2020, the JPB adopted a resolution to place Measure RR on the ballot in the three Caltrain counties, with the measure proposing a one-eighth of one percent sales tax to be dedicated to the railroad's operations and capital improvements. In conjunction with placing Measure RR on the ballot, the JPB adopted a resolution expressing the JPB's desire to modify Caltrain's governance structure (including to allow the JPB to appoint the Caltrain Executive Director) and expressing the JPB's intent to reimburse SamTrans for its ROW investment.

Following the passage of Measure RR, the JPB considered numerous governance proposals. In August 2022, the member agencies entered into a Memorandum of Understanding (MOU) regarding Caltrain governance. Among other provisions, the MOU authorized the JPB to appoint its own Executive Director and established a first set of dedicated rail employees. The MOU recognized SamTrans' role as Managing Agency; however, the agreement narrowed the Managing Agency function, to consist of the provision of shared services and the employment of staff. The MOU also provided for the repayment to SamTrans of the other two member agencies' outstanding amounts for the original ROW investment; these payments, including by CCSF, have been completed.

Ad Hoc Committee and Work Program Activities. In 2025, the Governance Ad Hoc Committee of the JPB was appointed, with one member from each of the member agencies, in order to continue discussions on outstanding governance issues, including potential amendments to Caltrain's governing agreements. Some progress has been made to date, including the preparation of a draft Shared Services Agreement, which would be between Caltrain and SamTrans, to codify various procedures associated with SamTrans' provision of shared services to the railroad. In November 2025, JPB Director Pat Burt (one of VTA's representatives) requested a performance audit of the existing shared services arrangement. In addition, Caltrain has advanced discussions with



CalPERS to establish the railroad as an entity within the state retirement system, including to establish Caltrain as a “successor agency” to SamTrans for affected staff; Caltrain must also approve its own salary ordinance as part of this process.

In January 2026, JPB Chair Rico Medina requested that Director Walton serve as San Francisco’s representative on the Ad Hoc Committee going forward.

DISCUSSION

At Director Walton’s request, the JPB deliberated a motion concerning governance at its January 8, 2026, meeting. The motion, as amended and approved by the JPB, calls for the Ad Hoc Committee to “bring forward recommended amendments to Caltrain’s governing agreement including addressing the managing agency role, address the shared services agreement and provide at least an update (or a report) on the performance audit (requested by Director Burt), as well as address the successor agency and Caltrain’s own salary ordinance”.

In response to Commissioner Walton’s request at the January 27, 2026, meeting of the Transportation Authority Board, we have prepared a scope of work to provide staff support to the Caltrain governance work program and Ad Hoc Committee process. This scope includes the following major tasks:

- **Ad Hoc Committee Staff Support** - Caltrain plans to convene the Ad Hoc Committee on an approximately monthly basis during 2026. For each meeting, Transportation Authority staff will review meeting materials and prepare briefing analyses to support Director Walton’s participation.
- **Technical Review and Policy Analysis** - Caltrain’s governance work program will develop a number of key deliverables, including draft amendments to governing agreements and other deliverables (e.g., Performance Audit, Shared Services Agreement, Salary Ordinance). Transportation Authority staff will review these documents on behalf of San Francisco and prepare draft comments. We will also conduct additional policy analysis, as required, to facilitate effective review and input to governance proposals put forward through the Ad Hoc process.
- **Policy Coordination** - As governance-related items advance to the JPB, Transportation Authority staff will provide advice and recommendations, as appropriate, to San Francisco representatives. We will also coordinate at the staff level with other San Francisco agency representatives, including the Mayor’s Office and SFMTA.



This effort is not included in the adopted Caltrain Maintenance 5YPP. In order to preserve the existing programming in the 5YPP which serves as San Francisco's local match contribution to Caltrain's state of good repair capital program, we are requesting Board approval of a Strategic Plan amendment to fund this request from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5YPP update cycle.

Attachment 1 summarizes the subject funding request, and Attachment 2 includes a brief description of the scope of work. Attachment 3 summarizes the staff recommendation, including special conditions. Attachment 4 provides the Allocation Request Form, with more information on scope, schedule, budget, funding, and special conditions.

FINANCIAL IMPACT

The recommended action would appropriate \$97,000 in Prop L funds. The appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the attached Allocation Request Form.

These funds will be included in the Transportation Authority's FY 2025/26 mid-year budget amendment. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

As noted above, this request is for funds from off the top of the Prop L capital program to be repaid by the Caltrain Maintenance program in the next Strategic Plan and 5YPP update that will commence in Fiscal Year 2027/28. There is a negligible effect on the financing costs to the overall Prop L program associated with the recommended action.

CAC POSITION

The CAC considered this item at its February 25, 2026 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Request
- Attachment 2 - Project Description
- Attachment 3 - Staff Recommendations
- Attachment 4 - Allocation Request Form
- Attachment 5 - Resolution

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	Off the Top of Capital Program / 8 ⁵	SFCTA	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support	\$ 97,000	\$ 97,000	82%	0%	Planning	6, 10, Citywide
TOTAL				\$ 97,000	\$ 97,000				

Footnotes

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

² Acronyms: 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 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.

⁵ This effort is not included in the adopted Caltrain Maintenance 5YPP. In order to preserve the existing programming in the 5YPP which serves as San Francisco's local match contribution to Caltrain's state of good repair capital program, SFCTA staff is requesting a Strategic Plan amendment to fund this request from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5YPP update cycle.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
Off the Top of Capital Program / 8	SFCTA	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support	\$97,000	At the January 27, 2026, meeting of the SFCTA Board, Commissioner Walton requested that SFCTA provide technical and policy support on behalf of San Francisco for Caltrain governance development activities during 2026, including to support Director Walton’s participation on the JPB Ad Hoc Committee on Governance. Requested funds will fund SFCTA staff time and as-needed specialty consultant support to provide technical analysis and policy input on the 2026 Caltrain governance work program. SFCTA staff will also coordinate with Caltrain staff and other local and regional counterparts. Since the Ad Hoc Committee on Governance began its work to guide the 2026 work program in January 2026, we are seeking approval for retroactive reimbursement from February 1, 2026.
TOTAL			\$97,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
Off the Top of Capital Program / 8	SFCTA	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support	\$97,000	<p>Special condition: The requested allocation is conditioned upon amendment of the Prop L Strategic Plan to fund the project from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5-Year Prioritization Program (5YPP) update.</p> <p>Note: This effort is not included in the adopted Caltrain Maintenance 5YPP. In order to preserve the existing programming in the 5YPP which serves as San Francisco's local match contribution to Caltrain's state of good repair capital program, SFCTA staff is recommending a Strategic Plan amendment to fund this request from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5YPP update cycle.</p> <p>Special condition: Recommendation includes a waiver to Prop L policy to allow funds to be used for retroactive expenses incurred since February 1, 2026.</p>
TOTAL			\$ 97,000	

¹ See Attachment 1 for footnotes.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plan	Prop L Off the Top of Capital Program/Caltrain Maintenance
Current PROP L Request:	\$97,000
Supervisory Districts	Citywide, District 06, District 10

REQUEST

Brief Project Description

At the January 27, 2026, meeting of the SFCTA Board, Commissioner Walton requested that SFCTA provide technical and policy support on behalf of San Francisco for Caltrain governance development activities during 2026, including to support Director Walton's participation on the JPB Ad Hoc Committee on Governance. Requested funds will fund SFCTA staff time and as-needed specialty consultant support to provide technical analysis and policy input on the 2026 Caltrain governance work program. SFCTA staff will also coordinate with Caltrain staff and other local and regional counterparts.

Detailed Scope, Project Benefits and Community Outreach

Background

In 2022, the Caltrain Joint Powers Board (JPB) and its three member agencies (CCSF, SMCTD, and VTA) entered into a Governance Memorandum of Understanding (2022 MOU). The MOU codified the parties' commitment to advance the governance of the railroad, including a dedicated Executive Director and an initial set of wholly-dedicated Caltrain staff. The MOU acknowledged SamTrans' role as Managing Agency, and the agreement defined the Managing Agency function as limited to the employment of staff and the provision of shared services. The MOU also provided for the repayment to San Mateo County of remaining obligations by San Francisco and Santa Clara County for San Mateo County's original investment in Caltrain's right-of-way; these financial obligations have been fulfilled.

On January 8, 2026, the Caltrain Board approved a motion (proposed by Director Walton, with amendments made during the meeting) concerning governance development, as follows:

Move that Caltrain Governance Ad Hoc Committee bring forward to the Caltrain Board within 6 months recommended amendments to Caltrain's governing agreement including addressing the managing agency role, address the shared services agreement and provide at least an update (or a report) on the performance audit (requested by Director Burt), as well as address the successor agency and Caltrain's own salary ordinance.

To respond to the motion, the Caltrain staff report identified a set of activities to be undertaken by Caltrain during 2026, including:

- Regular meetings of the JPB Ad Hoc Committee on Governance (consisting of Directors Shamann Walton, Jeff Gee, and Margaret Abe-Koga)
- Financial analysis
- Synthesis of prior studies
- Efficiency/performance review of shared services, as request by JPB Director Pat Burt

- Preparation of proposed amendments to Caltrain's governing agreements
- Other work as directed by the Ad Hoc Committee

In parallel to this work, there are other related workstreams advancing, including the development of Caltrain's salary ordinance, to enable participation in CalPERS.

SFCTA Scope of Work

At the January 27, 2026, meeting of the SFCTA Board, Commissioner Walton requested that SFCTA provide staff support on behalf of San Francisco for Caltrain governance development activities during 2026, including Director Walton's participation on the JPB Ad Hoc Committee on Governance. SFCTA staff will provide technical analysis and policy input on the following 2026 Caltrain governance work program in coordination with Caltrain staff and other local and regional counterparts, as well as the SF City Attorney's Office. Legal costs and tasks are not included in this scope of work or budget.

Task 1 -- Ad Hoc Committee Staff Support

Caltrain plans to convene the Ad Hoc Committee on an approximately monthly basis during 2026. For each meeting, SFCTA will review meeting materials and prepare briefing analysis to support Director Walton's participation on this Committee.

Task 2 -- Technical Review and Policy Analysis

Caltrain's governance work program will develop a number of key deliverables, including revisions / amendments to legacy governing agreements and the 2022 MOU and other deliverables (e.g., Shared Services Performance Review, Shared Services Agreement, Salary Ordinance). SFCTA will review these documents on behalf of San Francisco, and prepare draft comments. This task will be coordinated, as appropriate, with the City Attorney's office.

SFCTA will conduct policy analysis of Caltrain governance needs and opportunities, to further develop San Francisco input. This work may include review of prior Caltrain governance model options including organizational analysis, implementation considerations, financial assessment, and/or other relevant policy analyses. As needed, this technical analysis and policy review will be undertaken and/or supported by consultant resources. Consultant support is anticipated for: financial analysis of governance options or recommendations; review of the Shared Services Review interim and final deliverables; preparation of draft analyses to inform San Francisco input to other deliverables prepared for review through the Ad Hoc Committee process; and other review/technical development, as necessary/direct.

Task 3 -- Policy Coordination and Support

As governance-related items advance to the full Caltrain Board, SFCTA will provide advice and recommendations, as appropriate, to the San Francisco representatives to the JPB. SFCTA will also coordinate at the management and executive level with other San Francisco agency representatives, including the Mayor's Office and SFMTA.

Request for Retroactive Reimbursement

Retroactive reimbursement requested from February 1, 2026: On January 27, 2026, Commissioner Walton requested that Transportation Authority staff conduct a time-sensitive work program to support San Francisco's participation in the JPB Governance Ad Hoc Committee and in the associated 2026 work program of Caltrain governance efforts. Because this work program had already commenced (earlier in January 2026), it was necessary to begin work shortly following the request.

Project Location

No Location Provided

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

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	New Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
PROP L Amount	\$97,000.00

Justification for Necessary Amendment

As described in the scope section, on January 8, 2026, the Caltrain Board approved a motion concerning governance development for the railroad and in response, Caltrain staff identified a set of activities to be undertaken in 2026. At the January 27 SFCTA Board meeting, Commissioner Walton requested that SFCTA provide staff support on behalf of San Francisco for Caltrain governance development activities during the current calendar year. This effort is not included in the adopted Caltrain Maintenance 5YPP. In order to preserve the existing programming in the 5YPP which serves as San Francisco's local match contribution to Caltrain's state of good repair program, SFCTA staff is requesting a Strategic Plan amendment to fund this request from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5YPP update cycle.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support
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)	Jan-Feb-Mar	2026	Oct-Nov-Dec	2026
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support
Primary Sponsor:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-200: Prop L Off the Top	\$97,000	\$0	\$0	\$97,000
Phases In Current Request Total:	\$97,000	\$0	\$0	\$97,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$97,000	\$97,000	Staff estimate based on scope of work
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$97,000	\$97,000	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	N/A

San Francisco County Transportation Authority

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

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY				
Agency	Task 1 - Ad Hoc Committee Staff Support	Task 2 - Technical Review and Analysis	Task 3 - Policy Coordination and Support	Total
SFCTA	\$ 29,100	\$ 21,594	\$ 9,700	\$ 60,394
Consultant	\$ -	\$ 36,606	\$ -	\$ 36,606
Total	\$ 29,100	\$ 58,200	\$ 9,700	\$ 97,000

DETAILED LABOR COST ESTIMATE			
Position	Total Hours for Nine Months	Rate	Total
Deputy Director	45	\$ 276	\$ 12,415
Rail Program Manager	90	\$ 291	\$ 26,213
Principal Planner	108	\$ 202	\$ 21,766
Consultant Support	122	\$ 300	\$ 36,606
Total	365		\$ 97,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support
Primary Sponsor:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$97,000	Total PROP L Recommended	\$97,000

SGA Project Number:		Name:	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	06/30/2027
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-200	\$60,000	\$37,000	\$97,000

Deliverables

1. SFCTA will report periodically to the Transportation Authority Board on Caltrain governance activities, at the call of the Transportation Authority Chair.
2. At the conclusion of the work program overseen by the Ad Hoc Committee, SFCTA staff will prepare a summary report, describing outcomes for San Francisco and anticipated next steps.

Special Conditions

1. The requested allocation is conditioned upon amendment of the Prop L Strategic Plan to fund the project from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5YPP update.
2. Recommendation includes a waiver to Prop L policy to allow funds to be used for retroactive expenses incurred since February 1, 2026.

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:	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$97,000
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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:

AW

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jesse Koehler	Anna LaForte
Title:	Rail Program Manager	Deputy Director for Policy & Programming
Phone:	(415) 522-4823	(415) 522-4805
Email:	jesse.koehler@sfcta.org	anna.laforte@sfcta.org



RESOLUTION APPROPRIATING \$97,000 IN PROP L FUNDS, WITH CONDITIONS,
FOR CALTRAIN GOVERNANCE 2026 WORK PROGRAM AND AD HOC
COMMITTEE SUPPORT

WHEREAS, At the January 8, 2026, Caltrain Joint Powers Board (JPB) meeting, the JPB approved a motion directing the JPB's Ad Hoc Committee on Governance to work in 2026 to bring forward recommended amendments to Caltrain's governing agreements, including addressing several related issues specified in the motion; and

WHEREAS, At the January 27, 2026, Transportation Authority Board meeting, Commissioner Walton requested that the Transportation Authority provide staff support for Caltrain governance development activities during 2026, including his participation on the JPB Ad Hoc Committee; and

WHEREAS, Transportation Authority staff prepared a scope of work to provide staff support for the Caltrain governance work program and Ad Hoc Committee process and an appropriation request for \$97,000 in Prop L funds to fund the work program, as summarized in Attachments 1 and 2 and detailed in the Allocation Request Form (Attachment 4); and

WHEREAS, The subject effort is not included in the adopted Prop L Caltrain Maintenance 5YPP, and in order to preserve the existing programming in the 5YPP which serves as San Francisco's local match contribution to Caltrain's state of good repair capital program, staff requested Board approval of a Prop L Strategic Plan amendment to fund the appropriation from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5YPP update cycle; and

WHEREAS, The requested Strategic Plan amendment would result in a negligible impact to the assumed level of financing costs for the 30-year Prop L program; and



WHEREAS, Because the Caltrain Ad Hoc Committee on Governance began its work to guide the 2026 Caltrain governance work program efforts in January 2026, Transportation Authority staff requested a waiver to Prop L policy to allow retroactive expenditures starting February 1, 2026; and

WHEREAS, Transportation Authority staff recommended appropriating \$97,000 in Prop L funds, with conditions, as described in Attachment 3 and detailed in the Allocation Request Form included in Attachment 4, which includes staff recommendations for the Prop L appropriation amount, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, The requested funds, if approved, will be included in the Transportation Authority's FY 2025/26 mid-year budget amendment and sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years; and

WHEREAS, At its February 25, 2026, meeting, the Community Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop L Strategic Plan to fund the Caltrain Governance 2026 Work Program and Ad Hoc Committee Support appropriation with \$97,000 in FY 2025/26 funds from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5YPP update cycle, as summarized in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby appropriates \$97,000 in Prop L funds, with conditions, for the Caltrain Governance 2026 Work Program and Ad Hoc Committee Support as summarized in Attachment 3 and detailed in the attached allocation request form; and be it further



RESOLVED, That the Transportation Authority finds the appropriation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop L Expenditure Plan and the Prop L Strategic Plan; 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 Schedule detailed in the attached allocation request form; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate.

Attachments:

1. Summary of Request Received
2. Brief Project Description
3. Staff Recommendations
4. Allocation Request Form



Memorandum

AGENDA ITEM 9

DATE: March 3, 2026 (Updated March 16, 2026)

TO: Transportation Authority Board

FROM: Maria Lombardo - Chief Deputy Director

SUBJECT: 3/10/2026 Board Meeting: Appoint Kat Siegal and Venecia Margarita as the District 5 and District 9 Representatives, Respectively, to the Community Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Per Section 5.2(a) of the Administrative Code, each Commissioner shall nominate one member to the Community Advisory Committee (CAC). Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There are three open seats on the 11-member CAC for Districts 3, 5, and 9 as the result of the prior District 3 representative resigning from the CAC, and term expirations for the representatives from Districts 5 and 9. Commissioner Mahmood has indicated his intent to renominate Kat Siegal to the District 5 seat and Commissioner Fielder has indicated her intent to nominate Venecia Margarita for the District 9 seat. The District 3 office is in the process of evaluating potential candidates. CAC members serve for a 2-year term. There are no term limits. The current roster of CAC members is included in Attachment 1. Applications for the two CAC candidates are included in Attachment 2.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: CAC Appointment
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FOLLOW-UP

At the March 10 Board meeting, the Board approved the nomination of Kat Siegal and Venecia Margarita to the CAC. Kat Siegal attended the meeting and spoke about her interest and qualifications. Venecia Margarita will attend the March 24 meeting to speak about her interest and qualifications, as required by the Administrative Code.



BACKGROUND

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

1. Defining the mission of the Transportation Authority;
2. Reflecting community values in the development of the mission and program of the Transportation Authority, and channeling that mission and program back to the community;
3. Defining criteria and priorities for implementing the Expenditure Plan programs consistent with the intention of the half-cent sales tax funding purposes; and
4. Monitoring the Transportation Authority's programs and evaluating the sponsoring agencies' productivity and effectiveness.

DISCUSSION

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

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

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

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



FINANCIAL IMPACT

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

CAC POSITION

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

SUPPLEMENTAL MATERIALS

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



Community Advisory Committee Members

Name	Gender	Ethnicity*	District	Neighborhood	Affiliation / Interest	First Appointed	Term Expiration
VACANT			3				
Kat Siegal	F	C	5	Cole Valley / Haight Ashbury	Disabled; Environment; Social and racial justice ; Labor; Neighborhood; Public Policy; Senior; Other	February 2022	February 2026
Margarita Venecia	F	H/L	9	Portola	Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior; Youth, undocumented communities	February 2024	February 2026
Sara Barz	F	C	7	Sunnyside	Business; Environment; Social and racial justice; Neighborhood; Public Policy	July 2022	July 2026
Rachael Ortega	F	C	8	NP	Business; Environment; Social and racial justice; Neighborhood; Public Policy	October 2022	October 2026
Jerry Levine	M	C	2	Cow Hollow	Business; Neighborhood; Public policy	November 2018	February 2027
Zameel Imaduddin	M	A	11	District 11	Student	March 2025	March 2027
Sean Kim	M	A	1	Central Richmond	Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior	May 2023	May 2027
Phoebe Ford	F	C	4	Central Sunset	Business; Environment; Neighborhood	September 2023	September 2027
Austin Milford-Rosales	M	C	6	Mission Bay/SOMA	Environment; Public Policy	October 2023	October 2027
Najuawanda Daniels	F	AA	10	NP	Social and racial justice; Labor; Neighborhood; Public Policy	September 2022	October 2027

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



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

Kat	Siegal	Female	
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	
Caucasian, European, or White		No	
ETHNICITY (OPTIONAL)		IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)	
District 5	Cole Valley / Haight Ashbury [redacted]	[redacted]	
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
[redacted]	[redacted]	[redacted]	[redacted]
STREET ADDRESS OF HOME	CITY	STATE	ZIP
[redacted]	[redacted]	[redacted]	[redacted]
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
[redacted]	[redacted]	[redacted]	[redacted]
STREET ADDRESS OF WORKPLACE CITY		STATE	ZIP

Statement of qualifications:

I am a district 5 resident and daily Muni rider. I walk, bike, and use public transit for my transportation. I follow local transportation policy closely. I am particularly concerned with increasing public transit service, coverage, accessibility, and affordability; creating a broader and more robust network of bike infrastructure; and improving pedestrian safety and access. I am on the board of Market Street Railway, a nonprofit working to preserve San Francisco's unique transit history. I am also an active member and volunteer with the San Francisco Transit Riders, a public transit advocacy group. Professionally I am a software engineer, and I try to use my technical skills to make information about transit more accessible to the public. Past projects of mine have included muniroutes.com, an interactive guide to 2020 Muni route suspensions and demographics of the affected ridership; transitrecovery.com, which tracks post-pandemic transit service and ridership levels for agencies across the country; and streetcar.live, which provides realtime location information and vehicle history for Muni's historic streetcar fleet.

Statement of objectives:

If appointed my objective will be to advocate for investments in sustainable, safe transportation modes accessible to all San Franciscans and street infrastructure that prioritizes transit riders, pedestrians, and cyclists. I will favor projects that will help the city eliminate traffic violence, promote climate-friendly transportation options, reduce private auto dependence, and improve mobility and access for all residents. I will center transit equity and mobility justice in all of my recommendations. I will aim to represent the specific transportation needs of the district 5 community, particularly our most vulnerable road users, and to help inform residents about CTA initiatives that will impact them.

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

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

Disabled; Environment; Social and racial justice ;Labor; Neighborhood; Public Policy;
Senior

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

Yes

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

Kat Siegal

2/1/2026

NAME OF APPLICANT

DATE



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

Margarita	Venecia	Female	
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	
ETHNICITY (OPTIONAL)		Yes	
IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)			
District 9	Portola	[redacted]	[redacted]
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
[redacted]	[redacted]	[redacted]	[redacted]
STREET ADDRESS OF HOME	CITY	STATE	ZIP
[redacted]	[redacted]	[redacted]	[redacted]
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
[redacted]	[redacted]	[redacted]	[redacted]
STREET ADDRESS OF WORKPLACE CITY		STATE	ZIP

Statement of qualifications:

As a long time resident of San Francisco, it would be a humble honor to serve as an Advisory Committee Member for the San Francisco County Transportation Authority. I have been involved in the community serving as a social worker, community organizer, counselor, and volunteer in different capacities to assist in uplifting the voices of people that are marginalized including low-income, people of color, youth, undocumented immigrants, children and youth in foster care, LGBTQ community, and people with illness and disabilities. The needs of all people of the city and county of San Francisco need to be heard. I will do my best to show up ethically, humbly, and responsibly to represent the people of San Francisco. Thank you for your time and the opportunity.

Statement of objectives:

If appointed, my objective will be to ensure that marginalized communities voices are heard loud and clear. Representation matters. I am here to ensure that those voices are represented and heard. I will be humble in my delivery and I will utilize all of my cultural competency skills to ensure that I am respectful and ethical in my delivery. My values and ethics are firmly grounded and I will show up with the best version of myself during my term as an Advisory Committee Member for County Transportation Board.

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

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

Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior; Youth, undocumented communities

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

Yes

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

Venecia Margarita

1/29/2026

NAME OF APPLICANT

DATE



RESOLUTION APPOINTING KAT SIEGAL AS THE DISTRICT 5 REPRESENTATIVE
AND VENECIA MARGARITA AS THE DISTRICT 9 REPRESENTATIVE TO THE
COMMUNITY ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY
TRANSPORTATION AUTHORITY

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

WHEREAS, There are currently vacancies on the CAC for a District 5 representative and a District 9 representative due to term expirations for current members; and

WHEREAS, At its March 10, 2026 meeting, Commissioner Mahmood nominated Kat Siegal as the District 5 CAC representative and Commissioner Fielder nominated Venecia Margarita as the District 9 CAC representative; and

WHEREAS, Kat Siegal spoke to her interest and qualifications for serving on the CAC at the March 10, 2026 Board meeting; and

WHEREAS, Venecia Margarita spoke to her interest and qualifications for serving on the CAC at the March 24, 2026 Board meeting; and

WHEREAS, The Board reviewed and considered the applicants' qualifications and experience and recommended appointing Kat Siegal and Venecia Margarita to serve on the CAC for a period of two years; now therefore, be it

RESOLVED, That the Board hereby appoints Kat Siegal as the District 5 representative and Venecia Margarita as the District 9 representative to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

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