



Agenda

COMMUNITY ADVISORY COMMITTEE Meeting Notice

DATE: Wednesday, April 22, 2026, 6:00 p.m.

LOCATION: Hearing Room, Transportation Authority Offices

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PUBLIC COMMENT DURING THE MEETING:

To make public comment on an item, when the item is called, members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

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

Remote Access to Information and Participation

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

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

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

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

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

Consent Agenda

3. Approve the Minutes of the March 25, 2026 Meeting – **ACTION*** **5**
4. Adopt a Motion of Support to Exercise Contract Options for 17 Shortlisted Firms for On-call Project Management and Engineering Services in an Amount Not to Exceed \$2,7000,000 for a Combined Total Contract Amount Not to Exceed \$13,400,000; and for 10 Shortlisted Firms for On-call Transportation Planning Services in an Amount Not to Exceed \$1,000,000 for a Combined Total Contract Amount Not to Exceed \$4,000,000 – **ACTION*** **17**

End of Consent Agenda

5. Adopt a Motion of Support to Allocate \$350,000 in Prop L Funds, with Conditions, for Two Requests – **ACTION*** **25**
 Projects: Prop L: SFMTA: District 2 Turk Boulevard Pedestrian Safety [NTP] (\$200,000), Curbside Electric Vehicle Charging (\$150,000)
6. Adopt a Motion of Support to Approve Programming Priorities for Up to \$4,548,974 in San Francisco’s State Transit Assistance County Block Grant Funds, with Conditions – **ACTION*** **53**
 Projects: STA: BART: Elevator Attendant Program (\$1,243,286). SFMTA: Paratransit Program (\$2,812,954). WETA: Treasure Island Electric Ferry Service (\$492,734).
7. Adopt a Motion of Support to Amend the Prop L Standard Grant Agreement for the Woods/Islais Creek Yard Electrification Phase I Project to Update the Project Scope, Schedule, Cost, and Funding Plan; and Change the Project Phase from Design to Construction – **ACTION*** **85**
8. Adopt a Motion of Support to Approve the State and Federal Legislative Update – **ACTION*** **99**
 Positions: Support, if Amended: State Assembly Bill 2276 (Soria). Support: Senate Bill 1167 (Blakespear), Federal House of Representatives 4376 (Mullin), Federal Senate 3742 (Markey).
9. Adopt a Motion of Support to Amend the Adopted Fiscal Year 2025/26 Budget to Decrease Other Financing Sources by \$50,000,000 for a Total Net Increase in Fund Balance of \$50,000,000 – **ACTION*** **107**
10. Preliminary Fiscal Year 2025/26 Budget and Work Program – **INFORMATION*** **115**
11. San Francisco Transportation Plan 2050+ and West Side Network Study Update – **INFORMATION*** **159**

12. Brotherhood Way Safety and Circulation Plan Update – INFORMATION* 197**Other Items****13. 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.

14. Public Comment**15. Adjournment**

*Additional Materials

Next Meeting: May 27, 2026

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

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DRAFT MINUTES

Community Advisory Committee

Wednesday, March 25, 2026

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:12 p.m.

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

CAC Members Absent at Roll: Najuwanda Daniels, Phoebe Ford, Zameel Imaduddin, and Jerry Levine (4)

2. Chair's Report - INFORMATION

Chair Siegal recounted that CAC members had recommended approval of an appropriation in February for Transportation Authority staff to engage in autonomous vehicle (AV) policy development at the federal level, and she reported that staff had since continued engagement on the SELF DRIVE Act and related legislation, including the AV Safety Data Act. She explained that staff had participated in a National Highway Traffic Safety Administration-hosted AV Safety Forum and had met with congressional offices, including Speaker Pelosi, Senator Padilla, and Senator Schiff, to provide briefings and advocate for strong federal safety standards while preserving state and local regulatory authority. She added that staff would continue to provide updates. Chair Siegal also reported that on March 10, Mayor Lurie and Chair Melgar had convened the Street Safety Initiative Working Group to implement the Mayor's Executive Directive, and she stated that the Transportation Authority would coordinate with the Controller's Office to assess agency performance and would host an annual street safety hearing, anticipated in fall 2026.

During public comment, Roland Lebrun stated that, for individuals not on the Clerk's distribution list, access to the Executive Director's Report was available through a link associated with the Board meeting on the agency's website.

Consent Agenda

3. Approve the Minutes of the February 25, 2026 Meeting - ACTION

4. State and Federal Legislation Update - INFORMATION

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

Member Milford-Rosales asked about the updated amendment to AB 1837, which had removed the provision allowing cameras to enforce parking violations in bike lanes and expressed disappointment, noting as a cyclist he felt unsafe having to swerve into the vehicle lane around double-parked vehicles.



Amber Crabbe, Senior Public Policy Manager, stated that staff's understanding was that there was no likelihood of the measure moving forward without the aforementioned provisions being eliminated.

Member Kim asked for more context about the road usage charge in AB 1421.

Ms. Crabbe stated that the state had been studying a road usage charge for more than a decade. She explained that as vehicles became more fuel-efficient, gas tax revenues declined because the tax was collected per gallon, reducing its long-term effectiveness as a transportation revenue source. She added that the state was considering a revenue measure to replace the gas tax, with the road usage charge intended as a proxy for how much a vehicle was driven. She indicated that options under consideration for a road user charge included a per-mile charge, methods of collection, and potential structuring, which would continue the ongoing work.

Member Kim asked whether the measure would be an additional tax, with the existing gasoline tax remaining in place. He asked if the additional charge would apply to all vehicles or only specific types, noting that hybrid vehicles used both fuels and that the calculation could be complicated.

Ms. Crabbe stated that the state had not yet developed an actual proposal. She elaborated that previous discussions had considered the measure as a replacement for the gas tax; it could be set higher than the gas tax; or both taxes could be retained; and exceptions could be made to treat different vehicle types differently. She concluded by emphasizing that nothing had been decided yet.

There was no public comment on the Consent Agenda.

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

The Consent Agenda was approved by the following vote:

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

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

End of Consent Agenda

5. Adopt a Motion of Support to Allocate \$9,800,000 in Prop L Funds, with Conditions, for Three Requests – ACTION

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

Member Ortega asked how Caltrain's 22nd Street Station fit in with The Portal project, specifically seeking clarity on where undergrounding was planned to begin and asked about the expected life of the planned Americans with Disabilities Act (ADA) access improvements at 22nd Street Station.

Jesse Koehler, Rail Program Manager, stated that The Portal project had no bearing on the 22nd Street project. He stated that the Pennsylvania Avenue Extension (PAX) project was a future, long-term project not expected to be constructed for nearly twenty years. He continued that the ADA accessibility improvements recommended in this item were a modest investment to bring the system up to standard and confirmed that the benefits would be in place for years and unaffected by the PAX Project.



Member Kim asked what the current Powell Street sidewalk conditions were and whether widening the sidewalk as part of the Powell Street Improvement project would remove roadway or parking spaces.

Maia Small, Director of Planning at SFMTA, responded that the street would not be closed, that the sidewalk would be widened to accommodate more uses, and that the sidewalk work was carefully tailored around existing utilities.

Member Kim asked whether the roadway in its current form was for cable cars only.

Ms. Small stated that Market to Ellis was for cable cars only and continued that the project area would largely look the same as it did now, with some minor adjustments to commercial and passenger loading. She stated that the project area roadway was primarily for the cable car and commercial vehicles.

Member Kim noted that there appeared to be a lane for cars from Ellis to Geary and asked whether it would be removed.

Ms. Small replied that it would be a transit lane for the cable car, paratransit, taxi, and commercial vehicles to access loading zones.

Member Barz asked to confirm that the \$16 million cost estimate of the 22nd Street Station ADA Access Improvements project would be funding scope that consisted of two ramps and some tactile surfaces, noting that it seemed high.

Mr. Koehler confirmed the cost estimate and explained that it was driven by site complexity due to an embankment adjacent to the southbound program with housing above it, as well as its position under a highway and the fact that it was an active electrified railroad.

Member Barz asked whether alternatives to the current design configuration were considered.

Mr. Koehler stated that the Transportation Authority partnered with Caltrain on a Prop K-funded alternatives study that considered a suite of options and that this was the recommended alternative. He remarked that other options, such as elevators, had large maintenance burdens.

Member Barz noted that the Mission Bay Ferry Landing project had been underway for many years and asked for clarification on whether the requested scope was included in the original scope.

Simon Betsalel, Project Manager at the Port of San Francisco, responded that the project began in 2018 and was originally advertised as a Construction Management/General Contract (CM/GC) project, which was a failed bid. He stated that Phase 1, initial remediation, was completed in 2020, at which point there were some funding questions, including a legal challenge to Regional Measure 3 (RM3), and that costs significantly escalated during the COVID-19 pandemic. In partnership with San Francisco Bay Ferry, the Port applied for and received a Clean Ports grant through the United States Environmental Protection Agency and was awarded additional funding for ferry electrification, which closed the funding gap, and the RM3 legal challenges were resolved. Phase 2A was completed in November 2025 and included the completion of remediation and removal of the former pier. The upcoming Phase 2B, the subject of the request, would include physical construction of the ferry landing on top of the water and improvements to the



plaza.

Member Barz asked how the ridership projections were devised.

Mr. Betsalel replied that San Francisco Bay Ferry (SFBF) included the estimates in its long-range expansion plan and noted that projected residential growth was a factor. He stated that he would follow up with the sources of the estimates.

Member Milford-Rosales asked to be included in the ridership estimate follow-up and stated that, as a resident of the neighborhood, the numbers seemed very optimistic.

Ms. Walley clarified that the ridership estimates were annual.

Members Barz and Milford-Rosales reiterated the request for a follow-up on the ridership information with information on assumptions.

Chair Siegal asked whether SFMTA had considered, in the Powell Street Improvement design, the inclusion of a farebox or some other fixed way to pay fares while queuing for the cable car, noting the difficulty of the handheld fareboxes for operators.

Ms. Small stated that the issue had come up and that the historic nature of the cable car infrastructure limited what SFMTA could do.

Victoria Chong, Transportation Planner at SFMTA, stated that she had not heard internally about a desire for a farebox and acknowledged that the handheld Clipper devices could be challenging. She stated that riders could also use the Muni Mobile app, a payment kiosk, or cash.

Member Ortega commented that cash was not carried by many people and emphasized the importance of electronic payment functionality.

Member Margarita also asked to be included in the Mission Bay Ferry ridership estimates follow-up. She asked whether agencies could partner with Chase Center, Oracle Park, and other large corporations that benefit from the ferry to contribute to the improvements.

During public comment, John Roberts, a resident of District 1, expressed his appreciation for the members' questions about the ferry ridership estimates and stated that they seemed high. He asked whether the estimates were based on new usage or transferred usage from existing ferry routes or other modes.

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

The item was approved by the following vote:

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

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

6. Adopt a Motion of Support to Amend the Prop K Standard Grant Agreement for the Potrero Yard Modernization Project to Allow Use of \$1,000,000 in Prop K Funds for Milestone Payment 1 Costs Under the Infrastructure Facility Project Agreement – ACTION

Jesse Koehler, Rail Program Manager, presented the item per the staff memorandum and Bonnie Jean von Krogh, Public Affairs Manager and Chris Lazaro, Project Director, at SFMTA presented the project update.

Member Ortega asked for clarification of the proposed action before the CAC.



Mr. Koehler clarified that the action under consideration was not a new allocation but an amendment to a previous allocation [codified in a grant agreement] and that the amendment was to modify the scope of the prior allocation without creating additional funds.

Member Ortega appreciated the explanation and asked about height limitations for the Bryant Street apartment building, and asked whether future housing construction would be possible if funding could be secured.

Chris Lazaro, stated that the housing design followed building height standards and limitations due to parcel dimensions and size, which also took into consideration, cost and feasibility. He added that the building could be taller if funding allowed. He also explained that bus yard construction would proceed independently, but that simultaneous construction with housing was possible if the same contractor was compensated and directed to do both at the same time; otherwise, the housing would start after the bus yard was complete.

Member Ortega asked whether her understanding was correct that housing could be built later even if a separate housing contractor was not secured at that time.

Mr. Lazaro stated that the Lease Development Disposition Agreement allowed up to two years after the bus yard was complete to start housing construction.

Member Kim asked for clarification on the height limitations of the Potrero Yard housing, noted that the yard was large, asked why the parcel was so constrained.

Mr. Lazaro stated that the bus yard needed specific dimensions to allow proper circulation of trolley buses within the facility. He explained that any significant modification to the yard's dimensions would drastically reduce the number of buses that could be accommodated and maintained on site.

Tim Kempf, Senior Project Manager at SFMTA, explained that accommodating and maintaining approximately 246 buses daily required the current bus yard design. He stated that maintaining proper clearances through columns and allowing safe turning radii for all buses dictated the facility's design and that the remaining parcel reflected the area left over.

Member Margarita asked about the housing component, noting that the SFMTA cannot directly own the units. She stated the units targeted as affordable housing corresponded to 80 percent of the area median income (AMI) and requested the specific income amount.

Bonnie Jean von Krogh, stated that the Mayor's Office of Housing and Community Development published a list each year specifying affordable housing targets, which changed annually.

Mr. Lazaro stated that the 2026 numbers from the Mayor's Office of Housing and Community Development were not yet published. He explained that the 2025 chart was used to show that the maximum income for a family of four was \$124,700.

Ms. von Krogh stated that the housing units were targeted up to 80 percent of the AMI and explained that developers indicated some units could be as low as 30 percent AMI, creating a range of affordability levels.

Member Margarita asked whether the affordable housing would be available to families



around the project's 2030 completion or if availability would occur later.

Ms. von Krogh stated that the bus yard facility would be completed by 2030. She explained that the timeline for housing availability would depend on when housing construction would start and would take approximately two years for units to become available.

Member Barz stated that she was perplexed by a sentence in the memo indicating that SFMTA was prohibited by the city charter from funding housing design or construction. She asked why that was the case.

Ms. von Krogh stated that SFMTA was the city's transportation agency and explained that the funds the agency receives were restricted for transportation purposes.

Member Barz stated that SFMTA received various types of funds and asked why the city explicitly prohibited SFMTA from financing housing. She also asked about the background behind this prohibition.

Mr. Koehler stated that the original conception of the project involved SFMTA leading the effort. He explained that SFMTA carefully accounted for the costs of both the transit and housing components and indicated that advancing both as originally planned would require non-transportation funding from another entity. He added that sufficient housing funds were not forthcoming, which led the City and SFMTA to decide to proceed with the transit project while reducing the housing potential. He stated that the project initially preserved future potential for additional housing, but insufficient funds limited the project to only the Bryant Street housing.

Member Barz stated that she anticipated the change was due to insufficient funds to support the originally planned housing aspirations. She added that, as a transportation funding authority, SFMTA prioritized completing a seismically retrofitted bus yard that accommodates 68% more buses. She stated that she remained perplexed by the city charter limitation that prohibits SFMTA from funding or financing housing in the future and said she would like to better understand that restriction.

Ms. von Krogh stated that she would provide the committee with the relevant city charter contacts and the associated language.

Chair Siegal asked what the minimum cost of the project would be if the podium had been included to allow for additional housing development in the future.

Mr. Lazaro stated that early last year, the contractor pricing came in about 30% higher than anticipated. He explained that if the podium were added back into the project, costs would likely increase by at least 30% over the current, agreed on, design and construction cost.

Chair Siegal stated that translated to about \$200 million more.

During public comment, Edward Mason explained that the Santa Clara Valley Transportation Authority (VTA) completed the Tamien Station Housing project and had a program underway for Curtner Station, and he stated that BART also developed housing on some parking lots. He added that empty park-and-ride lots for light rail could potentially be converted to housing. He said he provide these as examples though he was not familiar with the underlying fund sources.

Roland Lebrun stated that the east side of Tamien Station was a Caltrain parking lot, not a



VTA site, and explained that it included a daycare with dedicated parking that allowed parents to drop off their children and access Caltrain. He stated that these facilities and parking spaces were removed and clarified that the empty parking referenced by a Mr. Mason was located on the VTA site across Highway 85, which served as overflow for Caltrain after parking losses. He added that VTA planned redevelopment at the Cerone facility, where employee RV parking was eliminated to allow for permanent housing development.

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

The item was approved by the following vote:

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

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

7. Adopt a Motion of Support to Approve a Two-Year Professional Services Contract with HNTB Corporation in an Amount Not to Exceed \$1,050,000 for Consulting Services for the Pennsylvania Avenue Extension Bridging Study – ACTION

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

Member Ortega asked when the project would begin construction and what the timeline would look like.

Mr. Koehler stated that staff did not currently have a construction schedule for the project due to the early stage of the project.

Member Ortega opined that the timing of the project was not decided due to a variety of factors, including The Portal project.

Mr. Koehler explained that the Rail Alignment and Benefits (RAB) Study, completed in 2018, contemplated a long-term Caltrain corridor service of up to 12 Caltrain and 4 high-speed rail trains per hour, which created significant impacts for at-grade crossings. He reported that currently, key priorities include fully funding The Portal project and advancing it to construction, while also supporting Caltrain's plans for the rail yard site. He added that as these projects proceeded, staff would be focusing on planning for forward-compatibility for the long-term vision to deliver the PAX project in the future.

Member Ortega stated that she supported bringing more trains and high-speed rail underground to eliminate grade crossings and reduce traffic and safety risks.

During public comment, Roland Lebrun stated that the RAB study began in 2013 and lasted five years and that he had designed the PAX project 18 months before the RAB study. He opined that HNTB, the selected contractor, previously contributed to significant project issues, including cost increases, challenges with Union Pacific, and inflated estimates on multiple rail projects. He explained that in his upcoming letter to the Board of Supervisors, he would describe potential construction methods, which he asserted could include a trench from Cesar Chavez Street to 22nd Street and over \$2 billion in cost to extend to 7th Street and connect to The Portal.

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

The item was approved by the following vote:

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



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

8. Adopt a Motion of Support to Adopt San Francisco's One Bay Area Grant (OBAG) Cycle 4 County Framework, Including Recommending Programming \$2,153,000 to the Transportation Authority for Congestion Management Agency Planning, \$5,843,000 to the San Francisco Municipal Transportation Agency's Safe Routes to School Non-Infrastructure Program, and \$48,660,000 to Projects to be Selected Through a Call for Projects – ACTION

Erin Slichter, Transportation Planner, and Ben Frazier, Safe Routes to School program manager at the SFMTA, presented the item per the staff memorandum.

Chair Siegal thanked Mr. Frazier for the in-depth presentation about the Safe Routes to School Non-Infrastructure (Safe Routes) Program.

Member Barz asked for confirmation that the OBAG program was managed by Metropolitan Transportation Commission (MTC), that Congestion Management Agencies (CMAs) prioritized projects for part of the funding at targets determined by MTC, that the item before the CAC recommended setting aside some of that funding for CMA Planning and for the Safe Routes Program. She further asked for confirmation that the remaining funds would be prioritized through a competitive call for projects.

Ms. Slichter affirmed that this was correct. Ms. Lombardo further clarified that MTC asked CMAs to nominate projects for 120% of the target identified for each county, from which MTC would select projects. She added that San Francisco could expect to receive less than the 120% that would be nominated but would hope to receive more than the 100% target identified.

Member Barz asked if the CMA Planning funding would be used for the SF CHAMP model. Ms. Slichter explained that funding could be used for updates to the San Francisco Transportation Plan and follow-on studies, waterfront planning, the CHAMP model, and other planning efforts identified through the annual budget process. Member Barz stated that she was supportive of Slow Streets and of kids walking and riding to school. She asked how the effectiveness of the Safe Routes Program was measured to assess progress toward more kids using active modes to get to school.

Mr. Frazier responded that progress was measured through travel tallies collected every two years since at least 2015. He stated that this data allowed staff to compare how students got to school over time and measure program effectiveness and explained, as an example, that the tally showed increased single-family driving during the pandemic, but that the 2024 tally showed increases in bicycling and carpools. He added that the Safe Routes Non-Infrastructure Program was only one factor among others that affected families' travel decisions, such as infrastructural conditions and school crossing guards. He stated that part of the Safe Routes work was to coordinate with other teams to maximize the potential for students to get to school through modes other than single-family driving.

Member Barz stated that this information would have been helpful to include in the item memo or the presentation.

Mr. Frazier stated that there was a recent SFMTA blog post about the results of the most recent student travel tally and offered to send it to Member Barz.

Member Barz expressed several concerns that were not addressed by the Safe Routes Program, including speeding on a Slow Street near her home and two elementary



schools, regulatory barriers that prevented children from walking to school alone or with another adult before the fourth grade, and the lack of bike parking at schools. She stated that these issues were significant hurdles impeding more students from getting to school by alternative modes. She said she understood that the proposed funding set-aside was for the Non-Infrastructure Program, but expressed concern that these issues were not being addressed.

Mr. Frazier responded that he was aware of the infrastructural challenges to kids taking alternative travel modes to school and explained that his role involved coordination with other teams in SFMTA to address these issues. He stated that, in the case of bike parking, SFMTA was working with a school to increase bike parking, whether on the sidewalk or in the street in SFMTA's right of way, or by simplifying the regulatory process for installing bike racks on SF School District property. He affirmed that when issues were raised through the Non-Infrastructure Program, staff worked to address them with the appropriate teams, and added that SFMTA staff held a bi-weekly meeting between SFMTA's traffic engineering and Safe Routes Program teams, along with the SF School District's transportation team, to coordinate on these issues.

Member Barz thanked Mr. Frazier for his response and urged staff to do a better job including this behind-the-scenes coordination work to remove infrastructure and policy barriers to increase the number of students using alternative modes to get to school when describing the Safe Routes Program, stating that some people had the impression that the Safe Routes Program's work was limited to a few events during the year.

Member Barz stated that she wanted data and evidence of impacts on safety and mode shift to be strongly considered in the OBAG County Program competitive call for projects. She asked whether would be possible to add this to the program requirements.

Ms. Slichter responded that the application materials would ask sponsors to provide data to back up projects' claimed safety improvements, and to provide evidence of diverse community support.

Member Kim asked for further detail on carpooling in the Safe Routes program. Mr. Frazier responded that carpooling was on the program's "Four Fun Ways," but that this mode received the least attention because it was labor-intensive. He added that the Safe Routes Program provided a carpooling toolkit and worked with schools to distribute flyers to help families use preferred routes for different modes of transportation to school.

Member Kim suggested that the SFMTA develop an app to assist families with carpool arrangements. He stated that he and other families often arranged carpools for kids' sports games, but that this was challenging to arrange over text. He stated that carpooling tools could be especially helpful for low-income families who did not have access to quality and safe transit in their neighborhoods. He further suggested that the SFMTA could work with SFUSD to reduce families' need to drive, including by coordinating staggered school start times so as not to overwhelm Muni, and by providing bus transport for school sports games. Lastly, Member Kim suggested that the SFMTA provide a tool for teens to report safety issues or concerns while riding Muni, and said that the Safe Routes Program should educate students not to use their cell phones while walking, as this presented a safety issue.

Member Margarita stated that the Safe Routes Program was planting seeds for long-term benefits. She asked whether the SFMTA could provide a list of the focus schools for this



cycle of the program.

Mr. Frazier stated that he did not have the list on hand but that he could provide it later.

Member Margarita asked how schools that were not currently on the list could be added to the list.

Mr. Frazier responded that schools that were not on the focus list could still receive Safe Routes programming. He added that the schools were prioritized with each cycle and stated that he could provide the selection methodology and would invite feedback on it.

Member Margarita said that staff should provide the list before the next cycle of the program, so that there would be time to adjust the methodology and try to get schools in need on the list.

During public comment, Edward Mason recommended that the Safe Routes Program educate students on how to comport themselves on Muni, including keeping their feet off the seats, sitting up, being respectful of others, and making priority accessible seating available to seniors and people with disabilities.

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

The item was approved by the following vote:

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

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

Other Items

9. Introduction of New Business - INFORMATION

Member Milford-Rosales stated that another family was hit in a crosswalk in District 6, marking the second such incident in approximately two and a half years, and explained that the initial SFMTA response involved adjusting stoplight timing and repainting the crosswalk. He reported that a community-installed safety treatment was subsequently removed by the City and replaced with a bike lane that he indicated did not meet current design criteria. He added that since the Vision Zero plan ended, there was no clear direction, and he asked whether SFMTA, the Mayor's Office, or others had a concrete plan to address pedestrian fatalities and guide future responses.

Member Margarita stated that accidents occurred across multiple areas of District 9, including the Mission, Bernal Heights, and the Portola, and said that community involvement was needed to develop solutions to eliminate accidents. She added that SFMTA and the Mayor's Office should invest in District 9 to improve pedestrian safety. She also stated that she planned to work with community members and labor to develop a plan for renaming Cesar Chavez Street. She added that the renaming effort should be led by District 9 residents in collaboration with labor.

Member Kim stated that fare evasion prevention efforts, including new gates, were successful in reducing fare evasion and maintenance costs and were associated with improved safety. He explained that SFMTA faced challenges in preventing fare evasion due to its all-door boarding policy. He added that fare evasion remained an ongoing issue linked to safety concerns and activity shifting across neighborhoods. He stated that further discussion was needed on strategies to prevent fare evasion on Muni.



Member Barz stated that she would like Safe Routes to School staff to return for an informational item. She explained that upcoming travel survey data would provide better insight into transportation modes used at different schools and that she was interested in understanding related metrics, including those raised by Member Margarita. She added that the request was not urgent but would help clarify these data points.

There was no public comment.

10. Public Comment

During public comment, Edward Mason shared a flyer from San Jose and stated that it highlighted a recent convention and developments in off-hour and bike delivery downtown. He explained that emerging technologies, including automated delivery systems like Uber Eats, required the city to continuously update its programs rather than maintain a stationary approach. He added that internet reserved yellow zones for delivery trucks would streamline operations by providing designated locations for drop-offs. He concluded that the city should further integrate technology into its downtown delivery planning.

Roland Lebrun stated that he wanted to address Senate Bill 79, which he said could displace entire mobile home parks and schools, and reported that a cleanup bill Senator Wiener was expected to introduce was no longer proceeding. He added that he asked MTC to propose emergency legislation to address these issues before Senate Bill 79 would become law on July 1. He also opined that Senate Bill 707 mandated remote public participation for all meetings, indicated that the Board of Supervisors had not complied at the Transportation Authority since January 1.

11. Adjournment

The meeting was adjourned at 8:58 p.m.

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Memorandum

AGENDA ITEM 4

DATE: April 17, 2026

TO: Transportation Authority Board

FROM: Cynthia Fong - Deputy Director for Finance and Administration

SUBJECT: 05/12/2026 Board Meeting: Exercise Contract Options for 17 Shortlisted Firms for On-call Project Management and Engineering Services in an Amount Not to Exceed \$2,7000,000 for a Combined Total Contract Amount Not to Exceed \$13,400,000; and for 10 Shortlisted Firms for On-call Transportation Planning Services in an Amount Not to Exceed \$1,000,000 for a Combined Total Contract Amount Not to Exceed \$4,000,000

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Execute contract options for 17 shortlisted firms for on-call project management and engineering services in an amount not to exceed \$2,700,000 for a combined total contract amount not to exceed \$13,400,00 • Execute contract options for 10 shortlisted firms for on-call transportation planning services in an amount not to exceed \$1,000,000 for a combined total contract amount not to exceed \$4,000,000 • Authorize the Executive Director to modify contract payments terms and non-material contract terms and conditions <p>SUMMARY</p> <p>The Transportation Authority has existing on-call professional services contracts with multiple shortlisted firms. On May 24, 2022, through Resolution 22-54, the Transportation Authority awarded three-year consultant contracts, with an option to extend for two additional one-year periods, for on-call project management and engineering services to 17 shortlisted firms. We seek to exercise the second and final contract option with</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 checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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<p>the 17 shortlisted firms for on-call project management and engineering services. Attachment 1 lists the prime consultants that have been awarded task orders to date and shows the total task order amount for each prime consultant along with the amount to subconsultant. On February 15, 2022, through Resolution 22-35, the Transportation Authority awarded three-year consultant contracts, with an option to extend for two additional one-year periods, for on-call transportation planning services to 10 shortlisted firms and we seek to exercise the first contract option with the shortlisted firms. Attachment 2 shows the task order amounts awarded to prime consultants and the corresponding amount to subconsultants to date for the on-call planning firms. The contract amounts proposed are annual limitations, as these professional support services are provided through contracts where costs are incurred only when the specific services are used.</p>	
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BACKGROUND

We contract for certain professional support services in area where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff. Services requested from outside firms include on-call project management and engineering services and on-call transportation planning services. The contract amounts proposed are annual limitations, as these professional support services are provided through contracts where costs are incurred only when the specific services are used.

DISCUSSION

Below are brief contract descriptions of the recommended services and amounts, including the list of all the short-listed firms.

On-Call Project Management and Engineering Services.....\$2,700,000

In all of our core roles - transportation sales tax administrator, Congestion Management Agency (CMA), Program Manager for the Transportation Fund for Clean Air (TFCA), Prop AA administrator, Treasure Island Mobility Management Agency (TIMMA), and administrator of the Transportation Authority's portion of the Traffic Congestion Mitigation Tax - we have responsibility for project delivery support and oversight of a wide range of projects covering all modes of surface transportation, such as The Portal/Downtown Rail Extension, Caltrain Modernization



projects, and multiple transit, bike, pedestrian, and streetscape projects led by the San Francisco Municipal Transportation Agency and other agencies. In addition, we have project development and implementation responsibilities for several major capital projects, such as design and construction of the Yerba Buena Island Hillcrest Road Improvement, Yerba Buena Island Westside Bridges Retrofit project, Yerba Buena Island Multi-Use Path project, I-280 Interchange Modifications at Ocean Avenue, Yerba Buena Island Southgate project, Yerba Buena Island Treasure Island Road Improvements, and development of freeway corridor management studies.

In addition to our involvement with major capital projects such as those listed above, we oversee all other projects and programs in the Prop L and Prop AA Expenditure Plans; we provide oversight and support for the TFCA projects programmed by us; and in our capacity as CMA, we assist project sponsors in meeting timely use of funds deadlines and delivering projects funded with federal, state, and/or regional sources.

We currently contract with 17 firms on an on-call basis for specialized project management and engineering services. On May 24, 2022, through Resolution 22-54, the Transportation Authority awarded three year consultant contracts, with an option to extend for two additional one-year periods, for on-call project management and engineering services to Access Planning Ltd.; Alta Planning + Design, Inc.; Arup US Inc. (formerly Arup North America Ltd.); Brierley Associates; Cole Management & Engineering, Inc.; Dabri, Inc.; Gall Zeidler Consultants, LLC; HNTB Corporation; Mark Thomas & Company; McMillen Jacobs Associates; Mott MacDonald Group, Inc., Parametrix, Inc. (formerly Parisi Transportation Consulting); Parson Transportation Group, Inc.; PGH Wong Engineering, Inc.; TY Lin International; WMH Corporation; and WSP USA, Inc. for a combined amount not to exceed \$8,000,000. On April 22, 2025, through Resolution 25-43, the Transportation Authority Board exercised the first of two contract options for a combined amount not to exceed \$10,700,000.

The consultant teams have provided assistance to various projects to date and utilized more resources than anticipated to bring projects closer to completion. Projects that have received support include Yerba Buena Island Westside Bridge Structures and Southgate Road Realignment Projects; Project Management Oversight, which covers Caltrain Modernization, Central Subway, and the Fourth and King Railyards Project Development; Treasure Island Ferry Terminal Enhancements, I-280 Ocean Avenue Off Ramp, Hillcrest Road Improvement, Yerba Buena Island Multi Use Pathway, and Downtown Rail Extension, among others.



During Fiscal Year 2026/27, the consultant teams will continue to provide assistance as the following projects advance forward: Yerba Buena Island Westside Bridges, Torpedo Building, and Pier E-2 Improvements Projects; Yerba Buena Island Treasure Island Road Improvements; Yerba Buena Island Multi-Use Path; Ocean Avenue Multi-Use Path Feasibility Study, Quint Street Right-of-Way Services, and The Portal/ Downtown Rail Extension other various projects. The proposed action will add contract capacity and exercise the second of two options of the initial contract.

Attachment 1 provides brief descriptions of the work assigned to the On-Call Project Management and Engineering consultant firms. The attachment also provides total task orders assigned to Disadvantaged Business Enterprise (DBE) through September 30, 2025, Local Business Enterprise (LBE), and Small Business Enterprise (SBE) certified firms and shows projects and amounts by certified firm. DBE, LBE, and/or SBE goals are calculated on an individual task order basis, based on the project’s funding sources, specific scope of work and determination of subcontracting opportunities for each assignment of work.

Total task orders assigned under this contract to DBE firms is \$2,453,005 or 26%, LBE firms is \$1,831,009 or 19%, and SBE firms is \$1,586,640 or 17%. The proposed action will add contract capacity and exercise the second of two options of the initial contract.

On-Call Transportation Planning.....\$1,000,000

We are currently contracted with 10 firms on an on-call, task order basis for transportation planning services due to the amount and complexity of the Transportation Authority’s work program, and occasional conflicts of interest or availability that arise for specific efforts. On February 15, 2022, through Resolution 22-35, the Transportation Authority awarded three-year consultant contracts, with an option to extend for two additional one-year periods, for on-call transportation planning services to Alta Planning + Design, Inc.; Arup US Inc. (formerly Arup North America Ltd.); Fehr & Peers; Kittelson & Associates Inc.; McKinsey & Company; Mott MacDonald Group Inc.; Nelson\Nygaard Consulting Associates, Inc.; Parametrix, Inc. (formerly Parisi Transportation Consulting); Steer Group; and WSP USA, Inc. for a combined amount not to exceed \$3,000,000. Since then, the consultant teams have provided assistance to various transportation studies, including: Bayview Caltrain Station Location Study, Brotherhood Way Safety and Circulation Plan, Inner Sunset Multimodal Safety and Circulation Plan, District 1 Multimodal Transportation Study, Bayview Street Safety and Truck Relief Study, Ocean Avenue Mobility Action Plan,



District 2 NTIP Safety Study and Implementation, Geary/19th Avenue Subway Strategic Case, and District 4 Microtransit Business Plan, among others.

During Fiscal Year 2026/27, the consultant teams will continue to provide assistance as the following projects advance forward: Bayview Street Safety and Truck Relief Study, Vision Zero Ramps Phase 3, the Mission-Alemany Community-Based Transportation Plan, Westside Subway Strategic Case, and other various projects. The proposed action will add contract capacity and exercise the first of two options of the initial contract.

Attachment 2 provides brief descriptions of the work assigned to the On-Call Planning consultant firms. The attachment also provides total task orders assigned to DBE through September 30, 2025, LBE, and SBE certified firms and shows projects and amounts by certified firm. DBE, LBE, and/or SBE goals are calculated on an individual task order basis, based on the project's funding sources, specific scope of work, and determination of subcontracting opportunities for each assignment of work.

Total task orders assigned under this contract to date for DBE firms is \$555,100 or 23%, for LBE firms is \$1,019,484 or 43%, and for SBE firms is \$647,541 or 27%.

The proposed action will add contract capacity and exercise the first of two options of the initial contract.

FINANCIAL IMPACT

Sufficient funds are included in the preliminary Fiscal Year 2026/27 annual budget and future budgets to accommodate the recommended action(s). The proposed contracts will be funded by a combination of federal, state, and regional grants, and Prop L funds awarded to the Transportation Authority and TIMMA.

CAC POSITION

The CAC will consider this item at its April 22, 2026, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - On-Call Project Management and Engineering Services
- Attachment 2 - On-Call Transportation Planning Services

Attachment 1

On-call Project Management and Engineering Assigned Task Orders

Prime Consultant ¹	Task Order Description	Subconsultants	Amount to Subconsultants	Total Task Order Amount
Access Planning Ltd	Downtown Rail Extension	IDSCA (DBE)	\$14,592	\$1,836,784
		InfraStrategies LLC	\$809,837	
		Peysner Associates	\$35,632	
		SHA Analytics LLC (DBE/SBE)	\$68,680	
		Azad Engineering (DBE/SBE/LBE)	\$165,437	
	Fourth and King Railyards Project Development, Governance, and Operational Analysis	Azad Engineering (DBE/SBE/LBE)	\$27,989	\$249,899
	DBK Advisory Services (SBE)	\$7,081		
	LK Planning LLC (DBE)	\$4,679		
Cole Management & Engineering, Inc.	Treasure Island Ferry Terminal Enhancements Project	Associated Right of Way (SBE)	\$1,270	\$600,000
		Circlepoint (DBE/SBE)	\$14,448	
		Dabri (DBE/SBE/LBE)	\$209,134	
		KL Bartlett Consulting (DBE/SBE)	\$39,854	
		Pendergast Consulting Group (SBE)	\$4,921	
		Tricertus LLC (DBE)	\$9,932	
		Twining	\$12,500	
	WMH Corporation (SBE)	\$37,965		
	Downtown Rail Extension Rail Senior Advisory Services	KL Bartlett Consulting (DBE/SBE)	\$16,665	\$519,739
		Zurinaga Associates (DBE/LBE)	\$471,626	
Caltrain Program Oversight and Central Subway Closeout	KL Bartlett Consulting (DBE/SBE)	\$11,506	\$339,397	
	Zurinaga Associates (DBE/LBE)	\$307,365		
Gall Zeidler Consultants, LLC	Downtown Rail Extension Tunneling and Underground Initial Oversight			\$54,979
	Downtown Rail Extension Technical, Design, and Procurement Oversight	SYSTRA Consulting	\$86,213	\$699,819
		WMH Corporation (SBE)	\$77,470	
HNTB Corporation	Yerba Buena Island Multi-Use Path			\$50,338
Mark Thomas & Company	I-280 Ocean Avenue Off Ramp Project – Initial Plans, Specifications/Special Provisions and Estimate Support	Baseline Environmental Consulting	\$9,000	\$65,000
		Sandis	\$6,640	
	Project Management and Oversight Services for I-80/Yerba Buena Island Westside Bridges Project	KL Bartlett Consulting (DBE/SBE)	\$309,011	\$1,251,400
		Parametrix	\$46,570	
		PDM Group Inc.	\$777,899	
	Project Management and Oversight Services for I-80/Yerba Buena Island Torpedo Building, Southgate Road Realignment and Pier E2 Parking Lot Projects	Craig Communications (WBE)	\$14,008	\$1,139,432
		KL Bartlett Consulting (DBE/SBE)	\$123,498	
		Lohman Project Consulting	\$382,040	
		Pendergast Consulting Group (SBE)	\$15,504	
		PDM Group	\$331,730	

Attachment 1

On-call Project Management and Engineering Assigned Task Orders

Prime Consultant ¹	Task Order Description	Subconsultants	Amount to Subconsultants	Total Task Order Amount
	Project Management and Oversight Services for I-80/Yerba Buena Island Hillcrest Road Improvement Project	KL Bartlett Consulting (DBE/SBE)	\$128,022	\$702,086
		OLWIT Solutions (DBE/LBE)	\$533,240	
Parametrix, Inc.	Technical Oversight Support for San Francisco Municipal Transportation Agency Projects	Burns Engineering	\$3,520	\$287,373
		LK Planning (DBE)	\$36,285	
		Pacific Railway Enterprises (DBE/SBE)	\$942	
		Spectrum Design (DBE)	\$1,500	
PGH Wong Engineering, Inc. (MBE)	Torpedo Building Retrofit Project – Historic Architectural Design Services	Robin Chiang & Company (DBE / SBE / LBE))	\$91,038	\$307,399
		Architecture + History (LBE)	\$25,180	
T.Y. Lin International	Project Management Oversight Services for the Active Transportation Program Cycle 7 Grant Application for Yerba Buena Island Multi-Use Pathway Project	Sam Schwartz	\$15,665	\$29,374
WMH Corporation (SBE)	Yerba Buena Island Westside Bridges Retrofit Project – Preconstruction Services and Final Project Approvals, and Additional Project Delivery Support Services	Biggs Cardosa Associates (SBE)	\$80,148	\$619,674
		Earth Mechanics (DBE/SBE)	\$20,000	
		HDR Engineering	\$14,000	
		MGE Engineering (DBE/SBE)	\$126,057	
		Power Systems Design (SBE)	\$10,000	
		Y&C Transportation Consultants	\$10,000	
	Yerba Buena Island Multi-Use Pathway Segment 2 – Preliminary Design			\$700,000
Total Task Orders Allocated to Subconsultants			\$5,546,293	
Total Task Orders Awarded to Date				\$9,452,693
Total Task Orders Awarded through September 30, 2025, to Disadvantaged Business Enterprise Firms				\$2,453,005
Total Task Orders Awarded Local Business Enterprise Firms				\$1,831,009
Total Task Orders Awarded to Small Business Enterprise Firms				\$1,586,640
Total Contract Amount				\$10,700,000

¹ The following firms are under the on-call transportation project management and general engineering contract but do not have executed task orders to date: Alta Planning + Design, Inc., Arup North America, Brierley Associates, Dabri Inc., HNTB Corporation, McMillen Jacobs Associates, Mott MacDonald Group, Parsons Transportation Group, and WSP USA, Inc.

Attachment 2

On-call Transportation Planning Services Assigned Task Orders

Prime Consultant ¹	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
Arup North America Ltd.	SFTP+	\$37,059		
Prime Consultant ¹	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
Fehr & Peers (LBE)	Bayview Station Preliminary Design and Pre-Environmental	\$413,715	ICF	7,275
			InterEthnica, Inc. (DBE/SBE/LBE)	119,518
			MSA Design & Consulting, Inc. (SBE/LBE)	57,305
			STV Incorporated	21,027
			VIA - Perkins Eastman	79,326
	Brotherhood Way Safety and Circulation Plan	\$466,322	Davis & Associates Communications, Inc. (DBE/SBE/LBE)	130,100
Civic Edge Consulting (DBE/SBE/LBE)			36,229	
Inner Sunset Multimodal Safety and Access Study	\$134,328	InterEthnica, Inc. (DBE/SBE/LBE)	49,822	
Kittelson & Associates	D1 Multimodal Transportation Study	\$165,326	Circlepoint (DBE/SBE)	46,007
	CNCA Decarbonizing Downtown Business Deliveries Study	\$7,000		
	Bayview Street Safety and Truck Relief Study	\$275,472	Next Steps Marketing, Inc. (DBE/SBE/LBE)	52,761
			The Tioga Group, Inc. (SBE)	12,800
SFTP+	\$49,441			
Prime Consultant ¹	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
Parametrix, Inc.	D7 Ocean Avenue Mobility Action Plan	\$60,000		
	Vision Zero Ramps Phase 3	\$227,969	Convey, Inc. (DBE/SBE)	74,021
	D2 NTIP Safety Study and Implementation	\$10,000		
Steer Davies & Gleeve	Westside Subway Strategic Case	\$272,000	Fehr & Peers (LBE)	52,320
			HNTB Corporation	49,808
			KKCS	35,136
TDM Market Analysis	\$69,982			
Prime Consultant ¹	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
WSP USA, Inc.	D4 Microtransit Business Plan	\$159,924	Civic Edge Consulting (DBE/SBE/LBE)	17,665
			Transportation Analytics (DBE/SBE)	28,977
	Sim Wrapper Enhancement & Training	\$19,986	Because LLC	18,000
	Congestion Relief Program Grant Application	\$32,000		
Prime Consultant ¹	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
Total Task Orders Awarded to Date		\$2,400,524		
Total Task Orders Allocated to Subconsultants (37%)				888,097
Total Task Orders Awarded through September 30, 2025, to Disadvantaged Business Enterprise Firms (23%)				555,100
Total Task Orders Awarded Local Business Enterprise Firms (43%)				1,019,484
Total Task Orders Awarded to Small Business Enterprise Firms (27%)				647,541
Total Contract Amount				10,700,000

¹ The following firms are under the on-call planning contract but do not have executed task orders to date: Alta Planning + Design, Inc., McKinsey & Company, Mott MacDonald Group, and Nelson\Nygaard Consulting Associates



Memorandum

AGENDA ITEM 5

DATE: April 15, 2026

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director of Policy & Programming

SUBJECT: 5/12/2026 Board Meeting: Allocate \$350,000 in Prop L Funds, with Conditions, for Two Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$350,000 in Prop L funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. District 2 Turk Boulevard Pedestrian Safety [NTP] (\$200,000) 2. Curbside Electric Vehicle Charging (\$150,000) <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</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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DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (i.e., stretching Prop L sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop L Expenditure Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for these requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is attached, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.



FINANCIAL IMPACT

The recommended action would allocate \$350,000 in Prop L funds, with conditions. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

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

Sufficient funds are included in the Transportation Authority's Fiscal Year 2025/26 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The CAC will consider this item at its April 22, 2026, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L Allocations Summary - FY25/26
- Attachment 5 - Allocation Request Forms (2)

Attachment 1: Summary of Requests Received

Source	EP Line No./Program 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	25	SFMTA	District 2 Turk Boulevard Pedestrian Safety [NTP]	\$ 200,000	\$ 200,000	78%	0%	Design, Construction	2
Prop L	28	SFMTA	Curbside Electric Vehicle Charging	\$ 150,000	\$ 150,000	68%	0%	Planning	Citywide
TOTAL				\$ 350,000	\$ 350,000				

Footnotes

- ¹ "EP Line No./Program" is the Prop L Expenditure Plan line number referenced in the Prop L Strategic Plan (e.g. Neighborhood Transportation Program and Citywide/Modal Planning).
- ² Acronym: SFMTA (San Francisco Municipal Transportation Agency)
- 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./ Program	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
25	SFMTA	District 2 Turk Boulevard Pedestrian Safety [NTP]	\$200,000	Requested Neighborhood Program funds would be used to design and construct pedestrian safety improvements on Turk Boulevard between Nido and Lyon streets in District 2. Proposed elements of the project include new concrete median islands to replace the current painted islands and a Rectangular Rapid Flashing Beacon at one of the intersections in the project area. This project would implement recommendations from SFCTA's and SFMTA's District 2 Safety Study (2026) which recommended improvements to Turk Boulevard to slow vehicle speeds and increase pedestrian safety. SFMTA expects the project will be open for use by September 2027.
28	SFMTA	Curbside Electric Vehicle Charging	\$150,000	In 2025, SFMTA and partners completed the Curbside EV Charging Feasibility Study and implemented a Curbside EV Charging Pilot. This request would support policy development for the permanent program and help launch the program. Specific project activities include developing and finalizing the application packet, reviewing vendor eligibility, creating a selection criteria that evaluates provider qualifications and reflects equity considerations, assisting in scoring of prospective vendors, and providing administrative support. Project activities will be supported by a Working Group consisting of staff from relevant agencies including SFCTA. The Working Group will provide feedback, discuss potential strategies to leverage external funding sources, and help identify potential risks based on prior attempts to install EV chargers (on-street and off-street) and any subsequent lessons. The SFMTA expects this scope of work will be completed by September 2026.

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
25	SFMTA	District 2 Turk Boulevard Pedestrian Safety [NTP]	\$ 200,000	<p>Special conditions: The recommended allocation is contingent upon amendment of the Neighborhood Transportation Program 5-Year Prioritization Program (5YPP) to add the subject project with funds from the Neighborhood Program (NTP) Project Placeholder. See attached 5YPP amendment for details.</p> <p>The Transportation Authority will not reimburse SFMTA for construction phase expenses until Transportation Authority staff releases construction funds pending receipt of the final list of improvements by location, as confirmed by the District 2 Supervisor.</p>
28	SFMTA	Curbside Electric Vehicle Charging	\$ 150,000	<p>Special conditions: The recommended allocation is conditioned upon amendment of the Citywide/Modal Planning 5YPP to update the Curbside Electric Vehicle (EV) Charging Pilot project to reflect the subject request. 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 May 1, 2026. These funds will support the work of a summer intern at SFMTA. SFMTA is planning to make offers of summer employment in early May, prior to Board approval of this request. Without such authorization for retroactive expenditures, SFMTA would likely lose top intern candidates, as the hiring process is currently underway (as of March 2026).</p>
TOTAL			\$ 350,000	

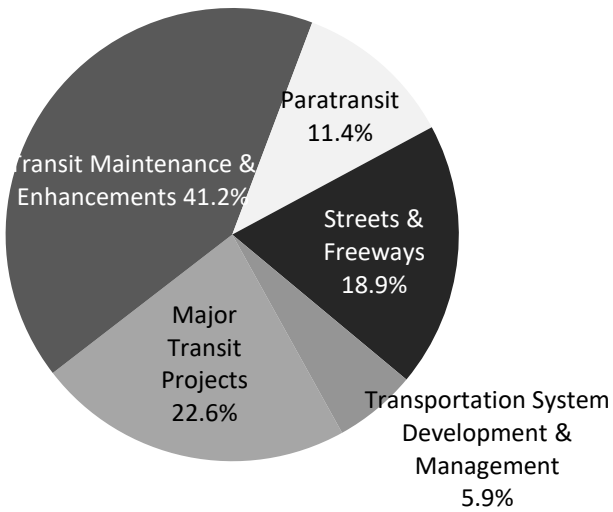
¹ See Attachment 1 for footnotes.

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

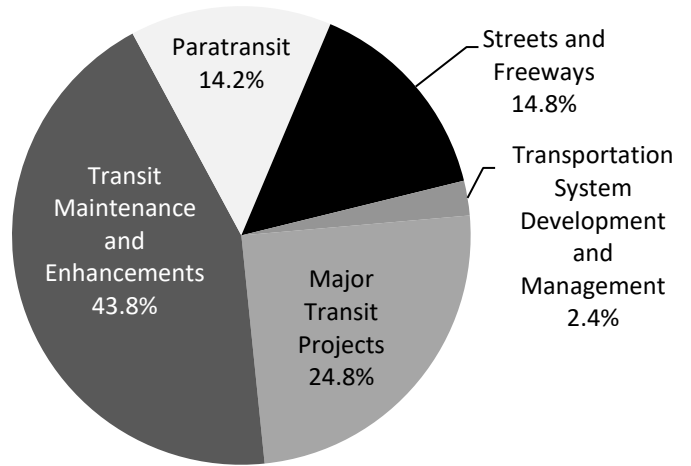
PROP L SALES TAX						
FY 2025/26	Total	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Prior Allocations	\$ 74,754,863	\$ 30,305,000	\$ 26,805,700	\$ 12,509,753	\$ 1,559,410	\$ 1,500,000
Current Request(s)	\$ 350,000	\$ -	\$ 310,000	\$ 40,000	\$ -	\$ 1,500,000
New Total Allocations	\$ 75,104,863	\$ 30,305,000	\$ 27,115,700	\$ 12,549,753	\$ 1,559,410	\$ 3,000,000

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

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



ATTACHMENT 5

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	District 2 Turk Boulevard Pedestrian Safety [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Neighborhood Transportation Program
Current PROP L Request:	\$200,000
Supervisorial District	District 02

REQUEST

Brief Project Description

This project will design and construct pedestrian safety improvements on Turk Boulevard between Nido and Lyon Streets in District 2. Proposed elements of the project include new concrete median islands to replace the current painted islands and a Rectangular Rapid Flashing Beacon at one of the intersections along this segment. This project will implement recommendations from SFCTA's and SFMTA's District 2 Safety Study (2026) which recommended improvements to Turk Boulevard to slow vehicle speeds and increase pedestrian safety.

Detailed Scope, Project Benefits and Community Outreach

With the support of District 2 Supervisor Sherrill's office, the SFMTA is requesting Neighborhood Program (NTP) funds to design and construct pedestrian safety improvements on Turk Boulevard between Nido Street and Lyon Street. In the District 2 Safety Study, conducted by SFCTA and SFMTA and completed in 2026, Turk Boulevard was often mentioned in outreach as a location with high vehicle speeds. The District 2 Safety Study includes specific recommendations for quick-build projects in study areas throughout the district that have a high concentration of places that attract vulnerable road users (medical centers, schools, parks, etc). These quick-build recommendations will be implemented with \$430,000 in previously allocated NTP funds (SGA 138-907193). The study also recommended improvements outside of the study areas that are not currently funded. One of these recommendations is to slow vehicle speeds and increase pedestrian safety on Turk Boulevard.

This request aligns with broader issues on Turk Boulevard that were voiced by the public during the District 2 Safety Study. Elements of the project include new concrete median islands to replace the current painted islands at Nido Street and at Lyon Street, and a Rectangular Rapid Flashing Beacon (RRFB) at one of the intersections along this segment. The proposal includes planning and site assessment to determine the optimal location for the RRFB, as well as an accessibility evaluation at each of the candidate intersections (Nido/ Turk, Central/Turk, and Lyon/ Turk). The design and construction of any accessibility improvement required to install the RRFB falls outside of the scope of this proposal.

SFMTA has previously evaluated installation of STOP signs at locations in the project area, including at Nido in May 2025, and Lyon and Central in August 2024. SFMTA's conclusion was to add daylighting, yield teeth, and "Yield Here to Pedestrians" and "School Ahead" signs, which were installed at Nido in 2025. SFMTA Operations plans to install yield teeth and a "Yield Here to Pedestrians" sign facing eastbound Turk at Lyon later this year (westbound is already done). In March 2026, SFMTA Operations reviewed the latest collision data and again are not recommending STOP signs on Turk at Nido, Central, or Lyon.

The Transportation Authority's NTP is intended to strengthen project pipelines and advance the delivery of community supported neighborhood-scale projects, especially in Equity Priority Communities and other neighborhoods with high unmet needs.

Project Location

Turk Boulevard, between Nido Avenue and Lyon Street

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

Project Phase(s)

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

Justification for Multi-phase Request

Recommendation is for a multi-phase allocation for this Neighborhood Program project given the short duration of the design phase (approximately 6 months) and with the concurrence of the District Supervisor.

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	\$3,954,855.00

Justification for Necessary Amendment

This request includes an amendment to the Neighborhood Transportation Program 5YPP to add the subject project with funds from the Neighborhood Program (NTP) Project Placeholder.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	District 2 Turk Boulevard Pedestrian Safety [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2026	Jan-Feb-Mar	2027
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2027		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2027
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2028

SCHEDULE DETAILS

The proposal to install a Rectangular Rapid Flashing Beacon will be posted on utility poles in the area and presented at an online Engineering Public Hearing ahead of construction.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	District 2 Turk Boulevard Pedestrian Safety [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-225: Neighborhood Transportation Program	\$200,000	\$0	\$0	\$200,000
Phases In Current Request Total:	\$200,000	\$0	\$0	\$200,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$67,000	\$67,000	Based on past actuals for projects of this scope and budget
Construction	\$133,000	\$133,000	Based on past actuals for projects of this scope and budget
Operations	\$0		
Total:	\$200,000	\$200,000	

% Complete of Design:	10.0%
As of Date:	03/25/2026
Expected Useful Life:	30 Years

San Francisco County Transportation Authority

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

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 60,909	
2. Consultant	\$ -	
3. Other Direct Costs *	\$ -	
4. Contingency	\$ 6,091	10%
TOTAL PHASE	\$ 67,000	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 67,000
SFPW	\$ -
TOTAL	\$ 67,000

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

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of construction	SFPW	SFMTA
1. Work Authorization				
Task 1: Concrete Islands	\$ 16,364		\$ 16,364	
Task 2: RR Flashing Beacon	\$ 90,909			\$ 90,909
Task 3: Striping/Sign Restoratio	\$ 13,636			\$ 13,636
Sub-total	\$ 120,909		\$ 16,364	\$ 104,545
3. Construction Management/Support	\$ -		\$ -	\$ -
4. Other Direct Costs	\$ -		\$ -	\$ -
5. Contingency	\$ 12,091	10%	\$ 1,636	\$ 10,455
TOTAL CONSTRUCTION PHASE	\$ 133,000		\$ 18,000	\$ 115,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	District 2 Turk Boulevard Pedestrian Safety [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$200,000	Total PROP L Recommended	\$200,000

SGA Project Number:		Name:	District 2 Turk Boulevard Pedestrian Safety [NTP]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2027
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	Total
PROP L EP-225	\$67,000	\$67,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
2. With the first QPR, provide photos of existing conditions.
3. By December 2026, prior to the completion of design, provide draft final list of improvements (e.g. pedestrian safety improvements) by location. Locations shall be confirmed by the District 2 Supervisor prior to implementation.
4. Upon completion, SFMTA shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar).

Special Conditions

1. The recommended allocation is contingent upon amendment of the Neighborhood Transportation Program 5YPP to add the subject project with funds from the Neighborhood Program (NTP) Project Placeholder. See attached 5YPP amendment for details.

Notes

1. Progress reports will be shared with the District 2 Commissioner.

SGA Project Number:		Name:	District 2 Turk Boulevard Pedestrian Safety [NTP]
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Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2028
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-225	\$93,000	\$40,000	\$133,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, improvements completed at each location to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first quarterly report following initiation of fieldwork SFMTA shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project SFMTA shall provide 2-3 photos of completed work.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Neighborhood Transportation Program 5YPP to add the subject project with funds from the Neighborhood Program (NTP) Project Placeholder. See attached 5YPP amendment for details.

2. The Transportation Authority will not reimburse SFMTA for construction phase expenses until Transportation Authority staff releases the funds pending receipt of a list of improvements by location and improvement type, as confirmed by the District 2 Supervisor, as well as a final total cost estimate based on the number of improvements by type.

Notes

1. Progress reports will be shared with the District 2 Commissioner.

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

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	District 2 Turk Boulevard Pedestrian Safety [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$200,000
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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:

JT

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Ashley Hong	Kathryn Studwell
Title:	Transportation Planner	Grant Administration Manager
Phone:		(415) 517-7015
Email:	ashley.hong@sfmta.com	kathryn.studwell@sfmta.com

40



mney Sweeps

St. John The Baptist Serbian...

Turk Blvd

Turk Blvd

Turk Blvd

Lyon St

Baker St

Central Ave

San Francisco Day School

Golden Gate Ave

Golden Gate Ave

Masonic Ave

Nido Ave

Zavista Ave

Anzavista Ave

Masonic Ave

Bak

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
 Neighborhood Transportation Program (EP 25)
 Programming and Allocations to Date
 Pending May 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated	\$100,000					\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Allocated	\$100,000					\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated		\$100,000				\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed		\$100,000				\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated			\$100,000			\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Allocated			\$100,000			\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed				\$100,000		\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed				\$100,000		\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed					\$100,000	\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed					\$100,000	\$100,000
Any	Neighborhood Program (NTP) Project Placeholder	1,2,3,4,5,6,7,8,9,10	TBD	Programmed	\$0				\$0
Any	Neighborhood Program (NTP) Project Placeholder	10	TBD	Programmed		\$1,904,855			\$1,904,855
Any	Neighborhood Program (NTP) Project Placeholder		TBD	Programmed			\$1,850,000		\$1,850,000
SFCTA	Walter U Lum Place Public Space Study [NTP]	1	PLAN/CER	Appropriated	\$236,000				\$236,000
SFMTA	Walter U Lum Place Public Space Study [NTP]	1	PLAN/CER	Allocated	\$114,000				\$114,000
SFCTA	Inner Sunset Multimodal Safety and Access Study [NTP]	1	PLAN/CER	Appropriated	\$265,000				\$265,000
SFMTA	Inner Sunset Multimodal Safety and Access Study [NTP]	1	PLAN/CER	Allocated	\$85,000				\$85,000
SFMTA	Great Highway Gateway [NTP]	2	PLAN/CER	Allocated		\$159,145			\$159,145
SFPW	Clement Street Intersection Improvements	2	PS&E	Allocated		\$25,000			\$25,000
SFPW	Clement Street Intersection Improvements	2	CON	Allocated		\$100,000			\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	3	PLAN/CER	Allocated		\$50,000			\$50,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	3	PS&E	Allocated		\$100,000			\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	3	CON	Allocated		\$550,000			\$550,000
SFMTA	Lincoln Way Traffic Signals [NTP]	4	PS&E	Allocated		\$500,000			\$500,000
SFMTA	Duboce Triangle Slow Streets Study [NTP]	5	PLAN/CER	Allocated		\$250,000			\$250,000

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
 Neighborhood Transportation Program (EP 25)
 Programming and Allocations to Date
 Pending May 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Monterey Boulevard Pedestrian Safety Improvement [NTP] ⁶	PS&E	Allocated		\$60,000				\$60,000
SFMTA	Monterey Boulevard Pedestrian Safety Improvement [NTP] ⁶	CON	Allocated		\$290,000				\$290,000
SFMTA	District 5 Daylighting [NTP] ⁷	CON	Allocated		\$117,500				\$117,500
SFMTA	West Broadway Tunnel Safety [NTP] ⁸	PS&E	Allocated			\$75,000			\$75,000
SFMTA	West Broadway Tunnel Safety [NTP] ⁸	CON	Allocated			\$186,000			\$186,000
SFMTA	District 5 Traffic Calming and Pedestrian Improvements [NTP] ⁹	PS&E	Allocated			\$141,200			\$141,200
SFMTA	District 5 Traffic Calming and Pedestrian Improvements [NTP] ⁹	CON	Allocated			\$441,300			\$441,300
SFMTA	District 2 Turk Boulevard Pedestrian Safety [NTP] ¹⁰	PS&E	Pending			\$67,000			\$67,000
SFMTA	District 2 Turk Boulevard Pedestrian Safety [NTP] ¹⁰	CON	Pending			\$133,000			\$133,000
Total Programmed in 2023 5YPP				\$900,000	\$4,306,500	\$3,093,500	\$200,000	\$200,000	\$8,700,000
Total Allocated and Pending				\$900,000	\$2,301,645	\$1,243,500	\$0	\$0	\$4,445,145
Total Unallocated				\$0	\$2,004,855	\$1,850,000	\$200,000	\$200,000	\$4,254,855
Total Programmed in 2023 Strategic Plan				\$4,050,000	\$2,200,000	\$2,050,000	\$200,000	\$200,000	\$8,700,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$3,150,000	\$1,043,500	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- 1 5YPP amendment to fund Walter U Lum Place Public Space Study [NTP] and Inner Sunset Multimodal Safety and Access Study [NTP] (Resolution 2024-014, 10/24/2023):
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$3,850,000 to \$3,150,000.
 Walter U Lum Place Public Space Study: Added project with \$350,000 in FY2023/24.
 Inner Sunset Multimodal Safety and Access Study [NTP Planning]: Added project with \$350,000 in FY2023/24.
- 2 5YPP amendment to fund Great Highway Gateway and Clement Street Intersection Improvements (Resolution 2025-011, 9/24/2024):
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$3,150,000 to \$2,865,855.
 Great Highway Gateway: Added project with \$159,145 in FY2024/25.
 Clement Street Intersection Improvements: Added projects with \$25,000 PS&E and \$125,000 CON in FY2024/25.
- 3 5YPP amendment to fund District 11 Traffic Calming and Sideshow Deterrence [NTP] (Resolution 2025-025, 12/17/2024):
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$2,865,855 to \$2,165,855.
 District 11 Traffic Calming and Sideshow Deterrence [NTP]: Added project with \$700,000 in FY2024/25.

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
 Neighborhood Transportation Program (EP 25)
 Programming and Allocations to Date
 Pending May 2026 Board

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

- ⁴ 5YPP amendment to fund Lincoln Way Traffic Signals [NTP] (Resolution 2025-029, 2/25/2025):
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$2,165,855 to \$1,665,855.
 Lincoln Way Traffic Signals [NTP]: Added project with \$500,000 in FY2024/25.
- ⁵ 5YPP amendment to fund Duboce Triangle Slow Streets Study [NTP] (Resolution 2025-029, 2/25/2025):
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$1,665,855 to \$1,415,855.
 Duboce Triangle Slow Streets Study [NTP]: Added project with \$250,000 in FY2024/25.
- ⁶ 5YPP amendment to fund Monterey Boulevard Pedestrian Safety Improvement [NTP] (Resolution 2025-038, 3/25/2025):
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$1,415,855 to \$1,065,855.
 Monterey Boulevard Pedestrian Safety Improvement [NTP]: Added project with \$350,000 in FY2024/25.
- ⁷ 5YPP amendment to fund District 5 Daylighting [NTP] (Resolution 2025-046, 5/25/2025):
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$1,065,855 to \$948,355
 District 5 Daylighting [NTP]: Added project with \$117,500 in FY2024/25.
- ⁸ 5YPP amendment to fund West Broadway Tunnel Safety [NTP] (Resolution 2026-019, 10/28/2025):
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$948,355 to \$687,355
 West Broadway Tunnel Safety [NTP]: Added project with \$75,000 for design and \$186,000 for construction in FY2025/26.
- ⁹ 5YPP amendment to fund District 5 Traffic Calming and Pedestrian Improvements [NTP] (Resolution 2026-033, 2/24/2026):
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$687,355 to \$104,855
 District 5 Traffic Calming and Pedestrian Improvements [NTP]: Added project with \$141,200 for design and \$441,300 for construction in FY2025/26.
- ¹⁰ 5YPP amendment to fund District 2 Turk Boulevard Pedestrian Safety [NTP] (Resolution 2026-XX, 5/19/2026):
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$104,855 to \$0 in FY2023/24
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$2,000,000 to \$1,904,855 in FY2024/25
 District 2 Turk Boulevard Pedestrian Safety [NTP]: Added project with \$67,000 for design and \$133,000 for construction in FY2025/26.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Curbside Electric Vehicle Charging
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Citywide and Modal Planning
Current PROP L Request:	\$150,000
Supervisory District	Citywide

REQUEST

Brief Project Description

In 2025, SFMTA and partners completed the Curbside EV Charging Feasibility Study and implemented a Curbside EV Charging Pilot program. Using findings from these efforts, this request will support planning and policy development and development of program evaluation and monitoring guidelines for a permanent Curbside EV Charging permit program.

Detailed Scope, Project Benefits and Community Outreach

In April 2025, the SFMTA and partner agencies completed the Curbside EV Charging Feasibility Study, which provided siting criteria and standards for a pilot program; proposed models for ownership, operations, data management, and enforcement; and a list of potential locations for deployment.

SFMTA and partners implemented a Curbside EV Charging Pilot in 2025, in line with the resolution adopted by the San Francisco Board of Supervisors on June 4, 2024, urging SFMTA and the San Francisco Environment Department (SFE) to work with the Transportation Authority and other agencies. Overall, the pilot's intent was to advance and implement recommendations from the Feasibility Study, focus on planning, policy development, and community engagement, with the development and implementation of a pilot program as an evaluating tool and monitoring plan. Findings from the Curbside Feasibility Study and implementation of the pilot program helped shape the framework for developing a permanent program. The City has prioritized implementation of curbside EV charging in alignment with the citywide Climate Action Plan and EV Roadmap. Currently, funding is needed to help advance and implement the planning and policy development for a permanent program.

SFMTA and SFE provided an informational presentation to the SFCTA's Community Advisory Committee (CAC) on February 25, 2026 on the completed Curbside Electric Vehicle Charging Feasibility Study, the pilot program, and a future permanent program, along with an upcoming request for Prop L funding. (The presentation is available on the SFCTA website here: https://www.sfcta.org/sites/default/files/2026-02/SFCTA_CAC_Item7_CurbsideEVFeasibilityStudyPRESENTATION_2026-02-25.pdf)

The requested Prop L funds would support the policy development for the permanent program and help launch the program. Planning activities include the tasks below and will be supported by a Working Group consisting of staff from relevant agencies including SFCTA. Working Group meetings will occur monthly unless there are no items to be discussed. In addition to joining at least 3 meetings, the Working Group would also provide feedback on draft deliverables, discuss potential strategies to leverage external funding sources, and identify potential risks based on prior attempts to install EV chargers (on-street and off-street) and any subsequent lessons learned.

Task 1: Develop the policy framework and create the permit terms and conditions, competitive application, and selection criteria including a scoring matrix; provide administrative program support (such as attending team meetings; reviewing and editing documents for the SFMTA Board, or for public online SFMTA publication, and similar; identifying criteria for terms and conditions as part of the application process, etc.). Deliverables include the written policy framework document with terms and conditions which will go to the SFMTA Director of Transportation for signature, and a draft application packet. The SFMTA will upload work products to the portal.

Task 2: Review of prospective provider eligibility and their proposed EV technology types, assist in scoring of prospective providers leveraging selection criteria including scoring matrix that evaluates provider qualifications and reflects equity considerations, provide administrative support (such as attending team meetings; reviewing and editing documents for public online SFMTA publication, or similar, provide a list of approved/preferred providers for consideration, etc.). Deliverables include the final application packet which will be posted online for providers to apply to, and written documentation of provider eligibility with scoring results (either in pdf, excel format or word document). The SFMTA will upload work products to the portal.

The SFMTA will keep the SFCTA informed of the status of the program in regards to applications, permitted applicants, proposed sites, and operational sites, for the duration of the SFCTA funding via monthly reports submitted through the portal. Monthly reports will also include brief summaries of any risks and lessons learned discussed by the Working Group.

Project Location

Citywide

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

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$150,000.00

Justification for Necessary Amendment

This request includes an amendment to the Citywide and Modal Planning 5YPP to update the project information for the Curbside Electric Vehicle (EV) Charging Pilot project to reflect the Curbside Electric Vehicle Charging project, the subject of this request. The original project was to support community engagement and evaluation tasks for a pilot program. In 2025, SFMTA and partners completed the Curbside EV Charging Feasibility study and implemented a Curbside EV Charging Pilot. Findings from the Curbside EV Charging Feasibility study and implementation of the pilot program helped shape the framework for developing a permanent program. Requested funds will support planning, policy development, and program evaluation and monitoring guidelines of a permanent program. See attached 5YPP amendment for details.

Retroactive reimbursement requested from May 1, 2026: These funds will support the work of a summer intern at SFMTA. SFMTA is planning to make offers of summer employment in early May, prior to Board approval of this request. Without such authorization for retroactive expenditures, SFMTA would likely lose top intern candidates, as the hiring process is currently underway (as of March 2026).

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Curbside Electric Vehicle Charging
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	TBD
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2026	Jul-Aug-Sep	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

Task 1 - Start April 2026 / End June 2026

Task 2 - Start July 2026 / End September 2026

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Curbside Electric Vehicle Charging
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-228: Citywide and Modal Planning	\$150,000	\$0	\$0	\$150,000
Phases In Current Request Total:	\$150,000	\$0	\$0	\$150,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$150,000	\$150,000	Based on past similar projects (i.e. Pilot Program for Curbside EV Charging)
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$150,000	\$150,000	

% 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 - Develop Policy Framework and Create Permit Application, Provide Admin Support	Task 2 - Draft Competitive Application and Create Scoring Matrix, Provide Admin Support	Total
SFMTA	\$ 27,698	\$ 27,698	\$ 55,396
SFE	\$ 56,421	\$ 38,183	\$ 94,604
Total	\$ 84,119	\$ 65,881	\$ 150,000

DETAILED LABOR COST ESTIMATE - BY AGENCY				
SFMTA	Hours	Base Hourly Rate	FTE	Total
Student Design Trainee I, Arch., Engr., & Planning (Intern)	1040	\$ 53.27	0.50	\$ 55,396
Total	1040		0.50	\$ 55,396

SFE	Hours	Base Hourly Rate	FTE	Total
Program Manager	75	\$ 91.80	0.04	\$13,637
Senior Specialist	150	\$ 80.45	0.07	\$25,155
Specialist	363	\$ 69.13	0.17	\$55,813
Total	588		0.28	\$ 94,606

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Curbside Electric Vehicle Charging
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$150,000	Total PROP L Recommended	\$150,000

SGA Project Number:		Name:	Curbside Electric Vehicle Charging
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2027
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year		
Fund Source	FY2026/27	Total
PROP L EP-228	\$150,000	\$150,000

- Deliverables**
1. Monthly progress reports shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, status of the program in regards to applications, permitted applications, proposes sites, and operational sites, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement. Monthly progress reports shall also include brief summaries of any risks and lessons learned discussed by the Working Group.
 2. Upon completion of Task 1 (anticipated June 2026), submit written policy framework document and draft permit application.
 3. Upon completion of Task 2 (anticipated September 2026), submit final application packet and written documentation of vendor eligibility with scoring results.

- Special Conditions**
1. The recommended allocation is conditioned upon amendment of the Citywide/Modal Planning 5YPP to update the Curbside Electric Vehicle (EV) Charging Pilot project to reflect the subject request. 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 May 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:	Curbside Electric Vehicle Charging
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$150,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Elena Baranoff	Kathryn Studwell
Title:	Principal Administrative Analyst	Grant Administration Manager
Phone:	(415) 646-2271	(415) 517-7015
Email:	elena.baranoff@sfmta.com	kathryn.studwell@sfmta.com

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
 Citywide/Modal Planning (EP 28)
 Programming and Allocations to Date
 Pending May 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 ³	PLAN/CER	Pending			\$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	Appropriated			\$75,000			\$75,000
Total Programmed in 2023 5YPP				\$0	\$950,000	\$300,000	\$700,000	\$0	\$1,950,000
Total Allocated and Pending				\$0	\$950,000	\$225,000	\$0	\$0	\$1,175,000
Total Unallocated				\$0	\$0	\$75,000	\$700,000	\$0	\$775,000
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	\$150,000	\$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 2026-044, 3/24/2026):
 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.
- ³ 5YPP amendment to update the project from Curbside Electric Vehicle Charging Pilot Outreach & Evaluation to Curbside Electric Vehicle Charging (Resolution 2026-0XX, 5/X/2026).



Memorandum

AGENDA ITEM 6

DATE: April 15, 2026

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 5/14/2026 Board Meeting: Approve Programming Priorities for Up to \$4,548,974 in San Francisco’s State Transit Assistance County Block Grant Funds, with Conditions

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve programming priorities for up to \$4,548,974 in San Francisco’s State Transit Assistance (STA) County Block Grant Funds, with conditions, in the following priority order:</p> <ol style="list-style-type: none"> 1. \$492,734 for the San Francisco Bay Area Water Emergency Transportation Authority (WETA) Treasure Island Electric Ferry Service 2. \$2,812,954 for the San Francisco Municipal Transportation Agency (SFMTA) Paratransit Program 3. Up to \$1,243,286 for the Bay Area Rapid Transit District (BART) Elevator Attendant Program <p>SUMMARY</p> <p>The Metropolitan Transportation Commission (MTC) estimates that San Francisco has up to \$4,548,974 in STA County Block Grant funds available to be programmed to transit operators for paratransit and other transit operating and capital needs, including providing lifeline transit services. The available funds consist of up to \$4,119,257 in anticipated Fiscal Year (FY) 2026/27 STA revenues and \$429,717 in uncommitted capacity from interest earned. The Transportation Authority programs these funds in our capacity as the Congestion Management Agency (CMA) for San Francisco. MTC has advised CMAs to program 95% of expected FY 2026/27 revenues, or \$3,913,294 for San Francisco, with consideration for</p>	<ul style="list-style-type: none"> <input 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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programming up to 100% should revenues meet full projections given volatility of this revenue source.

Attachment 1 summarizes our recommendation to fund three projects shown in priority order. Our first priority recommendation is \$492,734 for WETA's Treasure Island Electric Ferry Service. In May 2024, the Board programmed \$1,418,859 in FY 2024/25 revenues to this project; however, actual revenues were below the State Controller's Office estimates and only \$926,125 was available. The recommended funds would fulfill our prior programming commitment. Our proposed second priority is programming \$2,812,954 to SFMTA's Paratransit program to complement Prop L funds and support this critical program for seniors and people with disabilities in FY 2026/27. Finally, we recommend \$1,037,323 (at 95% of revenue projection) up to \$1,243,286 (at 100% of revenue projection) to BART's Elevator Attendant Program at shared BART/Muni stations downtown. BART and SFMTA equally share the Elevator Attendant Program cost. Our proposed priorities are due to MTC by May 1.

BACKGROUND

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

In addition to supporting SFMTA's Paratransit program through the half-cent transportation sales tax, since FY 2018/19 the Transportation Authority has been programming STA funds to SFMTA for Paratransit in line with the amount that SFMTA would have received under the prior regional program. For the remaining STA funds



available to San Francisco, on an annual basis, the Board has approved projects that are typically consistent with our history of funding lifeline transportation projects that focus on Equity Priority Communities and improve mobility and accessibility for low-income populations. Attachment 5 shows projects previously funded through the STA County Block Grant Program.

DISCUSSION

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

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

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

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

WETA's Treasure Island Electric Ferry Service (\$492,734). In 2024, the Board recommended programming \$1,418,859 at 95% of projected FY 2024/25 STA revenue levels to contribute to the first 12 months of operations of electrified ferry service on the route between Treasure Island and the Ferry Building. WETA plans to operate the service using one electric vessel (150 passenger capacity), replacing the current diesel-powered service operated by the private developer. Actual FY 2024/25 were only 85.6% of the projection, leaving \$926,125 for this project. The recommended \$492,734 in FY 2026/27 STA funds would fulfill our prior funding commitment to this project.



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

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

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

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

We recommend programming \$2,812,954 in FY 2026/27 STA Block Grant funds for Paratransit, which is \$487,046 less than last year given that STA revenues FY 2026/27 are projected to be lower. This decrease is expected to be made up by SFMTA operating funds and Prop L funds programmed for Paratransit in FY 2026/27. When taking the recommended STA funds and Prop L funds into consideration, this results in the Transportation Authority providing 55.0% of the FY 2026/27 Paratransit operations funding plan which is similar to FY 2025/26 at 55.2%.

In our FY2025/26 STA recommendation, we recommended an elevated contribution to Paratransit as a temporary arrangement that benefits the SFMTA's operating



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

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

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

In 2025, BART approved a new contract with a new operator for the Elevator Attendant Program, resulting in a 17% reduction in program costs (from \$4,646,727 to \$3,823,327), while still ensuring elevator attendants at the four stations 52 weeks per year, 7 days per week during all revenue hours.

FINANCIAL IMPACT

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

CAC POSITION

The CAC will consider this item at its April 22, 2026 meeting.



SUPPLEMENTAL MATERIALS

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

Attachment 1.

Recommended Fiscal Year 2026/27 STA Block Grant Programming¹				
Listed in Priority Order				
Project (Sponsor)	Uncommitted Capacity from Interest Earned	95% of Revenue Estimate	100% of Revenue Estimate	Total Programming
1. Treasure Island Electric Ferry Service (WETA)	\$429,717	\$63,017	\$63,017	\$492,734
2. Paratransit Program (SFMTA)	\$0	\$2,812,954	\$2,812,954	\$2,812,954
3. Elevator Attendant Program (BART)	\$0	\$1,037,323	\$1,243,286	\$1,037,323 up to \$1,243,286²
Total Funds	\$429,717	\$3,913,294	\$4,119,257	\$4,343,011 up to \$4,548,974

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

²The amount available for this project depends on the actual STA revenues received.



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

Treasure Island Electric Ferry Service

Sponsor: Water Emergency Transportation Authority (WETA)

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

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

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

Recommended Phase: Operations

Districts: 6

SCOPE

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

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

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

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



Attachment 2.

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

Project Information

Treasure Island Electric Ferry Service

Page 2 of 3

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

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

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

REPORTING AND PERFORMANCE METRICS

Key performance metrics are shown in the table below:

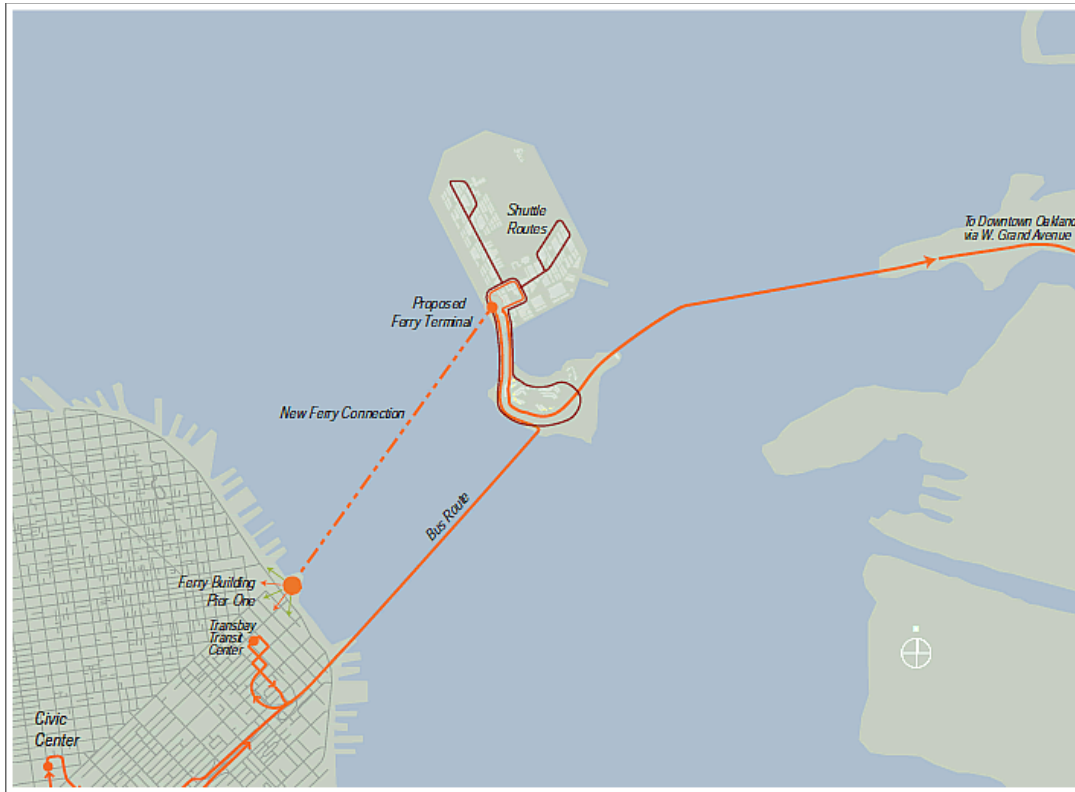
PERFORMANCE METRIC	DESCRIPTION	REPORTING FREQUENCY
Number of trips	Number of total passenger trips	Monthly and Yearly
Service hours and miles	Hours of operation and miles travelled by vessels	Monthly and Yearly
On time performance	Includes late and cancelled trips	Monthly and Yearly
Ridership and occupancy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



Attachment 2.

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

Appendix A. Treasure Island Ferry Route Map



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



San Francisco
County Transportation
Authority

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

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

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

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

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

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

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

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



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

Paratransit

Sponsor: San Francisco Municipal Transportation Agency (SFMTA)

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

Recommended Phase: Operations

Districts: Citywide

SCOPE

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

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

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



**San Francisco
County Transportation
Authority**

Attachment 3.

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

Page 2 of 4

Project Sustainability

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

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

Coordination and Program Outreach

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

Cost-Effectiveness and Performance Indicators

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

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



**San Francisco
County Transportation
Authority**

Attachment 3.

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

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

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

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

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

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

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

**** Funded with SFMTA Operating Funds

Key Paratransit Performance Trends FY 2021-2026

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



**San Francisco
County Transportation
Authority**

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

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

Elevator Attendant Program

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

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

Recommended Phase: Operations

Districts: 3, 5, 6

SCOPE

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



Elevator Attendant Program Details

ATTACHMENT 3

MARCH 2026



Project Need, Goals and Objectives

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

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

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

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

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

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

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

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

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

Community-Identified Priority

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

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

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

Implementation Plan and Project Management Capacity

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

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

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

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

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

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

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

Project Sustainability

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

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

Cost-Effectiveness and Performance Indicators

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

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

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

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

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

Coordination and Program Outreach

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

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

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

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

Project Schedule, Budget and Funding Plan

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

Please see Attachment 4.

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



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

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

Project Name:	Elevator Attendant Program
Project Sponsor:	BART

Operating Projects

Schedule

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

Budget

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

Funding Plan

Source	Year 1	Total	% of Budget	Status¹
SF STA (requested)	\$1,037,323	\$1,037,323	27%	Planned
SFMTA	\$1,393,002	\$1,393,002	36%	Allocated
BART Operating	\$1,393,002	\$1,393,002	36%	Allocated
	\$0	\$0		
	\$0	\$0		
	\$0	\$0		
Total Funding	\$3,823,327	\$3,823,327		

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

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

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

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

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

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

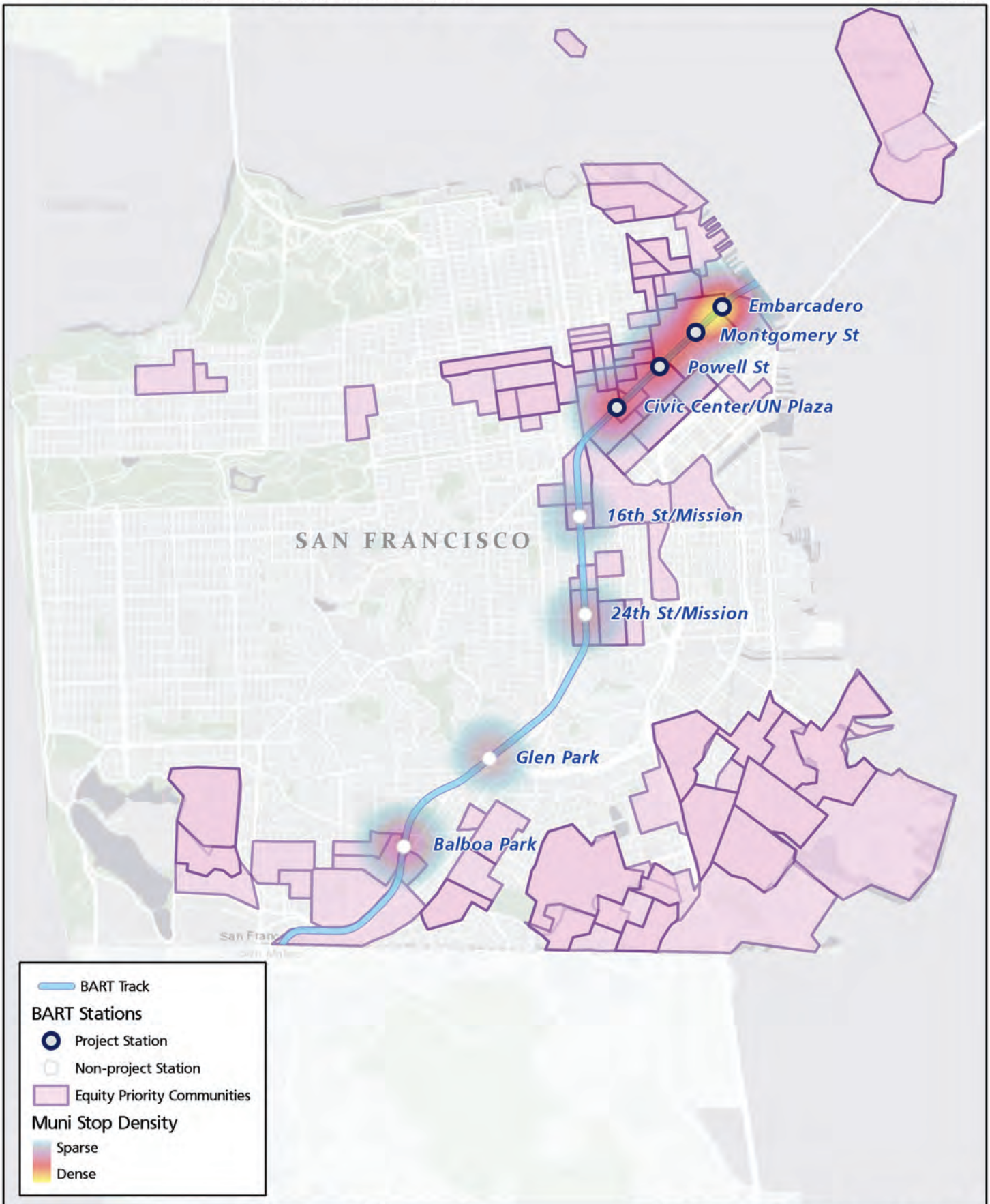
FY 26-27

Station	Staff Position	# of FTEs	Annual Salary per	Line Item Total	Budget Narrative & Justification
FLOATER	Elevator Attendant	7	\$ 53,560.00	\$ 374,920.00	Elevator Attendants and Elevator Floater Attendants maintain a visible presence, ensuring safety, cleanliness, and hospitality at the assigned station elevators. They provide assistance, report maintenance needs, and foster community engagement. Floaters offer additional support, ensuring seamless coverage and service continuity across multiple locations.
-	Program Coordinator	1.5	\$ 78,197.60	\$ 117,296.40	Under the guidance of the Program Director, the Program Coordinator plays a key role in executing and managing BART Restroom and Elevator Attendant programs. They assist in program implementation, collaborate with BART leadership, maintain client relationships, and provide research and feedback to enhance service quality and operational success. Salary Range: \$75,920.00 - \$79,310.40
-	Program Director	0.5	\$ 141,634.06	\$ 70,817.03	The Program Director supports recruitment, training, and performance management for BART Restroom and Elevator Attendants. This role is meant to ensure service excellence, team development, and operational success through leadership, accountability, and continuous improvement and daily engagement with the team. Salary Range: \$122,116.80 - \$137,508.80
-	Sr. Program Director	0.5	\$ 148,532.59	\$ 74,266.30	The Senior Program Director oversees recruitment, training, and performance management for BART Restroom and Elevator Attendants, ensuring service excellence, team development, and operational success through leadership, accountability, and continuous improvement. Salary Range: \$144,206.40 - \$150,800.00
				SUBTOTAL SALARIES	\$ 637,299.73
				FRINGE BENEFIT	\$ 229,815.40
				TOTAL SALARIES	\$ 867,115.13
					Benefits Provided: Employees receive annual bonus eligibility, Merit and Performance (MAPs) incentives, comprehensive health coverage, a 401(k) with employer match up to 4%, and paid vacation and sick time in compliance with all SF, Oakland, and Berkeley standards.
Station	Operating Expenses		Cost	Budget Narrative & Justification	
FLOATER	Materials and Supplies		\$ 8,281.73	<i>Sanitation & Hygiene :</i> Lysol Wipes, Gloves, Masks, Hand Sanitizer, Toilet Paper & Seat Covers (for staff), Paper Towels, Water for Staff <i>Furniture & Equipment:</i> Restroom Chairs & Podiums, Portable Chair (Elevator Attendants) <i>Technology & Charging:</i> Portable Chargers, iPads, iPad Charging Station, iPad Cases, Extension Cords, Jia Field Works-Annual Subscription Costs	
FLOATER	Communications Radio		\$ 4,449.60	Relay Handheld Devices – Essential for real-time coordination, emergency response, and team communication.	
FLOATER	Uniforms & PPE		\$ 9,785.39	Pants, Shirts, Hats, Beanies, Heavy Coats, PPE	
FLOATER	Parking and Transportation		\$ 5,270.89	Clipper Cards (Transit Passes for Rovers, Coordinators, Directors, Sr. PD Staff) Vehicle Reimbursements – Covers costs for necessary transportation of water, supplies, and emergency equipment across locations. Parking Vouchers	
			OPERATING EXP	\$ 27,787.61	
			TOTAL	\$ 894,902.74	

BART Elevator Attendant Program
Detailed Budget

Contractor Name District Works, LLC

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



— BART Track
BART Stations
● Project Station
○ Non-project Station
 Equity Priority Communities
Muni Stop Density
■ Sparse
■ Dense

Notes:
Equity priority community - <https://epc-map.sfcta.org/>
Muni stops - <https://data.sfgov.org/Transportation/Muni-Stops/128k-bkz6>

0 0.5 1 2 Miles
 Map Displayed in North American Datum of 1983
 California State Plane, Zone III FIPS 0403, US Feet

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



BART Facts 2026

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

Let's go.



THE NEW BART

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

—BART General Manager Bob Powers

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

Addressing a financial crisis while improving the rider experience

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

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

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

Award-winning approach to safety

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

BART's safety solution includes:

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

BART Ridership Facts

AVERAGE 2025 RIDERSHIP

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

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

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

SERVICE

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

FARES AND TRIPS

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

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

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

CLIPPER DISCOUNTS

YOUTH CLIPPER: Ages 5-18 get 50% off

SENIOR CLIPPER: 65 years and over get 62.5% off

CLIPPER ACCESS: Persons with disabilities get 62.5% off

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

RIDERSHIP PROFILE

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

TRANSPORTATION BACKBONE OF THE BAY AREA

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

Advancing regional transit coordination

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

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

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

Modernized train control system to increase capacity

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

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

Earthquake resiliency and readiness

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

Addressing the housing crisis

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

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

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

BART merchandise a viral success

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

BART by the Numbers

FINANCIAL PERFORMANCE

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

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

STATIONS AND INFRASTRUCTURE

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

PARKING AND BIKE ACCESS

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

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

FLEET*

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

ELECTRICITY

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

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



Let’s go.

Attachment 5.

San Francisco STA County Block Grant Program Projects Funded in Fiscal Years 2018/19 - 2025/26¹		
Fiscal Year(s)	Project (Sponsor)	Total Amount (Actuals)
FYs 2018/19 and 2019/20	Elevator Attendant Program (BART)	\$2,600,000
	San Francisco Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods (SFMTA)	\$396,300
	Continuing Late Night Transit Service to Communities in Need (SFMTA)	\$1,609,700
	Paratransit (SFMTA)	\$3,141,610
FY 2020/21	Paratransit (SFMTA)	\$3,157,152
FY 2021/22	Paratransit (SFMTA)	\$3,012,914
	Elevator Attendant Program (BART)	\$1,035,626
FY 2023/24	Paratransit (SFMTA)	\$3,300,000
	Elevator Attendant Program (BART)	\$2,227,224
FY 2024/25	Paratransit (SFMTA)	\$3,300,000
	Elevator Attendant Program (BART)	\$356,901
	Treasure Island Electric Ferry Service (WETA)	\$926,125 (Approved range \$1,418,859 up to \$1,686,004) ²
FY 2025/26	Paratransit (SFMTA)	\$3,300,000
	Elevator Attendant Program (BART)	\$1,037,323 up to \$1,265,603 ³

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

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

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

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Memorandum

AGENDA ITEM 7

DATE: April 16, 2026

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 05/12/2026 Board Meeting: Amend the Prop L Standard Grant Agreement for the Woods/Islais Creek Yard Electrification Phase I Project to Update the Project Scope, Schedule, Cost, and Funding Plan; and Change the Project Phase from Design to Construction

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> Amend the Prop L Standard Grant Agreement (SGA) (206-910006) for the Woods/Islais Creek Yard Electrification Phase I Project to update the Project scope, schedule, cost, and funding plan Change the Project phase from design to construction <p>SUMMARY</p> <p>In 2024, the Transportation Authority allocated \$2,358,000 in Prop L funds to the San Francisco Municipal Transportation Agency (SFMTA) for the design phase of the Woods/Islais Creek Yard Electrification Phase I Project (Project). The original scope was to install 12 pantograph battery electric bus (BEB) charging stations at Woods Yard, and 6 stations at Islais Creek Yard. SFMTA had secured a \$30.4 million federal Bus & Bus Facilities grant to fully fund the construction phase. Unfortunately, that grant can no longer be used for zero emission infrastructure, necessitating a pivot in the Project scope to support the 18 BEBs that SFMTA is currently procuring within available resources. SFMTA has requested an amendment to the Prop L grant to update the scope to install 6 plug-in chargers at Islais Creek to support six new 60' BEBs. The 12 new 40' BEBs can be charged with existing chargers at Woods. If funding permits, the Project may install additional chargers at Woods. SFMTA is using other funding sources to</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 checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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design the new scope, and requests to use previously allocated Prop L funds for the construction phase. SFMTA expects the project to be open for use by March 2028.	
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BACKGROUND

In October 2024, the Transportation Authority allocated \$2,358,000 in Prop L funds to the SFMTA for the design of BEB charging infrastructure and related charging equipment at the Woods and Islais Creek bus yards for the purpose of transitioning Muni's fleet of bio-diesel/hybrid buses to battery-electric. The Project included 12 pantograph charging stations at the Woods facility to support 40-foot BEBs, and 6 pantograph charging stations at the Islais Creek facility to support 60-foot BEBs. The charging stations would have been supported by a structural steel frame and overhead gantry infrastructure, electrical distribution equipment, and an elevated platform for the electrical equipment.

SFMTA estimated the total cost for the original Project at \$37.4 million, including \$7 million for design and \$30.4 million for construction. The design phase was funded by Prop L, Prop B General Funds, and Senate Bill 1 State of Good Repair (SB1 SOGR) funds. The construction phase would have been funded entirely by a Federal Transit Administration (FTA) Bus & Bus Facilities grant.

In Fall 2025, SFMTA became aware that the \$30.4 million FTA grant could no longer be used for zero emission infrastructure. This has required SFMTA to pivot the Project so it can implement the necessary infrastructure to support 18 new BEBs with available funding.

DISCUSSION

Updated Project Proposal. Twelve of the new BEBs are 40' long and can utilize SFMTA's existing chargers at the Woods facility. The six new 60' BEBs cannot be charged at Woods without significantly disrupting the facility's operations. Because of this limitation, the revised scope focuses on installing six chargers at Islais Creek, where there is enough room to service 60' buses. The revised Project scope will install plug-in dispenser chargers, rather than pantograph chargers with an overhead gantry, to reduce cost.

SFMTA expects that the 40' BEBs will be delivered by the end of 2026, and the 60' BEBs will be delivered by mid-2027. SFMTA anticipates that the construction phase for the six charging stations at Islais Creek will be completed in early 2028. Prior to



completion of the Project, the 60' BEBs will be charged using a temporary charging solution, such as a portable charging unit, which SFMTA has confirmed is readily available from manufacturers.

With the revised scope, the total project cost has decreased from \$37.4 million to approximately \$6.2 million. SFMTA has submitted a request to FTA to reprogram the Bus & Bus Facilities grant for the purchase of diesel-hybrid buses.

Prop L SGA Amendment (206-910006). SFMTA has requested an amendment to the October 2024 allocation to allow \$2,358,000 in Prop L funds to be used for the construction phase of the updated Project, as described above and detailed in the attached allocation request form. SFMTA has sufficient project funds to cover the \$1.3 million design phase. The subject Prop L funds, along with SB 1 SOGR and Prop B General Funds would fully cover the \$4.6 million construction cost.

We recommend approving the SGA amendment, as requested by SFMTA.

FINANCIAL IMPACT

The recommended action would amend the Prop L SGA (206-910006) for the Woods/Islands Creek Yard Electrification Phase I Project, to allow \$2,358,000 in Prop L funds to be used for the construction phase of the updated Project. There is no impact on the approved Fiscal Year 2025/26 budget or the proposed Fiscal Year 2026/27 budget since these funds were previously allocated and sufficient funds are included in the budget to accommodate the recommended action.

CAC POSITION

The CAC will consider this item at its April 22, 2026 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed SGA Amendment (206-910006)
- Attachment 2 - Revised Prop L Allocation Request Form

**Attachment 1.
Proposed Standard Grant Agreement (SGA) Amendment - Woods/Islais Creek Yard Electrification Phase I**

Resolution	Prop L SGA Number	Project Name (Project Sponsor)	Need for Amendment and Project Description	Recommendations
25-15	206-910006	Woods/Islais Creek Yard Electrification Phase I (SFMTA)	<p>The Woods/Islais Creek Yard Electrification Phase I project (Project) will support the new battery electric buses (BEB) that SFMTA is procuring as part Muni's transition to an electric fleet. The original project scope was for BEB charging infrastructure and related charging equipment at the Woods and Islais Creek bus yards, including 12 pantograph charging stations at the Woods facility to charge 40-foot BEBs, and 6 pantograph charging stations at the Islais Creek facility to charge 60-foot BEBs, supported by a structural steel frame and overhead gantry infrastructure, electrical distribution equipment, and an elevated platform for the electrical equipment.</p> <p>The construction phase cost for the original scope was \$30.413 million, to be funded almost entirely by a federal Bus & Bus Facilities Grant. This federal grant can no longer be spent on zero-emission infrastructure, necessitating a pivot in the Project scope and delivery method to support the 18 BEBs that SFMTA is currently procuring within available resources. The revised scope focuses on installing 6 chargers at Islais Creek to support the new 60' BEBs, and with plug-in dispenser chargers, rather than overhead pantograph chargers, to reduce cost. The other 12 new BEBs are 40' long and can be charged with the existing chargers at Woods. If funding permits, the project may also install additional chargers at Woods.</p> <p>SFMTA expects the chargers at Islais Creek will be open for use by March 2028, while the 60' BEBs are planned to arrive by mid-2027. Prior to completion of this project, the 60' BEBs will make use of a temporary charging solution such as a portable charging unit, which SFMTA has confirmed is readily available from manufacturers.</p> <p>SFMTA is using other funding sources to design the revised scope, and requests using the previously allocated Prop L funds for the construction phase instead of the design phase.</p>	Amend the Prop L Standard Grant Agreement (SGA) (206-910006) for Woods/Islais Creek Yard Electrification Phase I to update the Project scope, schedule, cost, and funding plan; and change the Project phase from design to construction.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Woods/Islais Creek Yard Electrification Phase I (Amendment)
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Muni Maintenance
Current PROP L Request:	\$2,358,000
Supervisorial District	Citywide

REQUEST

Brief Project Description

The project consists of battery electric bus charging infrastructure and related charging equipment for the purpose of transitioning Muni's bus fleet of bio-diesel/hybrid buses to battery-electric. The scope includes installing six (6) plug-in dispenser charging stations and related electrical distribution equipment at the Islais Creek facility, and additional charging stations at the Woods Facility if funding permits.

Detailed Scope, Project Benefits and Community Outreach

Background

The project is part of the SFMTA Strategic Plan to meet its goal to eliminate pollution and greenhouse gas emissions by moving away from diesel-hybrid buses and adopting zero-emissions buses. The Islais Creek and Woods battery-electric bus (BEB) transition program is the first phase of the installation of required electric vehicle ready infrastructure and BEB charging equipment to accompany the expansion and procurement of BEBs (expanding Muni's fleet of 60' buses) and starting the process of transitioning Muni's fleet of bio-diesel/hybrid buses to a BEB fleet.

Original Scope

In October 2024, the Transportation Authority Board approved allocating these funds with Resolution 2025-015 to the following scope:

At the Woods Yard, the project entails the installation of 12 charging stations with inverted pantograph type from the overhead infrastructure; providing power link, controller, and structural steel frame for pantograph and providing an overhead gantry infrastructure to support pantographs and elevated platform for the EV electrical equipment.

At the Islais Creek Yard, the project involves the installation of 6 charging stations with inverted pantograph type from the overhead infrastructure; 600V distribution and equipment; 3 600V switchboard feeders to EV CC's and power cabinets; underground electrical service connection, electrical conduits / wiring for pantographs; and overhead gantry infrastructure to support the pantograph.

Funding Plan and Scope Prioritization

The project's original funding plan included a \$30.4 million FTA 5339 Bus & Bus Facilities grant, but these funds can no longer be spent on zero emission infrastructure. This necessitated a pivot in the project scope and delivery method to support the 18 new BEBs that SFMTA is currently procuring within available resources.

Six of the new BEBs being procured are 60' long and can not be charged at SFMTA's existing chargers at the Woods Facility without significantly disrupting the facility's operations. Because of this limitation, the revised scope focuses on installing six new chargers at Islais Creek, where there is enough room to service the new 60' BEBs. The other twelve new BEBs are 40' long and can be charged with the existing chargers at Woods. If funding permits, the project may also install additional chargers at Woods. Other scope revisions include the change from pantograph chargers to plug-in dispenser chargers and the removal of the overhead gantry system to reduce cost.

There is no change in the Prop L funding amount requested for the project, but funds are requested for the Construction phase instead of the Design phase because FTA 5339 funds previously programmed for construction can no longer be used on this project's scope. SFMTA is seeking to reprogram the \$30.4 million FTA 5339 funds for another project, such as for the purchase of diesel-hybrid buses.

Amended Scope

At the Islais Creek Yard, the project involves upgrading the facility to support plug-in BEB charging. Improvements will include the addition of six (6) charging stations, two (2) power cabinets, and an upgraded electrical service to meet the demand of the new charging facilities. Ancillary work, such as underground electrical service connections, electrical conduits, and wiring will be completed to support the charging station installation. If funding permits, the project will install additional charging stations at the Woods Facility that will connect to that facility's existing electrical infrastructure.

Project Location

Islais Creek Facility at 1031 Cesar Chavez Street; Woods Facility at 1095 Indiana Street

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

Project Phase(s)

Funds were allocated to the Design phase (PS&E). This amendment would approve the use of funds for the Construction phase (CON).

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Woods/Islais Creek Yard Electrification Phase I (Amendment)
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2023	Jan-Feb-Mar	2024
Environmental Studies (PA&ED)	Jul-Aug-Sep	2023	Jul-Aug-Sep	2026
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2025	Jul-Aug-Sep	2026
Advertise Construction	Jul-Aug-Sep	2026		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2027		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2028
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2028

SCHEDULE DETAILS

Project integration review was completed. It was determined that there are no other existing projects within the project work zone. Major coordination with upcoming project is also not expected.

A public outreach and engagement plan was prepared by the SFMTA Public Outreach and Engagement Team (POETS). Additional information will be continually provided to the Dogpatch Neighborhood associations and other external stakeholders from design through construction.

The SFMTA has ordered the 40' and 60' battery electric buses (BEBs) that are planned to make use of the facilities constructed as part of this project. The 40' BEBs are anticipated to arrive by the end of 2026 and 60' BEBs are planned to arrive between the end of 2026 to middle of 2027. Prior to completion of this project, the 40' BEBs are planned to be charged using the existing charging stations at the Woods Facility and the 60' BEBs will make use of a temporary charging solution, such as a portable charger at the Islais Creek facility. Charging station installation at Islais Creek is paramount to the successful onboarding and operation of the new 60' BEBs.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Woods/Islais Creek Yard Electrification Phase I (Amendment)
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-206: Muni Maintenance	\$0	\$0	\$2,358,000	\$2,358,000
SB1-SGR	\$0	\$0	\$1,417,063	\$1,417,063
Prop B General Funds	\$0	\$0	\$850,654	\$850,654
Phases In Current Request Total:	\$0	\$0	\$4,625,717	\$4,625,717

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$0	\$2,358,000	\$2,358,000
FTA 5307	\$0	\$0	\$345,911	\$345,911
SB1-SGR	\$0	\$0	\$2,583,684	\$2,583,684
Prop B General Funds	\$0	\$0	\$850,654	\$850,654
TSF	\$0	\$0	\$45,000	\$45,000
Funding Plan for Entire Project Total:	\$0	\$0	\$6,183,249	\$6,183,249

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$245,000		Planning and Conceptual Engineering Actuals
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$1,312,532		Engineer's Estimate and Actuals
Construction	\$4,625,717	\$2,358,000	Engineer's Estimate based on recent electrical equipment costs, additional construction hard cost based on similar projects, and project duration
Operations	\$0		
Total:	\$6,183,249	\$2,358,000	

% Complete of Design:	50.0%
As of Date:	02/28/2026
Expected Useful Life:	15 Years

San Francisco County Transportation Authority

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

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of contract	SFMTA	Contractor
1. Contract				
PG&E Related Work	\$ 353,682			\$ 353,682
Electrical Distribution Panel	\$ 866,967			\$ 866,967
Electrical General	\$ 7,766			\$ 7,766
Sitework	\$ 980,540			\$ 980,540
Mobilization/Demobilization	\$ 110,393			\$ 110,393
General Conditions	\$ 220,785			\$ 220,785
Subtotal	\$ 2,540,133			\$ 2,540,133
2. Construction Management	\$ 380,853	15%	\$ 380,853	
3. Engineering Support	\$ 203,122	8%	\$ 203,122	
4. IT Support	\$ 11,094	0.4%	\$ 11,094	
5. Transit Operations Support	\$ 55,468	2%	\$ 55,468	
6. Quality Assurance	\$ 33,281	1%	\$ 33,281	
7. PG&E Upgrades	\$ 438,166	17%	\$ 438,166	
8. Other Direct Costs *	\$ 38,828	2%	\$ 38,828	
9. Construction Phase Contingency **	\$ 924,773	36%	\$ 924,773	
TOTAL CONSTRUCTION PHASE	\$ 4,625,717		\$ 2,085,584	\$ 2,540,133

* Other direct costs include items such as permitting, legal counsel, and contract advertising.

** The construction phase contingency line item is estimated as 25% of the construction phase cost.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Woods/Islais Creek Yard Electrification Phase I (Amendment)
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:	2025-015	Resolution Date:	10/22/2024
Total PROP L Requested:	\$2,358,000	Total PROP L Recommended	\$2,358,000

SGA Project Number:	206-910006	Name:	Authority Recommendations for Woods/Islais Creek Yard Electrification Phase I (Amendment)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2028
Phase:	Construction	Fundshare:	50.98%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-206	\$1,650,000	\$708,000	\$2,358,000

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	49.02%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	61.86%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Woods/Islais Creek Yard Electrification Phase I (Amendment)
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$2,358,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Christian Kalinowski	Kathryn Studwell
Title:	CP&C Project Manager	Grant Administration Manager
Phone:		(415) 517-7015
Email:	christian.kalinowski@sfmta.com	kathryn.studwell@sfmta.com

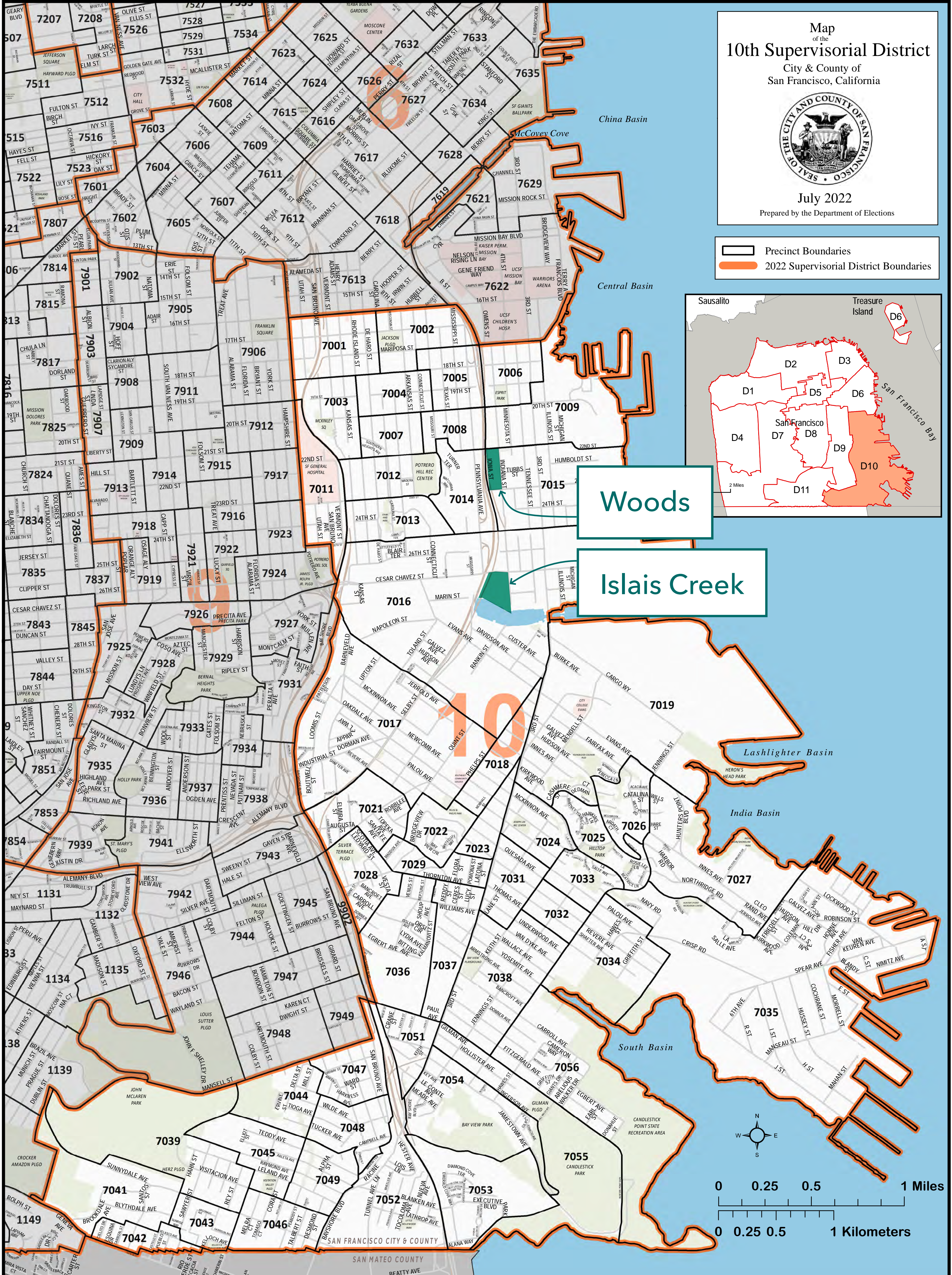
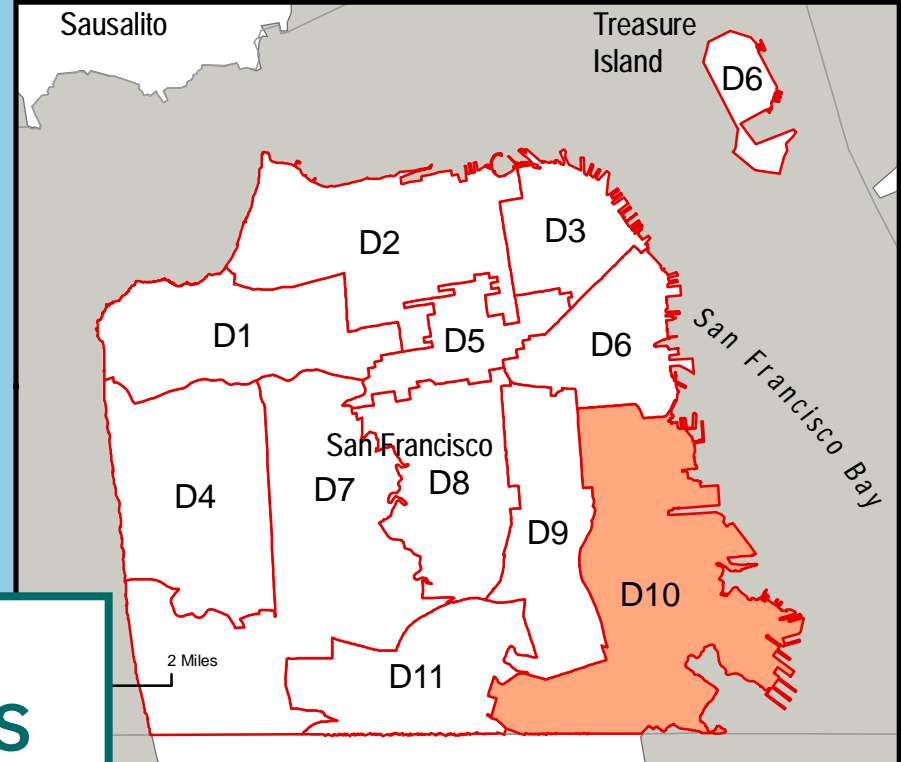
Map of the 10th Supervisorial District

City & County of San Francisco, California



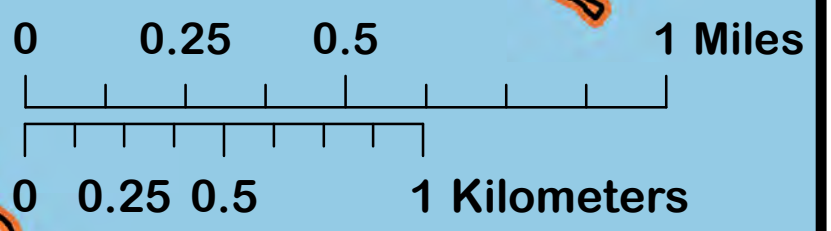
July 2022
Prepared by the Department of Elections

Precinct Boundaries
 2022 Supervisorial District Boundaries



Woods

Islais Creek



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AGENDA ITEM 8

STATE AND FEDERAL LEGISLATION - APRIL 2026

(Updated ~~April 8~~ April 14, 2026)

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

Staff are recommending approval of a new support position on State Senate Bill (SB) 1167 (Blakespear) and a Support if Amended position on State Assembly Bill (AB) 2276 (Soria) as shown in **Table 1**. We have added SB 1246 (Cortese) to the Watch list. Adding bills to the Watch list does not require Board action.

We are also recommending new support positions on Federal House of Representatives (H.R.) 4376 (Mullin (CA-15)) and Senate (S.) 3742 (Markey (D-MA)) as shown in **Table 2**.

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



Table 1. Recommended New State Positions and Additions to Watch List

Recommended Positions	Bill # Author	Title and Summary
<p>Support if Amended (Previously Was on 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. As amended on April 9, 2026, it would be limited to a seven-county pilot <u>in Los Angeles, San Diego, Fresno, Santa Clara, Shasta, Kern, and San Bernadino counties</u>, and, to our disappointment, would no longer include San Francisco.</p> <p>AB 2276 is currently on our watch list. Before the amendments were introduced, we had recommended that our Board adopt a support position on the bill because of its potential to reduce speeding by high-risk drivers on San Francisco's roadways and improve traffic safety. At its April 14, 2026 meeting, our Board approved a position of Support if Amended to include San Francisco in the list of cities authorized to participate in the pilot and directed staff to seek such an amendment. We understand that Assemblymember Matt Haney testified in support of including San Francisco in the pilot at the bill's hearing at the Assembly Public Safety Committee and that he is meeting with the Author on the bill. We have reached out to see how we can support his efforts.</p>



<p>Support</p>	<p>SB 1167 Blakespear D</p>	<p>Vehicles: electric bicycles.</p> <p>This bill would clarify and revise definitions for electric bicycles and other devices and vehicles such as motorized bicycles, mopeds, motor-driven cycles and motorcycles and establish manufacturer and seller requirements prohibiting advertising and sale of devices and vehicles as electric bicycles if they do not meet the state’s definition. The bill would also impose labeling and disclosure requirements on manufacturers and distributors to distinguish electric bicycles from other types of devices and vehicles. It would further require peace officers to include detailed information about electric bicycles, mopeds and motor-driven cycles involved in crashes or injuries when filing incident reports.</p> <p>After consulting with the SFMTA, we are recommending a support position on this bill to address the increasingly common issue of motorized bicycles, mopeds and other devices being advertised and sold to consumers as electric bicycles. The bill would also support data-collection efforts to help San Francisco and other jurisdictions make more informed decisions about regulation of micromobility devices and address safety issues on city streets.</p>
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<p>Added to Watch List</p>	<p>SB 1246 Cortese D</p>	<p>Autonomous vehicles.</p> <p>This bill would implement an array of requirements for commercial autonomous vehicle (AV) operators related to remote driving and emergency response. Among other things, it would require remote assistants, remote drivers, or local incident technicians to be located in the United States and hold a valid California driver’s license as well as require the ratio of remote assistants to be at a minimum ratio of 1 assistant per 3 vehicles. It would require immediate response to all calls and presence on the scene within 10 minutes of a request from a first responder and require any commercial AV obstructing a list of different types of facilities (e.g. travel lanes, crosswalks, transit lanes, bicycle lanes, emergency access routes, fire hydrants) to be removed within 5 minutes if the AV is drivable or within 30 minutes if towing is required, as well as other response provisions. It would require any commercial AV operated without a human driver on a highway to have an emergency steering wheel and manual override systems for steering, driving, and braking. It would require an AV operator to adopt and maintain written emergency response and immobilization procedures as well as guidance and training regarding the manual override systems. Both would have to be approved by the Office of the California Highway Patrol (CHP). CHP and the Office of the State Fire Marshal would be directed to develop uniform guidelines and requirements for the training and written guidance described above. Finally, the bill would require AV operators to maintain and submit specified data to the Department of Motor Vehicles (DMV) and the Public Utilities Commission (CPUC) upon request (e.g. information regarding the employment and use of remote assistants and drivers, response times to emergency incidents, immobilizations, obstructions, requests from first responders). DMV and CPUC would have to post summary statistics to their respective websites.</p> <p>At the April 7, 2026 Senate Transportation Committee, there was significant opposition to the bill from industry representatives, in particular to the response time and vehicle override equipment requirements. The bill was passed out of committee, where Senator Cortese indicated his willingness to meet with industry to discuss potential amendments to bill language to see if there was an opportunity to address some of their concerns.</p> <p>We are currently consulting with SFMTA, emergency responders,</p>
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		<p>and others on the provisions of the bill, which could potentially address some of the major concerns stemming from the December 20, 2025 PG&E outage that immobilized significant numbers of AVs across San Francisco. We may bring a recommendation to act on a position to a future meeting.</p>
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Table 2. Recommended New Federal Positions

Recommended Positions	Bill # Author	Title and Summary
Support	<p>H.R. 4376 Mullin (CA-15)</p> <p>S. 3742 Markey (MA)</p>	<p>AV Safety Data Act.</p> <p>This bill, under consideration in both the U.S. House and Senate, would require the National Highway Traffic Safety Administration (NHTSA) to mandate the reporting of AV vehicle miles traveled, unplanned stoppages, and injuries involving human drivers, pedestrians, and bicyclists by AVs.</p> <p>We have been working with Representative Kevin Mullin’s staff on the legislative language and appreciate his introduction of the AV Safety Data Act in the House of Representatives in July 2025. The bill would codify and improve upon the data that the federal government collects. Initiating collection of information on vehicle miles traveled in particular will allow us to better understand the magnitude of driving occurring, a key data point needed to analyze the impact of these vehicles on our roads. While the bills are not expected to advance this year, we will continue working at the federal level to educate legislators about the need to address the issue and suggest incorporating the concept into broader AV legislation (such as the SELF DRIVE Act currently under discussion) or into the bill reauthorizing the federal transportation spending bill.</p>



Table 3. Bill Status for 2025-26 State and Federal Legislative Sessions

Below are updates for the bills for which the Transportation Authority has taken a position or identified as a bill to watch in Year 2 of the legislative session. Updates to bills since the Board’s last legislative update are italicized.

State Bills

Adopted Positions / Monitoring Status	Bill # Author	Bill Title and Description	Update to Bill Status ¹ (as of 04/14/2026)
Support	AB 1421 Wilson D	Vehicles: Road Usage Charge Technical Advisory Committee. Requires the California Transportation Commission and California State Transportation Agency to prepare research and recommendations related to a mileage-based road user charge system by January 1, 2027.	<i>Senate Rules</i>
	AB 1837 Gonzalez D	Video imaging of parking violations. Lifts the January 1, 2027 sunset for authorization for public transit operators to use camera enforcement technology on buses to enforce parking violations in transit-only lanes and at transit stops.	<i>Assembly Privacy and Consumer Protection</i>
	AB 2308 Haney D	Redevelopment: successor agency debt: City and County of San Francisco. Authorizes extension of Net Tax Increment (NTI) pledge for formerly state-owned parcels around the Salesforce Transit Center.	<i>Assembly Local Government</i>
On Watch List	AB 2276 Soria D	Vehicles: active intelligent speed assistance devices. Establishes a statewide 5-year pilot program requiring drivers convicted of severe speeding-related offenses to install active Intelligent Speed Assistance (ISA) devices in their vehicles.	<i>Assembly Privacy and Consumer Protection</i>



	<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>Allows the use of cap-and-invest funds outside this initial Merced to Bakersfield segment for activities that maximize the efficiency of delivering the California High-Speed Rail project.</p>	<p><i>Senate Transportation</i></p>
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¹Under this column, “Chaptered” means the bill is now law, “Dead” means the bill is no longer viable this session, and “Enrolled” means it has passed both Houses of the Legislature. Bill status at a House’s “Desk” means it is pending referral to a Committee, and “Two Year Bill” means the bill didn’t meet its statutory deadlines but is eligible to proceed in the second year of the two-year session.

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Memorandum

AGENDA ITEM 9

DATE: April 16, 2026

TO: Transportation Authority Board

FROM: Cynthia Fong - Deputy Director for Finance and Administration

SUBJECT: 05/12/2026 Board Meeting: Amend the Adopted Fiscal Year 2025/26 Budget to Decrease Other Financing Sources by \$50,000,000 for a Total Net Decrease in Fund Balance of \$50,000,000

RECOMMENDATION Information Action

Amend the adopted Fiscal Year (FY) 2025/26 budget to decrease expenditures by \$50,000,000 for a total net decrease in fund balance of \$50,000,000.

SUMMARY

Every year, we present the Board with any adjustments to the adopted annual budget. This revision is an opportunity to take stock of significant changes in revenue trends, recognize large grant amounts spent or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for material unforeseen expenditures. In June 2025, through Resolution 25-48, the Board adopted the FY 2025/26 Annual Budget and Work Program. Based on sales tax receipts collected through February 2026, sales tax revenues are above expectations by 5% and we anticipate a modest continuation of this trend. Due to the uncertainty in current economic conditions and the impacts on sales tax revenues and a conservative approach to budgeting, we are holding sales tax revenues at current projections for the mid-year budget amendment but will continue to closely monitor this revenue stream. Revisions to other financing sources are related to slower receipt of sponsor reimbursement requests (invoices) than anticipated for FY 2024/25 and FY 2025/26, which resulted in a higher fund balance and therefore a lower need to draw from the Revolver in the current fiscal year to

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



<p>fund projects and reimburse our sponsors. The effect of the proposed amendment on the adopted FY 2025/26 Budget in the aggregate line item format specified in the Fiscal Policy is shown in Attachments 1 and 3. A comparison of revenues and expenditures to prior year actual and adopted budgeted numbers is presented in Attachment 2.</p>	
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BACKGROUND

The budget revision is an opportunity for us to revise material revenue projections and expenditure line items to reflect new information or requirements identified in the months elapsed since the adoption of the annual budget. Our Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. The revisions typically take place after completion of the annual fiscal audit, which certifies actual expenditures and carryover revenues.

We receive revenues from the one-half of one percent sales tax which are dedicated toward financing transportation improvements in the voter approved sales tax and Prop L Expenditure Plan. In Fiscal Year (FY) 2025/26 our sales tax revenues were budgeted at \$108.4 million. To fund transportation projects under the Prop K and Prop L Expenditure Plans, we have relied on pay-go sales tax revenues and interim financing under the Amended and Restated Revolving Credit Agreement Loan (Revolver) program. The Revolver is an alternative variable rate financing vehicle to traditional commercial paper notes and is a loan directly from a commercial bank. From time to time, we have utilized available funding under our interim borrowing program to fund peak capital expenditures that could not be met with available sales tax revenues.

DISCUSSION

We approached development of the sales tax forecast with the intent of leaning more towards being conservative rather than overly optimistic. MuniServices, our economic consultants, assists in development of our revenue forecasts. Our sales tax projections take into consideration several factors including but not limited to employment, disposable income, tourism and visitor expenditures, and inflation. Based on sales tax receipts collected through February 2026, sales tax revenues are above expectations by 5% and we anticipate a modest continuation of this trend. Due to the uncertainty in current economic conditions and the impacts on sales tax revenues, we recommend holding sales tax revenues at current projections for the



proposed budget amendment but will continue to closely monitor this revenue stream.

The proposed budget amendment also reflects a decrease in other financing sources of \$50 million for a total net decrease of \$50 million in fund balance. Revisions to other financing sources are related to slower receipt of sponsor reimbursement requests (invoices) than anticipated for FY 2024/25 and FY 2025/26, which resulted in a higher fund balance and therefore a lower need to draw from the Revolver in the current fiscal year to fund projects and reimburse out sponsors.

FINANCIAL IMPACT

The proposed amendment to the FY 2025/26 budget would decrease other financing sources by \$50 million, from \$110 million to \$60 million, for a total net decrease in fund balance of \$50 million as described above. The proposed amendment will result in an ending budgetary fund balance of \$61.1 million.

CAC POSITION

The Community Advisory Committee will consider this item at its April 22, 2026, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed Budget Amendment
- Attachment 2 - Proposed Budget Amendment - Comparison of Revenues and Expenditures
- Attachment 3 - Proposed Budget Amendment - Line Item Detail



Proposed Budget Amendment by Fund

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	Proposed Fiscal Year 2025/26 Budget Amendment
Revenues:							
Sales Tax Revenues	\$ 108,387,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,387,600
Vehicle Registration Fee	-	-	-	4,546,000	-	-	4,546,000
Traffic Congestion Mitigation Tax	-	-	-	-	-	9,800,000	9,800,000
Interest Income	712,415	-	511	25,398	-	1,114,577	1,852,901
Program Revenues	-	61,774,085	701,813	-	4,481,638	-	66,957,536
Total Revenues	109,100,015	61,774,085	702,324	4,571,398	4,481,638	10,914,577	191,544,037
Expenditures:							
Capital Project Costs	127,126,338	60,559,857	756,000	7,500,000	4,141,196	4,550,000	204,633,391
Administrative Operating Costs	8,500,302	4,579,083	41,779	228,600	478,105	214,600	14,042,469
Debt Service Costs	23,482,914	-	-	-	-	-	23,482,914
Total Expenditures	159,109,554	65,138,940	797,779	7,728,600	4,619,301	4,764,600	242,158,774
Other Financing Sources (Uses):	56,497,482	3,364,855	-	-	137,663	-	60,000,000
Net change in Fund Balance	\$ 6,487,943	\$ -	\$ (95,455)	\$ (3,157,202)	\$ -	\$ 6,149,977	\$ 9,385,263
Budgetary Fund Balance, as of July 1	\$ 12,217,416	\$ -	\$ 856,051	\$ 11,791,807	\$ -	\$ 26,869,764	\$ 51,735,038
Budgetary Fund Balance, as of June 30	\$ 18,705,359	\$ -	\$ 760,596	\$ 8,634,605	\$ -	\$ 33,019,741	\$ 61,120,301



**San Francisco
County Transportation
Authority**

**Attachment 2
Proposed Fiscal Year 2025/26 Budget Amendment
Comparison of Revenues and Expenditures**

Category	Fiscal Year 2025/26 Adopted Budget	Proposed Fiscal Year 2025/26 Budget Amendment	Variance from Fiscal Year 2025/26 Adopted Budget	% Variance
Sales Tax Revenues	\$ 108,387,600	\$ 108,387,600	\$ -	0.0%
Vehicle Registration Fee	4,546,000	4,546,000	-	0.0%
Traffic Congestion Mitigation Tax	9,800,000	9,800,000	-	0.0%
Interest Income	1,852,901	1,852,901	-	0.0%
Program Revenues				
Federal	30,965,536	30,965,536	-	0.0%
State	22,062,283	22,062,283	-	0.0%
Regional and other	13,929,717	13,929,717	-	0.0%
Total Revenues	191,544,037	191,544,037	-	0.0%
Capital Project Costs	204,633,391	204,633,391	-	0.0%
Administrative Operating Costs				
Personnel expenditures	10,671,254	10,671,254	-	0.0%
Non-Personnel expenditures	3,371,215	3,371,215	-	0.0%
Debt Service Costs	23,482,914	23,482,914	-	0.0%
Total Expenditures	242,158,774	242,158,774	-	0.0%
Other Financing Sources (Uses)	110,000,000	60,000,000	(50,000,000)	-45.5%
Net change in Fund Balance	\$ 59,385,263	\$ 9,385,263	\$ (50,000,000)	
Budgetary Fund Balance, as of July 1	\$ 51,735,038	\$ 51,735,038		
Budgetary Fund Balance, as of June 30	\$ 111,120,301	\$ 61,120,301		



	Proposed Budget Amendment by Fund						Proposed Fiscal Year 2025/26 Budget Amendment
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
Revenues:							
Sales Tax Revenues	\$ 108,387,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,387,600
Vehicle Registration Fee	-	-	-	4,546,000	-	-	4,546,000
Traffic Congestion Mitigation Tax	-	-	-	-	-	9,800,000	9,800,000
Interest Income	712,415	-	511	25,398	-	1,114,577	1,852,901
Program Revenues							
Federal							
Advanced Transportation and Congestion Management Technologies Deployment	-	-	-	-	300,246	-	300,246
Congestion Mitigation and Air Quality Improvement Program - YBI Multi-Use Path	-	740,316	-	-	-	-	740,316
Ferry Boat Discretionary Funds - Treasure Island Ferry Terminal	-	-	-	-	2,800,000	-	2,800,000
FHWA State Planning and Research Funds - San Francisco Freeway Network Management	-	791,902	-	-	-	-	791,902
Highway Bridge Program - Yerba Buena Island (YBI) Westside Bridges	-	11,562,540	-	-	-	-	11,562,540
Rebuilding American Infrastructure with Sustainability and Equity - YBI Westside Bridges	-	11,960,337	-	-	-	-	11,960,337
Reconnecting Communities & Neighborhoods Program - Geary-Fillmore Underpass Study	-	797,305	-	-	-	-	797,305
Safe Streets and Roads for All - Vision Zero Ramps Intersection Study Phase 3	-	203,501	-	-	-	-	203,501
Surface Transportation Program 3% Revenue and Augmentation	-	1,809,389	-	-	-	-	1,809,389
State							
Active Transportation Program - YBI Multi-Use Path	-	3,329,253	-	-	-	-	3,329,253
Affordable Housing and Sustainable Communities - Treasure Island Ferry Terminal	-	-	-	-	1,081,146	-	1,081,146
Infill Infrastructure Grant Program - Hillcrest Road Improvement Project	-	7,000,000	-	-	-	-	7,000,000
Planning, Programming & Monitoring SB45 Funds	-	380,000	-	-	-	-	380,000
Seismic Retrofit Proposition 1B - YBI Westside Bridges	-	1,016,111	-	-	-	-	1,016,111
Senate Bill 1 Local Partnership Program - YBI Hillcrest Road Improvement Project	-	857,820	-	-	-	-	857,820
Senate Bill 1 Local Partnership Program - YBI Westside Bridges	-	7,888,369	-	-	-	-	7,888,369
Sustainable Communities - Bayview Street Safety and Truck Relief Study	-	305,140	-	-	-	-	305,140
Sustainable Communities - Brotherhood Way Safety and Circulation Plan	-	204,444	-	-	-	-	204,444
Regional and other							
BATA - I-80/YBI Interchange Improvement	-	8,597,658	-	-	-	-	8,597,658
BATA - YBI Multi-Use Path	-	750,000	-	-	-	-	750,000
SFMTA - Travel Demand Modeling Assistance	-	75,000	-	-	-	-	75,000
TICD Community Facilities District Funds (formerly Ferry Exchange)	-	-	-	-	300,246	-	300,246
TIDA - I-80/YBI Interchange Improvement	-	500,000	-	-	-	-	500,000
TIDA - YBI Westside Bridges	-	3,005,000	-	-	-	-	3,005,000
Vehicle Registration Fee Revenues (TFCA)	-	-	701,813	-	-	-	701,813
Total Revenues	\$ 109,100,015	\$ 61,774,085	\$ 702,324	\$ 4,571,398	\$ 4,481,638	\$ 10,914,577	\$ 191,544,037



	Proposed Budget Amendment by Fund						Proposed Fiscal Year 2025/26 Budget Amendment
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
Expenditures:							
Capital Project Costs							
Individual Project Grants, Programs & Initiatives	\$ 125,000,000	\$ -	\$ 756,000	\$ 7,500,000	\$ -	\$ 4,500,000	\$ 137,756,000
Technical Professional Services	2,126,338	60,559,857	-	-	4,141,196	50,000	66,877,391
Administrative Operating Costs							
Personnel Expenditures							
Salaries	3,261,688	3,033,017	27,853	152,400	298,670	143,067	6,916,695
Fringe Benefits	1,630,844	1,516,509	13,926	76,200	149,335	71,533	3,458,347
Pay for Performance	296,212	-	-	-	-	-	296,212
Non-personnel Expenditures							
Administrative Operations	2,829,658	29,557	-	-	27,000	-	2,886,215
Equipment, Furniture & Fixtures	421,900	-	-	-	-	-	421,900
Commissioner-Related Expenses	60,000	-	-	-	3,100	-	63,100
Debt Service Costs							
Fiscal Charges	525,000	-	-	-	-	-	525,000
Interest Expenses	7,222,914	-	-	-	-	-	7,222,914
Bond Principal Payment	15,735,000	-	-	-	-	-	15,735,000
Total Expenditures	\$ 159,109,554	\$ 65,138,940	\$ 797,779	\$ 7,728,600	\$ 4,619,301	\$ 4,764,600	\$ 242,158,774
Other Financing Sources (Uses):							
Transfers in - Prop L Match to Grant Funding	-	3,364,855	-	-	137,663	-	3,502,518
Transfers out - Prop L Match to Grant Funding	(3,502,518)	-	-	-	-	-	(3,502,518)
Draw on Revolving Credit Agreement	60,000,000	-	-	-	-	-	60,000,000
Total Other Financing Sources (Uses)	56,497,482	3,364,855	-	-	137,663	-	60,000,000
Net change in Fund Balance	\$ 6,487,943	\$ -	\$ (95,455)	\$ (3,157,202)	\$ -	\$ 6,149,977	\$ 9,385,263
Budgetary Fund Balance, as of July 1	\$ 12,217,416	\$ -	\$ 856,051	\$ 11,791,807	\$ -	\$ 26,869,764	\$ 51,735,038
Budgetary Fund Balance, as of June 30	\$ 18,705,359	\$ -	\$ 760,596	\$ 8,634,605	\$ -	\$ 33,019,741	\$ 61,120,301
Program and Operating Reserve	\$ 10,838,760	\$ -	\$ 70,181	\$ 454,600	\$ -	\$ 980,000	\$ 12,343,541

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Memorandum

AGENDA ITEM 10

DATE: April 17, 2026
TO: Transportation Authority Board
FROM: Cynthia Fong - Deputy Director for Finance and Administration
SUBJECT: 05/12/2026 Board Meeting: Preliminary Fiscal Year 2026/27 Budget and Work Program

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The purpose of this memorandum is to present the preliminary Fiscal Year (FY) 2026/27 annual budget and work program and seek input. The proposed budget and work program will come back to the Board for adoption in June. A public hearing will precede consideration of the FY 2026/27 Annual Budget and Work Program at the June 9 Board meeting.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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DISCUSSION

The preliminary FY 2026/27 Work Program includes activities in six divisions overseen by the Executive Director: 1) Executive, 2) Policy and Programming, 3) Capital Projects, 4) Planning, 5) Data and Forecasting, and 6) Finance and Administration. These categories of activities are organized to efficiently address our designated mandates, including administering the Sales Tax program; functioning as the Congestion Management Agency (CMA) for San Francisco; acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) county program; administering the \$10 Prop AA vehicle registration fee program (Prop AA); administering the Transportation Authority’s share of the Prop D Traffic Congestion Mitigation Tax program (Transportation Network Company or TNC Tax); and operating as the Treasure Island Mobility Management Agency (TIMMA) for San



Francisco, as designated by the Board of Supervisors. Our work program reflects the multi-disciplinary and collaborative nature of our roles in planning, funding, and delivering transportation projects and programs across the city, while ensuring transparency and accountability in the use of taxpayer funds.

Attachment 1 contains a description of our preliminary work program for FY 2026/27. Attachment 2 displays the preliminary budget in a format described in our Fiscal Policy. The division of revenues and expenditures into the Sales Tax program, CMA program, TFCA program, Prop AA program, TIMMA, and TNC Tax program in Attachment 2 reflects our six distinct responsibilities and mandates. Attachment 3 shows a comparison of revenues and expenditures to the prior year's actual and amended budgeted numbers. Attachment 4 shows a more detailed version of the preliminary budget. Attachment 5 shows our Board adopted agency structure and job positions. Attachment 6 provides additional descriptions and analysis of line items in the budget.

We have segregated our TIMMA function as a separate legal and financial entity effective July 1, 2017. We anticipate presenting the TIMMA FY 2026/27 Budget and Work Program as a separate item to the TIMMA Board at in June.

Revenues. Total revenues are projected to be \$191.9 million and are budgeted to increase by an estimated \$375,976 from the FY 2025/26 adopted budget, or 0.2%. Sales tax revenues, net of interest earnings, are projected to be \$115.4 million or 60.1% of revenues. This is an increase of \$7.0 million or 6.5%, compared to the budgeted sales tax revenues of \$108.4 million for FY 2025/26. Based on sales tax receipts collected through February 2026, sales tax revenues are above expectations by 5% and we anticipate modest continuation of this trend through FY 2025/26, with more moderate growth (erring on the conservative side) in FY 2026/27. In coordination with our consultants and the City's Controller's Office, we project sales tax revenues for FY 2026/27 to increase by 6.5% as compared to the FY 2025/26 budgeted revenues. The increase reflects an overall strengthening across various business sectors, such as food businesses and general retail, as San Francisco continues to recover from the pandemic. In addition, the increase of artificial intelligence (AI) related employment in San Francisco has improved the daytime workforce estimates as well. However, we remain cautious as economic uncertainty is heightened due to inflation, tariffs, and geopolitical conflicts. Consistent with the City's Controller's Office estimates, TNC tax revenues are projected to be \$9.8 million or 5.1% of revenues. Interest income is projected to be \$2.5 million and is budgeted to increase by \$664,166 or 35.8% as compared to the FY 2025/26 adopted budget.



This is mainly due to an anticipated higher bank balances in the Sales Tax and TNC Tax accounts in the City's Treasury Pool, thus more interest is earned on the deposits.

Program revenues are projected to be \$59.6 million or 31.1% of revenues. This is a decrease of \$7.3 million compared to the budgeted program revenues of \$67.0 million for FY 2025/26. The majority of the decrease is largely due to a decrease of \$16.3 million in federal and state grant funds for the YBI West Side Bridges Project and a decrease of \$7.3 million in regional grant funds for the Torpedo Building preservation (Southgate Mitigation Measure) with the Bimla Rhinehart Vista Point (Pier E-2) parking lot reconstruction, as construction activities for these projects will be tapering down in FY 2026/27, and a decrease of \$7.9 million in state grant funds for the YBI Hillcrest Road Improvements Project, as the construction project reached substantial completion in March 2026. These decreases are offset by increases of \$24.8 million in new federal, state and regional grant funds for the first year of construction activities for the YBI Multi-Use Path Project, as well as an increase of \$282,463 in federal grant funds for the Geary-Fillmore Community Underpass Study.

Expenditures. Total expenditures are projected to be about \$249.1 million. Of this amount, capital project costs, most of which are awarded as grants to agencies like the San Francisco Municipal Transportation Agency (SFMTA), are \$206.1 million. Capital projects costs are 82.7% of total projected expenditures, with another 4.9% of personnel expenditures and 1.4% of non-personnel expenditures budgeted for administrative operating costs, and 11.0% for debt service and interest and fiscal charges. Capital project expenditures in FY 2026/27 are budgeted to increase from the FY 2025/26 adopted budget by an estimated 0.7%, or \$1.4 million, which is primarily due to anticipated higher capital expenditures for the Sales Tax, TFCA and TNC Tax Programs, offset by lower capital expenditures for the CMA Programs.

Debt service costs of \$27.3 million are for costs related to the assumed fees and interests related to the current outstanding revolver amount of \$92.3 million, and expected \$60 million drawdown from the Revolving Credit Loan Agreement in FY 2026/27, anticipated bond principal and interest payments for our 2017 Sales Tax Revenue Bond, and other costs associated with our debt program. In October 2024, we entered into a Revolving Credit Loan Agreement with U.S. Bank National Association for \$185.0 million to support the Transportation Authority's interim borrowing program. Our debt program has allowed us more flexibility and has enabled us to cost effectively accelerate delivery of the Prop K and L programs than we could do on a pay-go basis.



Personnel. Personnel costs are budgeted at a higher level by 14.2% as compared to the FY 2025/26 adopted budget, reflecting a budget of 43 full-time equivalents. This increase is primarily due to the implementation of the revised salary structure, approved in March 2026 through Resolution 26-41 and the anticipated hiring of a Highway/Rail Program Manager. The increase in fringe benefits reflects the proportional increase in salaries as mentioned above, and rising healthcare costs.

Assembly Bill No. 2561 (McKinnor) requires public agencies to present the status of vacancies and recruitment and retention efforts at a public hearing at least once per fiscal year. The FY 2026/27 budget reflects a budget of 43 full-time employees. There are four vacant positions which will be filled contingent upon securing sufficient funding and will be included in future year budgets or budget amendments.

Other Financing Sources/Uses. The Other Financing Sources/Uses section of Attachment 6 - Line Item Detail for the FY 2026/27 preliminary budget includes anticipated drawdown from the Revolving Credit Loan Agreement. We had budgeted our first tranche for a \$65 million drawdown in our FY 2024/25, our second tranche for a \$60 million drawdown as proposed in the FY 2025/26 amended budget, and another \$60 million in FY 2026/27. The estimated level of sales tax capital expenditures for FY 2026/27 may trigger the need for increase to our \$185 million revolving credit agreement or additional debt facilities. We will continue to monitor capital spending closely during the upcoming year by reviewing approved cash flow schedules for allocations, actual reimbursements, and progress reports in tandem with ongoing conversations with project sponsors, particularly our largest grant recipient, the SFMTA. This line item also includes inter-fund transfers among the sales tax and CMA funds. These transfers represent Sales Tax appropriations to projects such as the YBI West Side Bridges, YBI Multi-Use Path Project, Geary-Fillmore Underpass Community Planning Study, and the San Francisco Freeway Network Study. In addition, this line item includes inter-fund transfers between TFCA and TIMMA funds for bikeshare operations, funded by a TFCA grant.

Fund Balance. The budgetary fund balance is generally defined as the difference between assets and liabilities, and the ending balance is based on previous year's audited fund balance plus the current year's budget amendment and the budgeted year's activity. There is a positive amount of \$64.0 million in total fund balances, as a result of the anticipated \$60 million Revolving Credit Loan Agreement drawdown.



Next Steps. The preliminary FY 2026/27 budget will be presented for information to the Board at its May 12 meeting. The final proposed FY 2026/27 Annual Budget and Work Program will be presented to the Community Advisory Committee at its May 27 meeting and to the Board at its June 9 and 23 meetings. A public hearing will precede consideration of the FY 2026/27 Annual Budget and Work Program at the June 9 Board meeting.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Preliminary Work Program
- Attachment 2 - Preliminary Budget
- Attachment 3 - Preliminary Budget - Comparison of Revenues and Expenditures
- Attachment 4 - Preliminary Budget - Line Item Detail
- Attachment 5 - Agency Structure
- Attachment 6 - Line Item Descriptions

Attachment 1 Preliminary Work Program

The Transportation Authority's Fiscal Year (FY) 2026/27 Work Program includes activities in six divisions overseen by the Executive Director: 1) Executive, 2) Policy and Programming, 3) Capital Projects, 4) Planning, 5) Data and Forecasting, and 6) Finance and Administration.

The agency's work program activities address the Transportation Authority's designated mandates and functional roles. These include: 1) serving as the transportation sales tax administrator; 2) serving as the Congestion Management Agency (CMA) for San Francisco; 3) administering the Transportation Fund for Clean Air (TFCA) county program; 4) administering the \$10 Prop AA vehicle registration fee; and 5) administering the Transportation Authority's share of the Prop D Traffic Congestion Mitigation Tax (TNC Tax) program. The Transportation Authority is also operating as the Treasure Island Mobility Management Agency (TIMMA), as designated by the Board of Supervisors. The TIMMA FY 2026/27 Work Program will be presented to the TIMMA Committee and TIMMA Board, and highlights are included below.

Our work program reflects the multi-disciplinary and collaborative nature of our roles in planning, funding, and delivering transportation projects and programs across the city, while ensuring transparency and accountability in the use of taxpayer funds.

EXECUTIVE DIVISION

The Executive Director is responsible for directing the agency in keeping with the annual Board-adopted goals, for the development of the annual budget and work program, and for the efficient and effective management of staff and other resources. Further, the Executive Director is responsible for regular and effective communications with the Board, the Mayor's Office, San Francisco's elected representatives at the state and federal levels, and the public, as well as for coordination and partnering with other city, regional, state, and federal agencies.*

- **Board Operations and Support.** Staff Board and Community Advisory Committee (CAC) meetings, including standing and ad hoc committees, as well as TIMMA Board and Committee meetings.

Federal and State Legislation, Regional Policy. Track and advise on Federal and state legislation and advocacy priorities, as adopted and amended by the Board. Staff San Francisco representatives on governance bodies, including the Metropolitan Transportation Commission (MTC), Bay Area Air District, Association of Bay Area Governments (ABAG), Peninsula Corridor Joint Powers Board (Caltrain), and Transbay Joint Powers Authority (TJPA), among other entities. Key initiatives in FY 2026/27 include:

- **Regional and Local Transit Operating Funding Measures.** Continue to support San Francisco leadership (SFCTA Chair, Mayor's Office) in their roles on MTC and locally, keep Board apprised, and help educate the public about transit funding measures if they are placed on the November 2026 ballot.

Attachment 1 Preliminary Work Program

- **Caltrain Governance and Ad Hoc Committee Support.** In January 2026, the Caltrain Joint Powers Board (JPB) adopted a motion directing the JPB Ad Hoc Committee on Governance to oversee a work program of governance development activities. We will continue to support San Francisco’s participation in this work, including support to the Ad Hoc Committee process, review of governance deliverables and agreements, and coordination with partner agencies including the City.
- **Autonomous Vehicle (AV)/TNC Policy and Rulemaking.** We will continue to work with our Board, SFMTA staff, the Mayor’s Office, the City Attorney’s office, and with industry, regulatory and community stakeholders on San Francisco’s multi-part AV work program:
 - **State and Federal Policy.** Advise on state and federal AV policy (including proposed state and federal legislation) and rulemaking opportunities addressing issues such as safety standards, traffic enforcement, resiliency, and data sharing. We will provide technical and policy support to federal and state legislators and regulatory agencies, and participate in Federal AV Peer Exchange activities as well as industry associations regarding development of a federal AV policy framework and updates to federal AV regulations. We will also continue to work with agency partners on issues related to the California Public Utilities Commission’s (CPUC’s) regulation of TNCs including data sharing; and the California Air Resources Board (CARB) implementation of the TNC “Clean Miles” and “Access for All” AV program and legislation that requires extension/renewal.
 - **Local AV Policy.** Following the March 2026 Board of Supervisors hearing on Waymo’s Operations during the December 2025 power blackout, we will continue to scope San Francisco components of Contra Costa Transportation Authority’s Safe Streets for All grant to develop improved AV/City resilience protocols. We will continue to monitor on-street conditions including through the development of an SF AV Resource Portal, provide advice and input to local AV access initiatives at SFO and Market Street, and explore potential AV pilots or demonstration projects to evaluate technology or management strategies to manage impacts.
 - **AV Resource Portal.** We will complete the AV Resource Portal, which will be an online resource that includes an interactive visualization of publicly available AV data, an overview of current and historical AV permit information, current and developing AV regulations, and links to independent AV research.
 - **Federal AV Peer Exchange.** Host Federal Highways Administration (FHWA) Autonomous Vehicle Cities Peer Exchange to convene cities that have experienced AV deployment or are preparing for deployment of AV services. Document and exchange lessons learned and provide input to Federal

Attachment 1 Preliminary Work Program

regulators and AV program managers on needed research, funding and policy support.

- **Studies and Research.** We will build upon the Conceptual Safety-Focused AV Permitting Framework Report, adopted in September 2025, to advance consensus-building on AV safety metrics and performance standards to inform regulators, San Francisco policymakers and the public. We will continue engaging research partners, including the FHWA/UCLA Center of Excellence for Automated Vehicles, the University of Michigan's Transportation Research Institute, and UC Berkeley's Drive AI initiative, as well through the Transportation Research Board AV Committee and other research venues.

Communications and Community Relations. Execute the agency's communications and engagement strategy with the public, stakeholder groups, our Community, Business, and Labor Roundtables, and partner agencies. This is accomplished through various means, including: speaking and providing thought leadership on transportation topics at industry events; fostering relationships with civic and community leaders; disseminating agency news and updates through 'The Messenger' electronic newsletter and media engagement; social media and other web-based communications; supporting public outreach and engagement; and coordinating events that feature the agency's work. Key initiatives in FY 2026/27 include:

- Produce agency-wide Outreach Guidelines as a resource on best practices for staff.
- Enhance/update SFCTA and TIMMA websites and branding. Ensure content is updated and consistent with ADA requirements.
- Support Board and agency staff in thought leadership roles and speaking engagements.
- Support project delivery events (groundbreakings, ribbon cuttings), including those anticipated for the Treasure Island (TI) Ferry Terminal, Yerba Buena Island (YBI) Hillcrest Road and Torpedo/Bimla Rhinehart Pier projects, and TI/YBI Bikeshare.
- Support 9th International Road Federation Roads to Tomorrow conference as member of Steering Committee, in November 2026.

Organizational Development/Workplace Excellence. Transportation Authority initiatives include modernizing and/or upgrading various systems, documenting internal policies and protocols, increasing training and mentoring, convening an AI staff working group, and undertaking group efforts to increase efficiency, collaboration and communication. TIMMA initiatives include developing the agency's organizational chart, administrative policies and operating procedures, developing financial management tools, and establishing operating and funding agreements with Treasure Island Development Authority (TIDA) and others.

Attachment 1 Preliminary Work Program

PLAN

Planning Activities

Long-range, countywide transportation planning and CMA-related policy, planning, and coordination are at the core of the agency's planning functions. The San Francisco Transportation Plan (SFTP) 2050, adopted in 2022, serves as the long-range transportation policy and investment blueprint for the city. Recommendations from SFTP 2050 provide the basis for our input into regional plans such as Plan Bay Area (PBA) 2050+, seeking to position San Francisco projects for discretionary funds and to shape regional policy that helps to support San Francisco's goals. In FY 2026/27, we will complete SFTP 2050+, a limited and focused update to SFTP 2050. SFTP 2050+ will adjust the 30-year investment plan based on updated information, technical analysis, and stakeholder outreach, and will advance key strategic initiatives. We will also continue to implement SFTP recommendations through corridor, neighborhood, and community-based transportation plans under our lead, while supporting efforts led by partner agencies. We will also undertake new planning efforts meant to inform and respond to emerging trends and policy areas including resilience planning and driverless ride-hail services. Most of the FY 2026/27 activities listed below are multi-divisional efforts, often led by the Planning or Capital Projects divisions in close coordination with the Data & Forecasting and Policy & Programming Divisions. Proposed activities include:

Congestion Management Activities

- **Congestion Management Program Microsite and San Francisco Congestion Tracker Expansion.** We will begin designing an interactive performance monitoring dashboard to improve access to data from our Congestion Management Program (CMP), expand and improve metrics, and increase reporting frequency. The site will allow the public to interactively access key citywide system performance metrics. The expanded reporting will incorporate new data sources such as roadway volumes at key cordons, as well as local and regional transit ridership, and report a wider range of metrics and insights. We anticipate a full roll out in FY 2027/28 in parallel with the next CMP update. We will continue with monthly updates to the San Francisco Congestion Tracker (<https://congestion.sfcta.org/>).
- **Innovative Travel Demand Management (TDM):** Market Analysis and Strategic Plan. We will complete the TDM Market Analysis, which will identify travel markets and recommend appropriate TDM measures based on the characteristics of the market, the fit of the TDM measure to the market, and an assessment of the effectiveness of the TDM measure at reducing auto mode share. The TDM Market Analysis will inform an update of the TDM Strategic Plan which will also be delivered in FY 2026/27. This plan will inform future programming of Prop L TDM funds and other funds prioritized by the Transportation Authority.

Attachment 1 Preliminary Work Program

- **San Francisco Freeway Network Study and Managed Lanes Policy Support.** Building on the Streets and Freeways Study recommendations, we will complete Phase 1 of the San Francisco Freeway Network Study, screening a wide range of potential segment design options to a prioritized sub-set, and, pending Board input, proceed to Phase 2 of the Study, which will further analyze and prioritize options to identify a preferred concept or concepts. We will also continue to plan and coordinate development of San Francisco managed lanes concepts with local and regional partners and to provide input to other regional and county agencies' activities in this area. Highlights for FY 2026/27 include: the MTC Express Lane Strategic Plan, a revision to which is anticipated to launch this year; any follow on efforts to MTC's Next Generation Freeway Study; the Bay Area Infrastructure Financing Authority's I-880 Express Lanes START pilot; Caltrans District 4's Transit Priority Study; and US-101 corridor managed lanes plans with San Mateo and Santa Clara counties.

- **Treasure Island Mobility Management Program.** The Transportation Authority Board also sits as the TIMMA Board. The TIMMA work program for FY 2026/27 is anticipated to be approved by the TIMMA Committee and Board in June and is notable for the start of TIMMA's transition into an operating agency. This year, TIMMA will focus on launching the Bay Wheels bikeshare program on the Islands, initiating planning for on-islands shuttle services, and finalizing the electric ferry business plan, all of which will require operating agreements with TIDA. On-Islands shuttle and ferry services are anticipated to start in mid 2027 (FY 2027/28). Working with TIDA, TIMMA will also update parking and travel demand studies to analyze potential transportation impacts and mitigations for proposed new housing development. TIMMA will also continue program design and outreach on toll and affordability program policies, in advance of local and federal approvals. The Transportation Authority's Capital Projects team will complete the Ferry Terminal Enhancements project this year. We will continue to pursue funding sources to complete implementation of the transportation program.

SFTP Implementation and Board Support

- **Neighborhood Transportation Program (NTP).** We will continue to identify and advance new projects through the sales tax-funded NTP and monitor implementation of previously funded NTP projects. Funds for the current cycle (FYs 2023/24-2027/28) include \$700,000 in local match funds for each district (some districts have already drawn down funds) to advance NTP projects toward implementation. Scoping of new NTP planning and capital efforts, including advancing recommendations from recently completed or soon to be completed plans, will be undertaken in coordination with Board members and SFMTA's NTP Coordinator. We anticipate completing the District 6 (Mission Bay School Access Plan) NTP project. We also will continue working with SFMTA to support implementation of recommendations of prior planning studies.

Attachment 1 Preliminary Work Program

- **Geary-Fillmore Underpass Community Planning Study.** In FY 2026/27, we will continue to advance the first phase of the Geary-Fillmore Underpass Community Planning Study, an effort to develop transportation and land use concept designs to better connect the Japantown and Fillmore/Western Addition neighborhoods. Phase one of the study will establish study goals and evaluation framework, prepare existing conditions and needs/opportunities assessments, and undertake community outreach, leading to preliminary concepts identification and development.
- **Vision Zero Ramps Phase 3.** This study is recommending quick build safety improvements at I-280 and US-101 on and off-ramps in the south and southeast parts of the city. The study will present design concepts to the community in a second round of outreach and is planned to be completed in FY 2026/27.
- **Bayview Truck Safety Study.** We will continue to advance this Study, which was recommended by the Streets and Freeways Strategy, to reduce conflicts between freight vehicles and vulnerable street users in the Bayview equity priority community. We will complete the existing conditions analysis, conduct public outreach, and advance strategy development tasks, as well as provide an informational update to the Transportation Authority CAC.
- **Mission/Alemany Community Based Transportation Plan (CBTP).** In February 2026, the Transportation Authority Board appropriated \$200,000 in sales tax funds to match \$370,000 in MTC CBTP funds to support the development of a community-based safety and circulation plan in District 11 focused on the Mission and Alemany corridors. We expect to start the CBTP in FY 2026/27, and to conduct approximately the first half of the study leading to goals and needs identification, the first round of community engagement, and initial concepts development, with completion planned for FY 2027/28.

Long Range, Countywide, and Inter-Jurisdictional Planning

- **SFTP 2050+.** We will complete the current update to the San Francisco Transportation Plan (SFTP), or SFTP 2050+, a limited and focused update to SFTP 2050 (adopted December 2022). SFTP 2050+ incorporates PBA 2050+ revisions to projected population growth and reduced revenues and updates modeling to incorporate post-pandemic travel behaviors. SFTP 2050+ will refine the 30-year financially constrained and vision investment plans based on updated information, technical analysis, and stakeholder outreach. The plan will also update associated transportation sector policy recommendations, with anticipated adoption in Fall 2026.
- **Regional Plan Bay Area (PBA) 2050+.** With the approval of PBA 2050+ in March 2025, the focus of regional discussion will shift to implementing the plan, including update of the region's Major Project Advancement Policy (MAP), initiating a process to reevaluate MTC's identification methodology for Equity Priority Communities (EPCs),

Attachment 1 Preliminary Work Program

and developing the investment priorities for the regional funding within the One Bay Area Grant (OBAG) 4 Program. In mid-2026, MTC will begin work on the next substantial regional planning effort, PBA 2060. We will engage closely, in partnership with other San Francisco transportation agencies, to monitor anticipated transit funding measures and operating plans and to advance San Francisco priorities such as The Portal, Waterfront Resilience Program, the Bayview Caltrain Station, safety improvements for all modes of travel, BART and Muni Core Capacity and train control programs, and state of good repair for transit and streets.

- **Other Regional Policy, Planning and Program Implementation.** We will continue to provide input to numerous regional efforts such as MTC's piloting of more equitable toll policies, further development of Transit Oriented Communities policy guidelines, implementation and update of the Transit Transformation Plan, and advancing Climate Initiatives (e.g., regional bikeshare coordination/e-bike incentives outreach). This work will be coordinated with MTC's Regional Network Management efforts, regional fare integration/BayPass proposals, and Clipper 2.0 implementation. We will also support BART, Caltrain, and SFMTA in the delivery of recommendations included in the final draft of the Senate Bill 63 Phase 1 Financial Efficiency Review, which is set for completion by the end of FY 2025/26.
- **Geary/19th Ave Subway and Regional Connections Study.** These efforts comprise planning for a rail subway along the Geary and 19th Avenue corridors, including regional connections to the east and south, as identified in the Connect SF Transit Strategy and the 2024 California State Rail Plan. We anticipate completing the strategic case phase of study in Summer 2026, to identify the range of design and policy components and choices to be advanced through future phases of project development. In partnership with SFMTA, we plan to seek external grant funding to leverage local funds, to advance a next phase of project planning focused on alternatives analysis.
- **Bayview Caltrain Station.** In FY 2026/27, we will complete activities related to the current Bayview Caltrain Location Study, including additional outreach and a recommendation to the Board. Pending direction from the Board, we will work with agency partners, including Caltrain and the San Francisco Public Utilities Commission, to develop a scope of work and identify roles for subsequent phases of work including preliminary design and environmental clearance. We will also seek to identify and pursue external funding to support these phases of work, which will include additional community engagement and outreach.
- **Brotherhood Way Safety and Circulation Plan.** This fiscal year, we will bring forward recommendations from this community-driven planning process as a conceptual design for safety, traffic calming and corridor redesign improvements that connect new recreational opportunities and housing near Lake Merced to the City's core active

Attachment 1 Preliminary Work Program

transportation network and the Daly City BART station near Brotherhood Way in southwest San Francisco. The recommended concept will integrate developer-funded street improvements west of the US 101 interchange. As the study progresses towards a recommendation this year, we will continue to engage community stakeholders through a working group appointed by the District 7 and District 11 offices. The study will be completed by late 2026.

- **Westside Transportation Network Planning.** In parallel with the SFTP 2050+, we are conducting a planning effort to develop the multimodal network and policies to support existing transportation needs and planned growth in San Francisco's westside, in partnership with SFMTA, SF Planning Department, and Caltrans. This study supports the City's recently adopted Housing Element and will propose multimodal network investments, programs and policies to advance long range planning goals. The study will incorporate planned improvements for major facilities including Sunset Boulevard and state routes Sloat/Skyline Boulevards. This study will be completed in fall 2026.
- **Support Statewide Policy and Planning Efforts.** We will continue to support studies, planning and policy efforts at the state and regional levels, including the California High-Speed Rail Authority's (CHSHRA) Business Plan; Caltrain Long-Range Service Vision; California Transportation Commission (CTC)/CARB joint efforts on climate policy; CPUC data rulemaking and regulations for AVs and Transportation Network Companies (TNCs, like Uber and Lyft); CalSTA and Caltrans efforts to research and potentially implement a Road Charge Program to replace the gas tax; and Caltrans and the Department of Housing and Community Development vehicle miles traveled (VMT) banking initiatives.
- **Climate Resilience and Electrification Initiatives.** We will continue to support and coordinate with City and regional agencies to advance climate resilience/adaptation and electrification through various planning, policy, funding strategy/support, and project delivery efforts, such as: advocating for funding to implement San Francisco's Climate Action Plan (CAP) through federal, state, and regional (MTC and Air District) grant programs; participating in SFMTA's Embarcadero Connectivity Plan, and the Port's Sea Level Rise Coordinating Committee and Waterfront Resilience Program; supporting adaptation efforts as described in the Ocean Beach Master Plan; providing funding and project delivery support for electrification of Muni's fleet and modernization of its transit facilities; and supporting the launch of SFMTA's permanent Curbside EV Charging Permit Program. We will also support implementation of the 2026 CAP by advancing recommendations from the recently-completed **District 1 Mobility Study and Eco-Friendly Downtown Goods Movement Study** including seeking funds to pilot mobility hubs for residential and commercial areas in the Richmond and for a microhub logistics program downtown, among other potential areas citywide.

Attachment 1 Preliminary Work Program

Transportation Forecasting, Data and Analysis

- **Travel Next Generation/Enhanced Congestion Management Program (CMP) Update.** Every two years, we prepare an update to the San Francisco CMP, which documents changes in multi-modal transportation system performance including roadway speeds and reliability, transit reliability, and bicycle and pedestrian counts. We will lay the groundwork for expanded and improved performance monitoring to include additional metrics and more frequent data reporting, potentially including use of “big data” sources, and incorporating Equity Priority Community reporting where possible. We will lead CMP data collection efforts in spring 2027, and the CMP update will be completed in fall 2027.
- **Travel Forecasting.** We will provide modeling and data analysis to support Transportation Authority planning projects including the SFTP 2050+, Freeway Network Study, Treasure Island Mobility Management Agency, and The Portal. We also provide modeling, data analysis, and technical advice to City agencies and consultants through our Model Service Bureau in support of many projects and studies.
- **SF CHAMP Model Development.** We will release the next SF-CHAMP model (version 8) which includes ActivitySim, the product of a multi-agency modeling collaboration. We will also launch the 2026 Household Travel Survey, which will serve as the basis for future improvements to SF-CHAMP and provides other key information used to support Transportation Authority planning and capital projects, as well as updates to the CMP. We will advance planning for future improvements to SF-CHAMP's visitor travel model and commercial vehicle model. For TIMMA, we anticipate supporting baseline data collection and scoping of travel model upgrade efforts.
- **Data Vision Strategy.** The Data Vision Strategy will identify and prioritize the Transportation Authority's data needs and develop procedures to acquire, process, store, and communicate transportation data. Visualizations and potential interactive AI Tools may be integrated as part of the above-mentioned Congestion Management Program Microsite or other features on the Transportation Authority's Data and Maps webpage, for use by the public.

FUND

The Transportation Authority was initially established to administer the Prop B half-cent transportation sales tax (approved 1989), superseded by the Prop K transportation sales tax (approved 2003) and by Prop L (approved 2022). This remains one of the agency's core functions, which has been complemented and expanded upon by several other roles including acting as the administrator for Prop AA, the Transportation Authority's share of the Prop D TNC Tax program, the Transportation Fund for Clean Air (TFCA) county program, and serving as CMA for San Francisco. We serve as a funding advisor and strategist for San

Attachment 1 Preliminary Work Program

San Francisco projects; advocate for discretionary funds and legislative changes to advance San Francisco priorities; provide support to enable sponsor agencies to comply with timely-use-of-funds and other grant requirements; and seek to secure new revenues for transportation-related projects and programs. The work program activities highlighted below are typically led by the Policy and Programming Division with support from and close coordination with all agency divisions.

Fund Programming and Allocations. We will continue to administer the Prop L sales tax, Prop AA vehicle registration fee, TFCA, and TNC Tax programs through which the agency directly prioritizes and allocates projects for grant funding. In our role as CMA, we also prioritize San Francisco projects for funds and provide project delivery support and oversight for programs such as the State Transit Assistance County Block Grant Program (annual funding cycle), One Bay Area Grant (OBAG), and MTC's new Community Action Resource and Empowerment (CARE) grant program. Notable efforts for FY 2026/27 include:

- **Implement Prop L.** Ongoing work includes supporting sponsor efforts to secure discretionary funds to leverage Prop L, working with Board members to identify and scope new Neighborhood Transportation Program (NTP) projects and support ongoing NTPs; monitoring Prop L revenues; preparing grant allocation requests for Board consideration, and closely tracking grant closeouts, invoicing, and anticipated project expenditures to inform financing needs. See *Customer Service and Efficiency Improvements* entry below for additional Prop L work program details.
- **Winding Down Prop K.** Continue oversight of Prop K projects and proactively work with project sponsors to close out grants and de-obligate unneeded funds as part of the multi-year process to wind down the Prop K program. De-obligated funds will be directed to projects through the Prop L program.
- **Prop AA 5-Year Program of Projects.** Conduct a call for projects to identify projects for the next 5-year period for Prop AA funds covering FY 2027/28 through FY 2031/32, with Board adoption of the project list by the end of FY 2026/27.
- **Program TNC Tax Funds.** Program approximately \$23 million in TNC Tax funds to street safety projects and continue our enhanced project delivery oversight of the SFMTA's Application-Based Residential Traffic Calming Program.
- **Conduct OBAG 4 County Program Call for Projects.** As CMA for San Francisco, conduct call for projects for up to \$47.2 million in federal funds and seek Board approval of San Francisco priorities to submit to MTC for final project selection. MTC intends the OBAG program to fund projects that implement PBA 2050+, with a particular focus on projects that support Priority Development Areas and Transit-Oriented Communities. Assist sponsors with providing required documentation to MTC support project applications and subsequently to ensure funds are programmed in the federal Transportation Improvement Program.

Attachment 1 Preliminary Work Program

- **Conduct CARE Program Call for Projects.** MTC recently created the CARE grant program to fund projects identified through a community-based transportation plan or community-driven process and to advance them from concept to construction. We plan to issue a call for projects for up to \$3 million in late 2026 and submit San Francisco project priorities to MTC in Spring 2027.

We will continue to provide technical, strategic, and advocacy support for a host of other fund programs, such as revenues distributed under Senate Bill 1 (SB 1) (see below), California's Cap-and-Invest programs including the Transit and Intercity Rail Capital Program (TIRCP), and federal competitive grant programs.

Senate Bill 1 (SB 1) and Related Grant Programs. We will continue to work with San Francisco project sponsors and MTC to identify and advance strong candidates for the next cycles of SB1-funded programs such as the Local Partnership Program (LPP) Competitive program and Solutions for Congested Corridors (SCCP), which are anticipated to have calls for projects released in late 2026. After seeking Board approval of project priorities for the Transportation Authority's share of available 2024 LPP Formula funds (\$3.487 million), we will seek approval from the CTC and support allocation requests for projects recommended to receive funding. Project priorities for 2024 LPP Formula funds must be submitted to CTC by April 2028. San Francisco's share of 2026 LPP Formula funds will be announced in Summer 2026 with project recommendations due to CTC by April 2030.

Regional Measure 3 (RM3) Implementation. We will continue to work with MTC/Bay Area Toll Authority (BATA) and San Francisco project sponsors to coordinate the timing of RM3 and Prop L funds to support San Francisco priorities such as BART Core Capacity, The Portal, and Muni facilities needs; providing input and advocate for funding from discretionary RM3 programs such as Regional Express Bus operations funding and Bay Trail/Safe Routes to Transit.

Legislative Advocacy. We will continue to monitor and take positions on state and federal legislation affecting San Francisco's transportation programs and develop strategies for advancing legislative initiatives beneficial to San Francisco's interests and concerns. Our advocacy builds off the agency's adopted legislative program, and is done in coordination with the Mayor's Office, the Self-Help Counties Coalition, and other City and regional agencies. This year we will continue to focus our efforts on three high priority policy areas: 1) advancing funding efforts to sustain transit operations; and 2) securing up to \$1.25 billion in state funding for The Portal, including a multi-cycle commitment from the TIRCP; and 3) advancing AV legislation consistent with the Transportation Authority's legislative and advocacy program.

Funding and Financing Strategy Opportunities. We will continue to provide funding and financing strategy support for signature projects in the Prop L Expenditure Plan, many of which are also included in MTC's Major Project Advancement Policy (MAP). Examples include: The Portal, SFMTA's Train Control

Attachment 1 Preliminary Work Program

Upgrade, and BART Core Capacity. Other ongoing funding efforts are supporting Treasure Island/Yerba Buena Island infrastructure needs and Treasure Island Mobility Management program as well as Port of San Francisco's seawall capital planning and EV charging facilities, as needed. We will help position San Francisco's projects to receive funding from the federal Infrastructure Investment and Jobs Act, Senate Bill 1, regional One Bay Area Grant programs, and other sources. We serve as a funding resource for San Francisco project sponsors (e.g., brokering fund exchanges, advising on delivery/funding strategies).

Capital Financing/Debt Program Management. Led by the Finance and Administration Division in close collaboration with the Policy and Programming Division, and with the support of our financial advisors, we will continue to provide effective and efficient management of our debt program, including tracking sales tax and other revenue trends, paying down the outstanding sales tax revenues bonds, and utilizing the sales tax revolving credit loan agreement to support sponsor delivery schedules. Our goals are to enable accelerated delivery of sales tax-funded capital projects compared to what is supportable on a pay-go basis while achieving leveraging goals and minimizing financing costs so more funds remain available for projects. We will continue to engage in a variety of cash management activities including facilitating grant close-out and de-obligation of unneeded funds as well as closely tracking cash balances for the \$122 million in remaining Prop K grants and seeking improved lookahead information about billings from our largest grant recipient, the SFMTA.

Oversight. We conduct oversight activities on all fund programs we administer including enhanced oversight and coordination with Federal, state, and regional funding agencies (e.g., with FTA for The Portal, with MTC on multiple SB1 program-funded projects, with SFMTA on NTIP planning studies and capital projects).

Customer Service and Efficiency Improvements. This ongoing multi-divisional initiative will continue to improve our grant-related processes to make them more user-friendly and efficient for both internal and external customers, while maintaining a high level of transparency and accountability appropriate for administration of voter-approved revenue measures (Prop L, Prop K, Prop AA, and the Prop D TNC Tax). The initiative includes maintaining and enhancing the Grants Portal - our web-based grants management database used by our staff and project sponsors, including the addition of a fund programming request module for sponsors. We offer annual sponsor training opportunities regarding resources, policies, and procedures for the voter-approved revenues we administer and we provide project delivery support to project sponsors that have federal, state, and regional discretionary grants to avoid the potential loss of these grants to San Francisco. We will continue to maintain MyStreetSF.com, our interactive map/tool which features showcasing underway and completed projects, improved search features, and other customer enhancements.

Attachment 1 Preliminary Work Program

DELIVER

Supporting the timely and cost-effective delivery of Transportation Authority-funded transportation projects and programs requires a multi-divisional effort, led primarily by the Capital Projects Division with support from other divisions. As in past years, the agency focuses on providing engineering support and oversight of sales tax-funded major capital investments, such as SFMTA's train control and facility upgrade projects, The Portal (Downtown Rail Extension), major BART projects (e.g. Core Capacity), and Caltrain projects including the Guadalupe River Bridges Replacement Project and railyards planning coordination and oversight. We also serve as the lead agency for the delivery of certain capital projects, which typically are multi-jurisdictional in nature and often involve significant coordination with Caltrans. This includes our role leading delivery of the I-80/Yerba Buena Island (YBI) West Side Bridges Project, Hillcrest Road, and Multi-use Path projects. Key activities supporting project delivery for FY 2026/27 include the following:

Transportation Authority - Lead Construction:

- **I-80/YBI East Bound Off Ramp/Southgate Road Realignment Project.** The Southgate Road Realignment Project was opened to the public for use by vehicular traffic, pedestrians and cyclists in 2023, and work continues this year on associated mitigation projects. These include the YBI Torpedo Building preservation project, and Southgate contract closeout efforts, including the ultimate land transfer between United States Coast Guard and TIDA. We combined delivery of the Torpedo Building preservation (Southgate Mitigation Measure) with the Bimla Rhinehart Vista Point (Pier E-2) parking lot reconstruction (a project sponsored by the Bay Area Toll Authority as part of its Bay Bridge East Span Mitigation Measure) into one contract for the construction phase. The construction contract was awarded in 2025 with anticipated construction completion by the end of 2026.
- **YBI West Side Bridges.** We are delivering this rebuild of the ramp and roadway structures connecting Treasure Island to the SF-Oakland Bay Bridge using the Construction Management/General Contractor delivery method, and the project is currently proceeding smoothly on time and on budget. Construction is anticipated to be completed at the end of 2027. A multi-use (bicycle and pedestrian) path adjacent to the West Side Bridges and Hillcrest Road Improvement projects has been added to the construction scope of both projects.
- **YBI Hillcrest Road Improvement Project.** The construction contract was awarded in April 2024. The project added sidewalks and a bike path and brought Hillcrest Road up to San Francisco Public Works (SFPW) standards and safety features. Construction, which started in July 2024, reached substantial completion in March 2026. We coordinated the Hillcrest project delivery with the adjacent YBI Multi-Use Path Segment 2 that is now fully constructed. (See YBI Multi-Use Path entry below.)

Attachment 1 Preliminary Work Program

Transportation Authority - Lead Project Development:

- **YBI Multi-Use Path.** The Multi-Use Path project will connect the western side of the Island from the San Francisco-Oakland Bay Bridge (SFOBB) East Span YBI viewing area down to the Treasure Island Ferry Terminal and provide an ultimate connection point to the planned BATA-led SFOBB West Span Skyway Path. The project team awarded the design contracts in November 2024 and started design in Spring 2025. Segment 1 design is in progress with completion anticipated in Summer 2027. Segment 2 construction was completed March 2026; Segment 3 is under construction with completion anticipated by the end of 2027. Segment 4 design was completed in March 2026. Segment 4 construction funding is now fully secured, and construction is anticipated to start in Summer 2026.
- **Treasure Island Ferry Terminal Enhancements.** TIMMA is leading this project to construct restrooms and transit shelters for the Muni 25 bus line on behalf of TIDA. Construction commenced December 2025, and we anticipate project completion in Fall 2026.
- **I-280/Ocean Avenue Southbound Off-Ramp Realignment.** We are leading the design of the I-280/Ocean Avenue Southbound Off-Ramp Realignment Project in coordination with Caltrans, SFPW, SFMTA, and San Francisco Public Utilities Commission (SFPUC). This work includes analyzing geotechnical conditions and geometric, traffic, and structural requirements for the new ramp design, which will signalize the off-ramp intersection at Ocean Avenue and install a Class II bike lane on Ocean Avenue between the off-ramp and Howth Street. We conducted community outreach in Summer 2025 and will continue development of design documents for Caltrans and City review in 2026. Final Drawings and Specifications will be completed in Winter 2027, with implementation thereafter contingent on additional right-of-way clarifications with City College of San Francisco and SFPW as well as securing construction funds. We are also leading the Ocean Avenue Multi-use Path Feasibility Study to explore widening sidewalk/multi-use path from Southbound I-280 Ocean off-ramp to Frida Kahlo Road.
- **Quint Street Connector Road.** SFPUC has started a street vacation for Quint Street between Jerrold Avenue and the Caltrain berm. The Office of Real Estate is working on finalizing an appraisal to acquire the Quint Connector Road right-of-way. This acquisition will allow SFPW to begin the design phase of the project. This project is a Racial Equity Plan priority and commitment to the local community to construct an alternate route for vehicle circulation following the 2012 closure of Jerrold Avenue, which was necessary in order to rebuild the Caltrain bridge over that roadway in a way that preserved the future construction of a Bayview Caltrain Station at that location. FY 2026/27 work includes working with City departments on related legislation to facilitate funding and right-of-way acquisition strategies.

Attachment 1 Preliminary Work Program

- **Pennsylvania Avenue Extension (PAX).** The PAX project is planned to grade-separate the remaining at-grade crossings of the Caltrain corridor, at 16th Street and Mission Bay Drive. Building on our completed PAX Project Initiation Study, the Bridging Study will further develop project options and coordinate with adjacent projects including The Portal and Railyards site development. The study will include engagement with Caltrain, the community, and other city, regional, and state partners and focus on the northern segment at the connection with 4th/King Railyards to inform development plans at the site.

Transportation Authority - Project Delivery Support and Oversight:

- **California High-Speed Rail Program (CHSRA).** We will continue to partner with the CHSRA and Bay Area agencies on high-speed rail issues affecting San Francisco, including project development and funding strategies to bring the high-speed rail system from the Central Valley to the Bay Area and ultimately to downtown San Francisco via The Portal project. We will coordinate with CHSRA on state-level engagement to seek investment of state cap-and-invest program funds in “bookend” projects including The Portal. We will also collaborate with CHSRA on projects within San Francisco, including The Portal, PAX, and Fourth and King Railyards.
- **The Portal (Downtown Rail Extension).** We will continue to serve as an integral member of the six-agency team, led by the Transbay Joint Powers Authority (TJPA), that is progressing The Portal project toward full funding and construction. In FY 2026/27, we will work in partnership with TJPA and other agencies to advance the project's funding plan, in particular through advocacy for state investment through the Transit-Intercity Rail Capital Program (TIRCP) and high-speed rail “bookend” funding, as well as continuing to develop local funding sources. We will continue to lead local oversight efforts as TJPA progresses the procurement of the project’s major contracts and advances other pre-construction activities. We also will work with TJPA to prepare for the establishment of the project's Change Control Board, support major procurements, real estate acquisition and utility relocation activities, and continue to advise and support San Francisco representatives to the TJPA Board.
- **Fourth and King Railyards.** We will continue to participate in planning and project development for the Caltrain Railyards site at Fourth and King streets through our active participation in the Railyards Memorandum of Understanding Working Group. We will work with Caltrain and the City as technical planning proceeds, including with respect to contemplated development at the site and integration with Caltrain facility and operational needs. We will also support coordination with The Portal’s planned Fourth and Townsend station adjacent to the site. We will track Railyards capital and funding plans as the development project advances toward approval processes. We will continue to coordinate Railyards planning work with the PAX project through the PAX Bridging Study.

Attachment 1 Preliminary Work Program

- **22nd Street Station ADA Improvements.** We will support Caltrain in completing final design for planned upgrades to improve access at the 22nd Street Station, as recommended by the 22nd Street Station ADA Access Improvement Feasibility Study. We will continue to work with Caltrain to complete the funding plan for these improvements, including support for grant applications to regional, state, and federal sources.
- **Muni Metro Modernization Program Development.** We will continue providing enhanced oversight and planning/program development support to SFMTA in advancing its program of needed investments in the Muni Metro system, including state of good repair and capacity expansion improvements. This includes continuing to advance the recommendations of the SFMTA-led Muni Metro Core Capacity Study, which was completed in FY 2025/26. This study identified a conceptual program of investment to be put forward for Federal Transit Administration (FTA) Core Capacity grant funds. SFMTA's planned follow-up work to the completed study includes developing the subway state of good repair scope to be incorporated into a future FTA Core Capacity grant application. We will also continue to support advancement of the Muni Metro Train Control Upgrade Project, which is a multi-phase initiative to replace the train control system for Muni Metro in its tunneled segments and implement technology for the surface segments.
- **Central Subway Extension.** We will support SFMTA in advancing planning and conceptual design for the extension of the completed Central Subway to North Beach and Fisherman's Wharf. SFMTA is resuming work funded by a previous allocation of Transportation Authority sales tax funds and may request additional funds to further progress this work, as discussed at a hearing at the Board of Supervisors Land Use and Transportation Committee in January 2026.
- **Potrero and Presidio Yards Modernization Projects.** We will continue to provide enhanced oversight of the planned re-builds of these two critical SFMTA transit facilities. The Potrero Yard Modernization Project will replace the existing site with a modern transit facility to serve Muni's zero-emission trolley bus fleet, with the plan to build an integrated joint development housing component. The project was advanced to the delivery phase in FY 2025/26, through the approval of the project agreement with the developer team. The Presidio Yard Modernization Project is in the planning phase and is envisioned to rebuild the existing facility with a modern transit facility as well as provide for an adjacent development opportunity.
- **BART Core Capacity and Station Modernization Oversight.** We will continue to provide enhanced oversight of BART's Core Capacity program, including participation in FTA's regular oversight meetings and process. We will coordinate with MTC and other partners, as needed, on this Prop L major transit project. We will also continue

Attachment 1 Preliminary Work Program

to oversee BART's implementation of elevator rehabilitation/upgrade projects, and other improvements at San Francisco stations.

- **Caltrain Capital Improvement Program (CIP) support.** We will provide continued funding partner review and input to Caltrain's CIP program development. The Transportation Authority provides San Francisco's capital contribution to Caltrain from our Prop L sales tax program on behalf of the City until the sales tax funds are depleted for this program.
- **San Francisco Street Safety Initiative.** We will coordinate with the Controller's Office City Performance Unit to assess the effectiveness and completion of City department responsibilities under the Street Safety Act and host an annual hearing on the review of street safety progress, challenges, and data. We will continue to participate on the interdepartmental Street Safety Initiative Working Group to advance the Street Safety Initiative. We will also support local studies and planning efforts led by partners, including implementation of SFMTA's Biking and Rolling Plan and other safe streets projects and initiatives.
- **Other Project Delivery Support and Oversight.** Support and oversee project delivery of Better Market Street and continue coordinating and collaborating with major transportation infrastructure departments (SFMTA, SFPW, SFPUC) to improve project delivery. Projects include Seawall transportation facilities planning (SFMTA), EV Curbside Charging, and Caltrans SF facilities maintenance program including working closely with SFPW, SFMTA, and Caltrans on near-term 19th Avenue paving improvements, US-101 Rehabilitation projects, and planned upgrades to I-280.

TRANSPARENCY AND ACCOUNTABILITY

This section of the work program highlights ongoing agency operational activities and administrative processes to ensure transparency and accountability in the use of taxpayer funds. This work includes ongoing efforts led by the Finance & Administration Division (e.g., accounting, budgeting, human resources, procurement support), by the Data & Forecasting Division (e.g., information technology and systems integration support), and the Policy & Programming Division, as listed below.

Audits. Prepare, procure, and manage fiscal compliance and management audits.

Budget, Reports, and Financial Statements. Develop and administer agency budget funds, including performance monitoring, internal program, and project tracking. Monitor internal controls and prepare reports and financial statements.

Accounting and Grants Management. Maintain payroll functions, general ledger, and accounting system, including paying, receiving, and recording functions. Manage grants and prepare invoices for reimbursement.

Attachment 1 Preliminary Work Program

Debt Oversight and Compliance. Monitor financial and debt performance, prepare annual disclosures, and complete required compliance activities.

Systems Modernization and Integration. Ongoing enhancement and maintenance for the enterprise resource planning system (business management and accounting software) to improve accounting functions, general ledger reconciliations, project management tools, grants management (e.g. Grants Portal), Prop L Strategic Plan Model, contacts/customer relationship management databases and financial reporting.

Contract Support. Oversee the procurement process for professional consultant contracts, prepare contracts, and manage compliance for contracts and associated memoranda of agreement and understanding.

Racial Equity Action Plan. Continue work through the Racial Equity Working Group to advance the Racial Equity Action Plan created in 2020. The plan identifies over 80 actions for implementation over a multi-year period. This year, the Racial Equity Working Group continues to focus on completing elements of its Racial Equity Action Plan related to retention, promotion, and professional development as well as participation in the Equity in Infrastructure Program. Continue to identify opportunities to further advance racial equity on active projects by developing additional actions focused on outreach and project work.

Disadvantaged Business Enterprise (DBE) and Local Business Enterprise (LBE).

Administer our own DBE and LBE program, review and update policy for any new state and federal requirements, conduct outreach and review applications, and award certifications to qualifying businesses. Continue to participate in the multi-agency consortium of Bay Area transportation agencies with a common goal to assist small, disadvantaged, and local firms doing business with Bay Area transit and transportation agencies.

Policies and Procedures. Maintain and update Administrative Code, Rules of Order, fiscal, debt, procurement, investment, travel, and other policies. Update guidelines and procedures for new staff. Initiate staff working group on use of AI tools and best practices. Continue to document and update office policies, procedures, and guidance for new and existing staff.

Human Resources. Administer recruitment, personnel, and benefits management and office procedures. Provide professional development training and resources for staff in multiple areas of project management, communication, and technical skills. Conduct group coaching on communication, conflict management, and collaboration.

Office Management and Administrative Support. Maintain facilities and provide procurement of goods and services and administration of services contracts. Staff front desk reception and other facilities management duties.

Legal Issues. Manage routine legal issues, claims, and public records requests.

Attachment 1 Preliminary Work Program

Information Technology. Provide internal development and support; maintain existing technology systems including conference room audio visual equipment, phone and data networks; develop new collaboration tools to further enhance efficiency and technological capabilities; and expand contact management capabilities. Assess and update security, resilience and redundancy protocols, and update process documentation.



Preliminary Annual Budget by Fund

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	Preliminary Fiscal Year 2026/27 Annual Budget
Revenues:							
Sales Tax Revenues	\$ 115,432,794	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,432,794
Vehicle Registration Fee	-	-	-	4,546,000	-	-	4,546,000
Traffic Congestion Mitigation Tax	-	-	-	-	-	9,800,000	9,800,000
Interest Income	1,035,418	-	856	12,905	-	1,467,888	2,517,067
Program Revenues	-	55,206,022	2,334,917	-	2,083,213	-	59,624,152
Total Revenues	116,468,212	55,206,022	2,335,773	4,558,905	2,083,213	11,267,888	191,920,013
Expenditures:							
Capital Project Costs	132,715,989	54,497,706	920,000	7,500,000	1,337,197	9,100,000	206,070,892
Administrative Operating Costs	9,722,043	4,378,546	145,898	260,499	909,567	241,597	15,658,150
Debt Service Costs	27,331,433	-	-	-	-	-	27,331,433
Total Expenditures	169,769,465	58,876,252	1,065,898	7,760,499	2,246,764	9,341,597	249,060,475
Other Financing Sources (Uses):	56,246,195	3,670,230	(79,976)	-	163,551	-	60,000,000
Net change in Fund Balance	\$ 2,944,942	\$ -	\$ 1,189,899	\$ (3,201,594)	\$ -	\$ 1,926,291	\$ 2,859,538
Budgetary Fund Balance, as of July 1	\$ 18,705,359	\$ -	\$ 760,596	\$ 8,634,605	\$ -	\$ 33,019,741	\$ 61,120,301
Budgetary Fund Balance, as of June 30	\$ 21,650,301	\$ -	\$ 1,950,495	\$ 5,433,011	\$ -	\$ 34,946,032	\$ 63,979,839



**Attachment 3
Preliminary Fiscal Year 2026/27 Annual Budget
Comparison of Revenues and Expenditures**

Category	Proposed Fiscal Year 2025/26 Amended Budget	Preliminary Fiscal Year 2026/27 Annual Budget	Variance from Proposed Fiscal Year 2025/26 Amended Budget	% Variance
Sales Tax Revenues	\$ 108,387,600	\$ 115,432,794	\$ 7,045,194	6.5%
Vehicle Registration Fee	4,546,000	4,546,000	-	0.0%
Traffic Congestion Mitigation Tax	9,800,000	9,800,000	-	0.0%
Interest Income	1,852,901	2,517,067	664,166	35.8%
Program Revenues				
Federal	30,965,536	22,703,618	(8,261,918)	-26.7%
State	22,062,283	10,486,903	(11,575,380)	-52.5%
Regional and other	13,929,717	26,433,631	12,503,914	89.8%
Total Revenues	191,544,037	191,920,013	375,976	0.2%
Capital Project Costs	204,633,391	206,070,892	1,437,501	0.7%
Administrative Operating Costs				
Personnel expenditures	10,671,254	12,183,047	1,511,793	14.2%
Non-Personnel expenditures	3,371,215	3,475,103	103,888	3.1%
Debt Service Costs	23,482,914	27,331,433	3,848,519	16.4%
Total Expenditures	242,158,774	249,060,475	6,901,701	2.9%
Other Financing Sources (Uses)	60,000,000	60,000,000	-	0.0%
Net change in Fund Balance	\$ 9,385,263	\$ 2,859,538	\$ (6,525,725)	
Budgetary Fund Balance, as of July 1	\$ 51,735,038	\$ 61,120,301		
Budgetary Fund Balance, as of June 30	\$ 61,120,301	\$ 63,979,839		



Preliminary Annual Budget by Fund							
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	Preliminary Fiscal Year 2026/27 Annual Budget
Revenues:							
Sales Tax Revenues	\$ 115,432,794	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,432,794
Vehicle Registration Fee	-	-	-	4,546,000	-	-	4,546,000
Traffic Congestion Mitigation Tax	-	-	-	-	-	9,800,000	9,800,000
Interest Income	1,035,418	-	856	12,905	-	1,467,888	2,517,067
Program Revenues							
Federal							
Advanced Transportation and Congestion Management Technologies Deployment	-	-	-	-	306,446	-	306,446
Ferry Boat Discretionary Funds - Treasure Island Ferry Terminal	-	-	-	-	162,292	-	162,292
FHWA State Planning and Research Funds - San Francisco Freeway Network Management	-	379,343	-	-	-	-	379,343
Highway Bridge Program - Yerba Buena Island (YBI) Westside Bridges	-	14,047,940	-	-	-	-	14,047,940
* Housing Incentive Pool - YBI Multi-Use Path	-	1,867,622	-	-	-	-	1,867,622
* Housing Incentive Pool - YBI Westside Bridges	-	3,233,000	-	-	-	-	3,233,000
Reconnecting Communities & Neighborhoods Program - Geary-Fillmore Underpass Study	-	1,079,768	-	-	-	-	1,079,768
Safe Streets and Roads for All - Vision Zero Ramps Intersection Study Phase 3	-	82,546	-	-	-	-	82,546
Surface Transportation Program 3% Revenue and Augmentation	-	1,544,661	-	-	-	-	1,544,661
State							
Active Transportation Program - YBI Multi-Use Path	-	2,042,590	-	-	-	-	2,042,590
Affordable Housing and Sustainable Communities - Treasure Island Ferry Terminal	-	-	-	-	518,854	-	518,854
* Interregional Transportation Improvement Program - YBI Multi-Use Path	-	4,072,806	-	-	-	-	4,072,806
Planning, Programming & Monitoring SB45 Funds	-	328,000	-	-	-	-	328,000
Seismic Retrofit Proposition 1B - YBI Westside Bridges	-	1,820,060	-	-	-	-	1,820,060
* Senate Bill 1 Local Partnership Program - YBI Multi-Use Path	-	1,461,512	-	-	-	-	1,461,512
Sustainable Communities - Bayview Street Safety and Truck Relief Study	-	243,081	-	-	-	-	243,081
Regional and other							
BATA - I-80/YBI Interchange Improvement	-	1,292,889	-	-	-	-	1,292,889
* BATA Regional Measure 3 - YBI Multi-Use Path	-	14,074,997	-	-	-	-	14,074,997
SFMTA - Travel Demand Modeling Assistance	-	75,000	-	-	-	-	75,000
* Treasure Island Community Development LLC (TICD) Operating Subsidy	-	-	-	-	489,725	-	489,725
TICD Community Facility District Funds (formerly Ferry Exchange)	-	-	-	-	506,446	-	506,446
* TIDA - Treasure Island Mobility Management Agency	-	-	-	-	99,450	-	99,450
* TIDA - YBI Multi-Use Path	-	7,376,000	-	-	-	-	7,376,000
TIDA - I-80/YBI Interchange Improvement	-	184,207	-	-	-	-	184,207
Vehicle Registration Fee Revenues (TFCA)	-	-	2,334,917	-	-	-	2,334,917
Total Revenues	\$ 116,468,212	\$ 55,206,022	\$ 2,335,773	\$ 4,558,905	\$ 2,083,213	\$ 11,267,888	\$ 191,920,131
* New Grants							

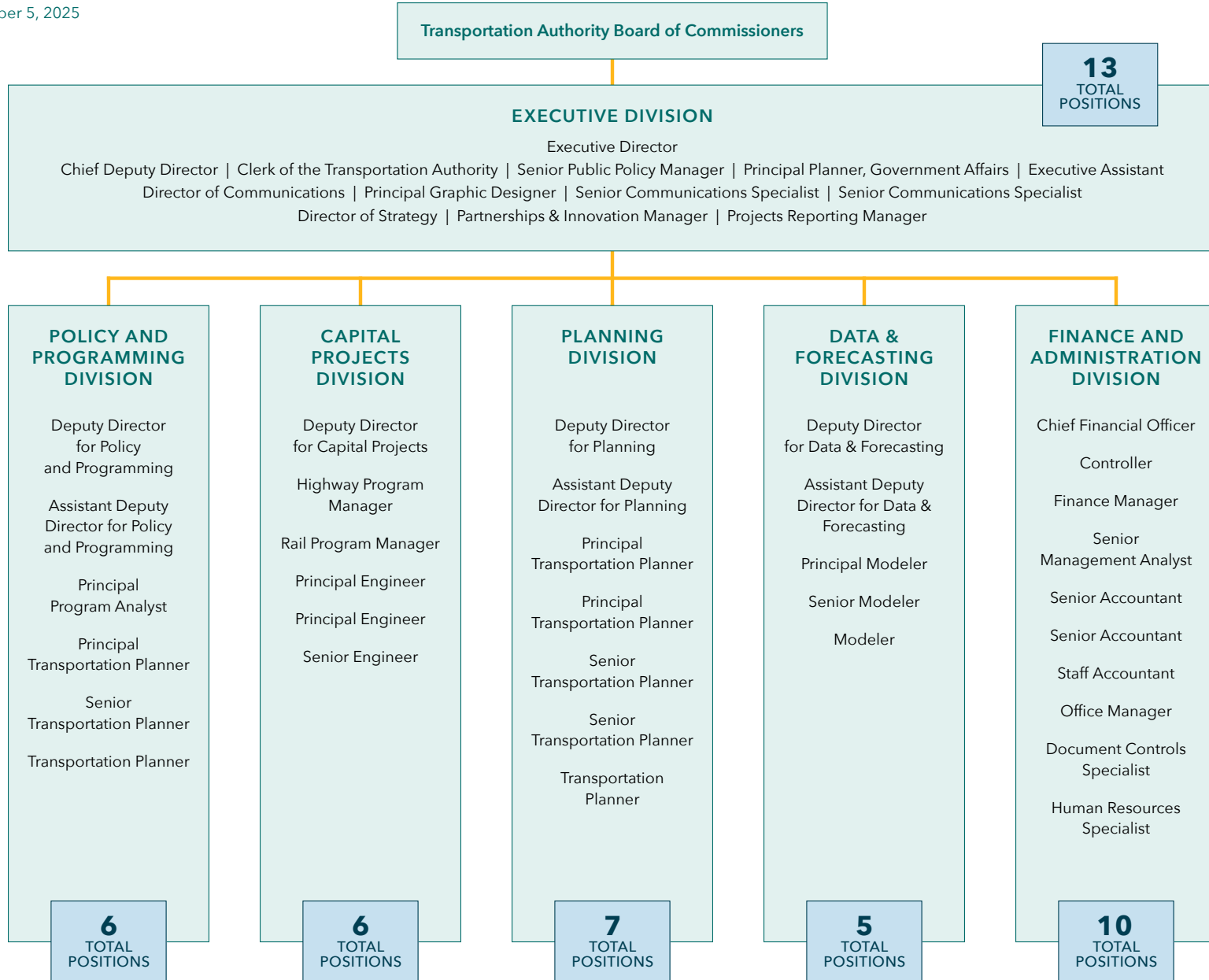


Preliminary Annual Budget by Fund							
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	Preliminary Fiscal Year 2026/27 Annual Budget
Expenditures:							
Capital Project Costs							
Individual Project Grants, Programs & Initiatives	\$ 130,000,000	\$ -	\$ 920,000	\$ 7,500,000	\$ -	\$ 9,000,000	\$ 147,420,000
Technical Professional Services	2,715,989	54,497,706	-	-	1,337,197	100,000	58,650,892
Administrative Operating Costs							
Personnel Expenditures							
Salaries	4,100,016	2,890,142	97,265	173,666	474,427	161,065	7,896,581
Fringe Benefits	2,050,008	1,445,071	48,633	86,833	237,213	80,532	3,948,290
Pay for Performance	338,176	-	-	-	-	-	338,176
Non-personnel Expenditures							
Administrative Operations	2,856,943	43,333	-	-	194,827	-	3,095,103
Equipment, Furniture & Fixtures	316,900	-	-	-	-	-	316,900
Commissioner-Related Expenses	60,000	-	-	-	3,100	-	63,100
Debt Service Costs							
Bond Principal Payment	16,360,000	-	-	-	-	-	16,360,000
Interest and Fiscal Charges	10,971,433	-	-	-	-	-	10,971,433
Total Expenditures	\$ 169,769,465	\$ 58,876,252	\$ 1,065,898	\$ 7,760,499	\$ 2,246,764	\$ 9,341,597	\$ 249,060,475
Other Financing Sources (Uses):							
Transfers in - Prop L Match to Grant Funding	-	3,670,230	-	-	83,575	-	3,753,805
Transfers out - Prop L Match to Grant Funding	(3,753,805)	-	-	-	-	-	(3,753,805)
Transfers in - TFCA Funds to TIMMA	-	-	-	-	79,976	-	79,976
Transfers out - TFCA Funds to TIMMA	-	-	(79,976)	-	-	-	(79,976)
Draw on Revolving Credit Agreement	60,000,000	-	-	-	-	-	60,000,000
Total Other Financing Sources (Uses)	56,246,195	3,670,230	(79,976)	-	163,551	-	60,000,000
Net change in Fund Balance	\$ 2,944,942	\$ -	\$ 1,189,899	\$ (3,201,594)	\$ -	\$ 1,926,291	\$ 2,859,538
Budgetary Fund Balance, as of July 1	\$ 18,705,359	\$ -	\$ 760,596	\$ 8,634,605	\$ -	\$ 33,019,741	\$ 61,120,301
Budgetary Fund Balance, as of June 30	\$ 21,650,301	\$ -	\$ 1,950,495	\$ 5,433,011	\$ -	\$ 34,946,032	\$ 63,979,839
Program and Operating Reserve	\$ 11,543,279	\$ -	\$ 233,492	\$ 454,600	\$ -	\$ 980,000	\$ 13,211,371

Agency Structure 47 STAFF POSITIONS



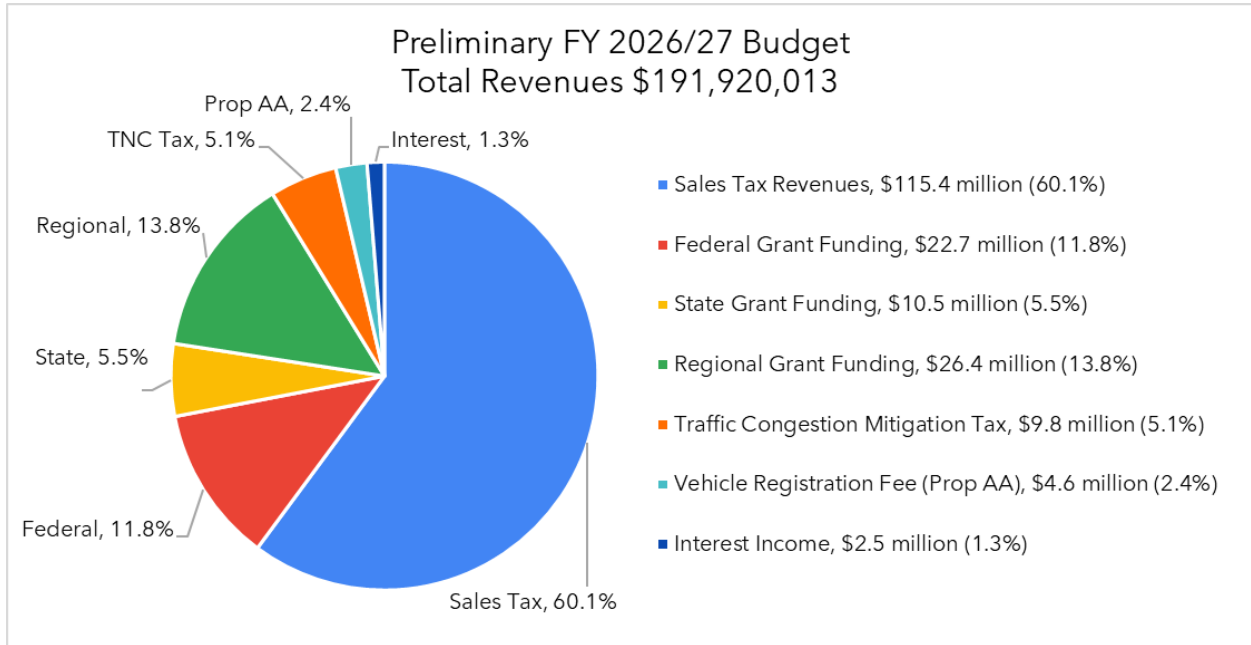
Revised December 5, 2025



Attachment 6
Line Item Descriptions

TOTAL PROJECTED REVENUES.....\$191,920,013

The following chart shows the composition of revenues for the preliminary Fiscal Year (FY) 2026/27 budget.



Prop L Sales Tax Revenues:\$115,432,794

In November 2022, San Francisco voters approved Prop L, the imposition of a retail transactions and use tax of one-half of 1% in the City and County of San Francisco to fund the Prop L Expenditure Plan. The 30-year expenditure plan extends through March 31, 2053, prioritizes \$2.6 billion (in 2020 dollars) and helps San Francisco projects leverage another \$23.7 billion in federal, state, regional and other local funding for transportation projects. The expenditure plan restricts expenditures to five major categories: 1) Major Transit Projects; 2) Transit Maintenance and Enhancements; 3) Paratransit; 4) Streets and Freeways; and 5) Transportation System Development and Management. Prop L superseded the Prop K Expenditure Plan on April 1, 2023.

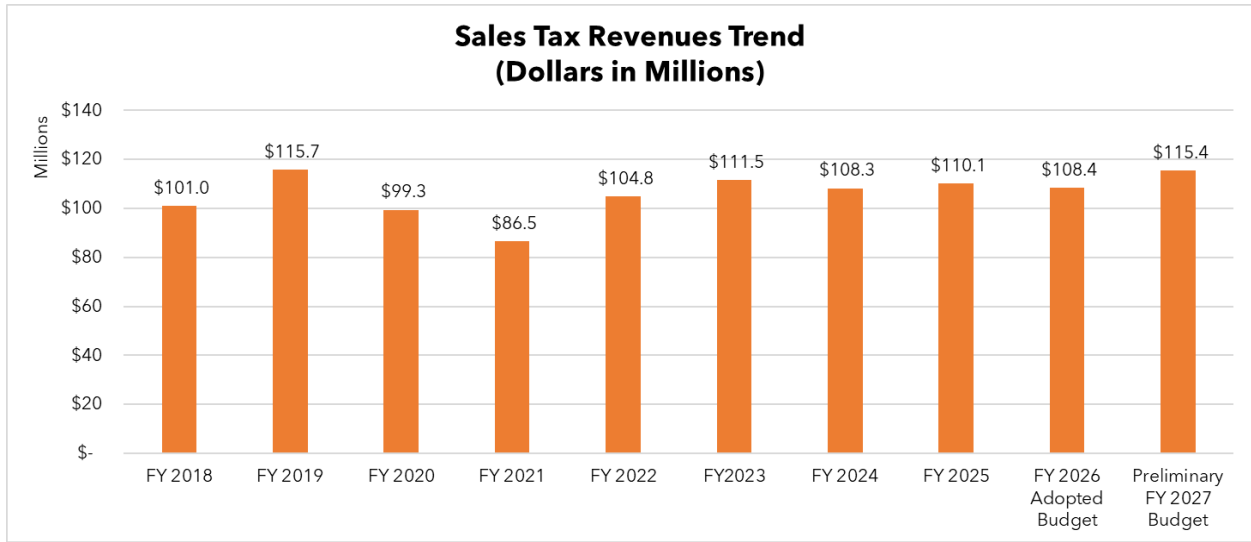
Based on sales tax receipts collected through February 2026, sales tax revenues are above expectations by 5% and we anticipate modest continuation of this trend through FY 2025/26, with more moderate growth (erring on the conservative side) in FY 2026/27. In coordination with our consultants and with the City’s Controller’s Office, we project sales tax revenues for FY 2026/27 to increase by 6.5% as compared to the FY 2025/26 budgeted revenues of \$108.3 million. The increase reflects an overall strengthening across various business sectors, such as food businesses and general retail, as San Francisco continues to recover from the pandemic. In addition, the "work-from-anywhere" outmigration trend has largely stabilized,

Attachment 6

Line Item Descriptions

leading to a normalization of the population base and with recent AI investments, demand is trending upward. The increase of AI related employment in San Francisco has improved the daytime workforce estimates as well. However, we remain cautious as economic uncertainty is heightened due to inflation, tariffs, and the geopolitical conflicts. The sales tax revenue projection is net of the California Department of Tax and Fee Administration’s charges for the collection of the tax and excludes interest earnings budgeted in Interest Income.

This chart reflects the eight-year historical and two-year budgeted receipts for sales tax revenues.



Vehicle Registration Fee for Transportation Improvements Program (Prop AA)

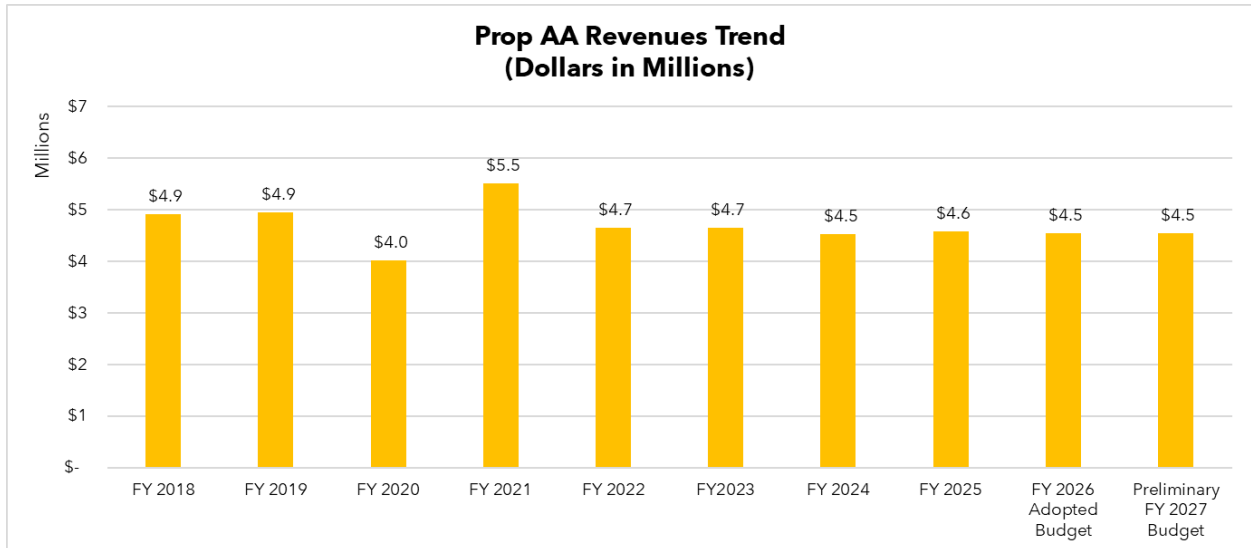
Revenues:.....\$4,546,000

The Transportation Authority serves as the administrator of Proposition AA or Prop AA, a \$10 annual vehicle registration fee on motor vehicles registered in the City and County of San Francisco, which was passed by San Francisco voters on November 2, 2010. The 30-year expenditure plan continues until May 1, 2041 and prioritizes funds that are restricted to three categories: 1) Street Repair and Construction, 2) Pedestrian Safety, and 3) Transit Reliability and Mobility Improvements.

FY 2026/27 Prop AA revenues are projected to remain consistent with the FY 2025/26 budget. The forecast is based on prior year actual revenues as well as year-to-date collections from the current fiscal year. These stable revenue levels reflect a relatively steady number of vehicle registrations in San Francisco following earlier declines in population and activity during and after the pandemic. The amount shown is net of Department of Motor Vehicles’ administrative charges for fee collection

Attachment 6
Line Item Descriptions

This chart reflects the eight-year historical and two-year budgeted receipts for Prop AA revenues.



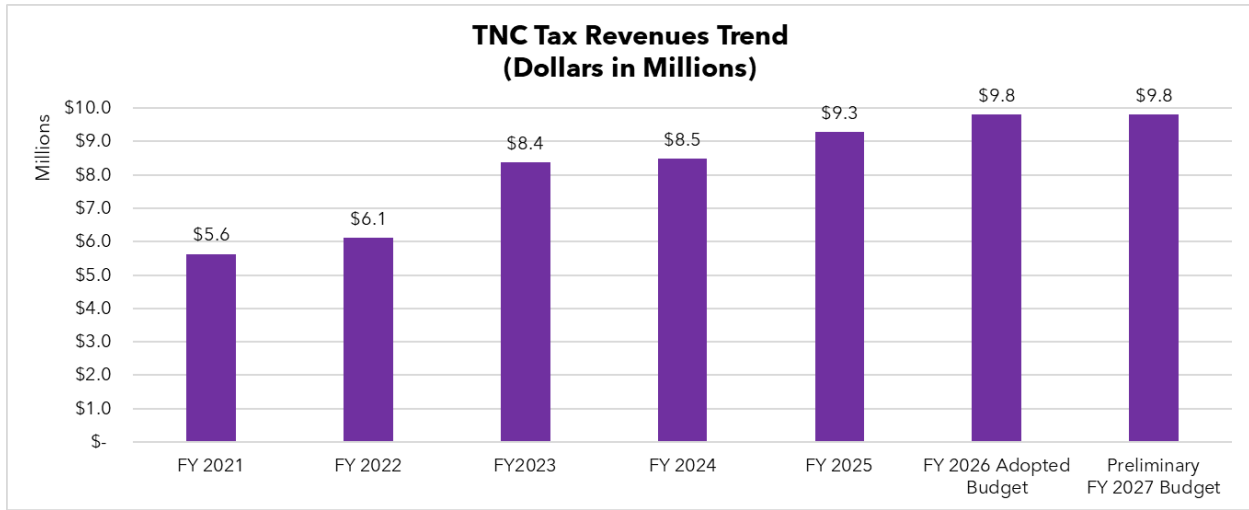
Traffic Congestion Mitigation Tax (TNC Tax) Revenues:.....\$9,800,000

This fund accounts for the November 2019 Proposition D Traffic Congestion Mitigation Tax. The City imposes a TNC Tax (effective January 1, 2020) of 1.5% to 3.25% on fares for rides originating in San Francisco, for the portion of the trip within the city, that are facilitated by commercial rideshare companies or are provided by an autonomous vehicle or private transit services vehicle. After a 2% set aside for administration by the City, 50% of the revenues are directed to the SFMTA for transit operations and improvements, and 50% to the Transportation Authority for bicycle and pedestrian safety improvements, traffic calming, traffic signals, and maintenance. The source of revenue for this fund is TNC tax.

Based on revenues earned through February 2026 and through ongoing discussions and coordination with the City’s Controller’s Office and the SFMTA, TNC Tax revenues for FY 2026/27 are projected to remain the same as the prior budget year of FY2025/26.

Attachment 6
Line Item Descriptions

This chart reflects the five-year historical and two-year budgeted receipts for the Transportation Authority’s share of TNC Tax revenues.



Note: FY 2020/21 TNC Tax Revenues include \$2.5 million covering January to June 2020 that was received in October 2020.

Interest Income:.....\$2,517,067

Most of our investable assets are deposited in the City’s Treasury Pool (Pool). The level of our deposits held in the Pool during the year depends on the volume of Sales Tax and TNC Tax capital project reimbursement requests. Our cash balance consists largely of allocated Sales Tax and TNC Tax funds, which are invested until invoices are received and sponsors are reimbursed. The FY 2026/27 budget for interest income shows a \$664,166 or 35.8% increase as compared to the FY 2025/26 adopted budget which is mainly due to an anticipated higher bank balance in the Sales Tax and TNC Tax Pool accounts as a result of slower than anticipated sponsor reimbursements in prior years, thus more interest is earned on the deposits. The budget does not include any adjustments that would occur due to Governmental Accounting Standards Board Statement No. 31 which is an adjustment to report the change in fair value of investments in the Pool.

Attachment 6

Line Item Descriptions

Congestion Management Agency (CMA) Programs Federal, State and Regional Grant Revenues:.....\$55,206,022

The Transportation Authority is designated under state law as the CMA for the City. Responsibilities resulting from this designation include developing a Congestion Management Program, which provides evidence of the integration of land use, transportation programming, and air quality goals; preparing a long-range countywide transportation plan to guide the City’s future transportation investment decisions; monitoring and measuring traffic congestion levels in the city; measuring the performance of all modes of transportation; and developing a computerized travel demand forecasting model and supporting databases. As the CMA, the Transportation Authority is responsible for establishing the City’s priorities for state and federal transportation funds and works with the Metropolitan Transportation Commission (MTC) to program those funds to San Francisco projects.

The CMA programs revenues for FY 2026/27 will be used to cover ongoing staffing and professional/technical service contracts required to implement the CMA programs and projects, as well as for large projects undertaken in our role as CMA. CMA revenues are comprised of federal, state, and regional funds received from agencies such as the MTC, the California Department of Transportation (Caltrans), and the United States Department of Transportation (USDOT). Some of these grants are project-specific, such as those for the Yerba Buena Island (YBI) West Side Bridges Project, Pier E-2 parking lot reconstruction work of the YBI Southgate Road Realignment Project, YBI Multi-Use Path Project, and Geary-Fillmore Underpass Community Planning Study. Other funding sources, such as federal Surface Transportation Program (STP) funds and state Planning, Programming and Monitoring funds, can be used to fund a number of eligible activities such as planning, programming, model development, and project delivery oversight and support activities, such as the Congestion Management Program and the Mission/Alemany Community Based Transportation Plan. Regional CMA program revenues include City agency contributions for projects such as travel demand model services provided to City agencies in support of various projects and Bay Area Toll Authority (BATA) contributions for projects such as the Bimla Rhinehart Vista Point (Pier E-2) parking lot reconstruction work of the YBI Southgate Road Realignment Project.

The FY 2026/27 budget includes \$32.2 million from federal and state funding in the CMA program revenues. Some of the major drivers for FY 2026/27 are YBI West Side Bridges Project (\$19.1 million), YBI Multi-Use Path Project (\$5.4 million), projects funded by the STP funds as mentioned above (\$1.5 million), and Geary-Fillmore Underpass Community Planning Study (\$1.1 million). This is a \$16.6 million decrease as compared to FY 2025/26, largely due to a \$7.9 million decrease in state grant funds for the YBI Hillcrest Road Improvements Project, as the construction project reached substantial completion in March 2026, and a net decrease of \$13.3 million in federal and state grant funds for the YBI West Side Bridges Project, as construction activities will be tapering down in FY 2026/27. This decrease is offset by an increase of \$1.9 million in new federal Housing Incentives Program grant funds and

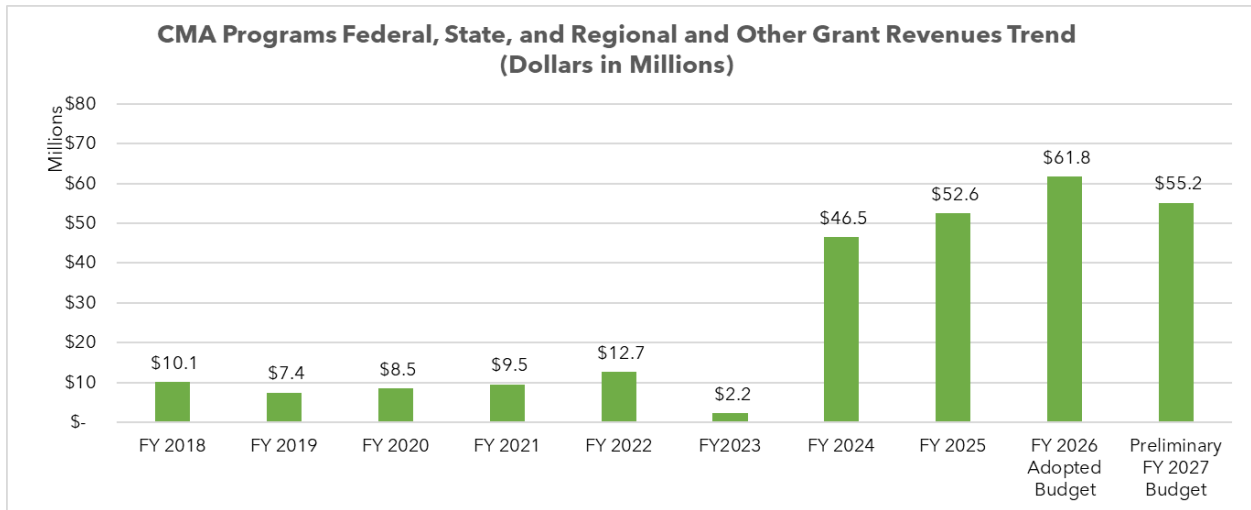
Attachment 6

Line Item Descriptions

\$4.1 million in new state Interregional Transportation Improvement Program grant funds awarded to the construction phase of the YBI Multi-Use Path Project, as well as an increase of \$282,463 in federal grant funds for the Geary-Fillmore Community Underpass Study.

The budget for CMA program revenues also includes \$23.0 million from regional and other funding, a \$10.1 million increase as compared to FY 2025/26, largely due to an increase in regional funds from the BATA and Treasure Island Development Authority for the YBI Multi-Use Path Project construction activities.

This chart reflects the eight-year historical and two-year budgeted receipts for CMA program revenues.

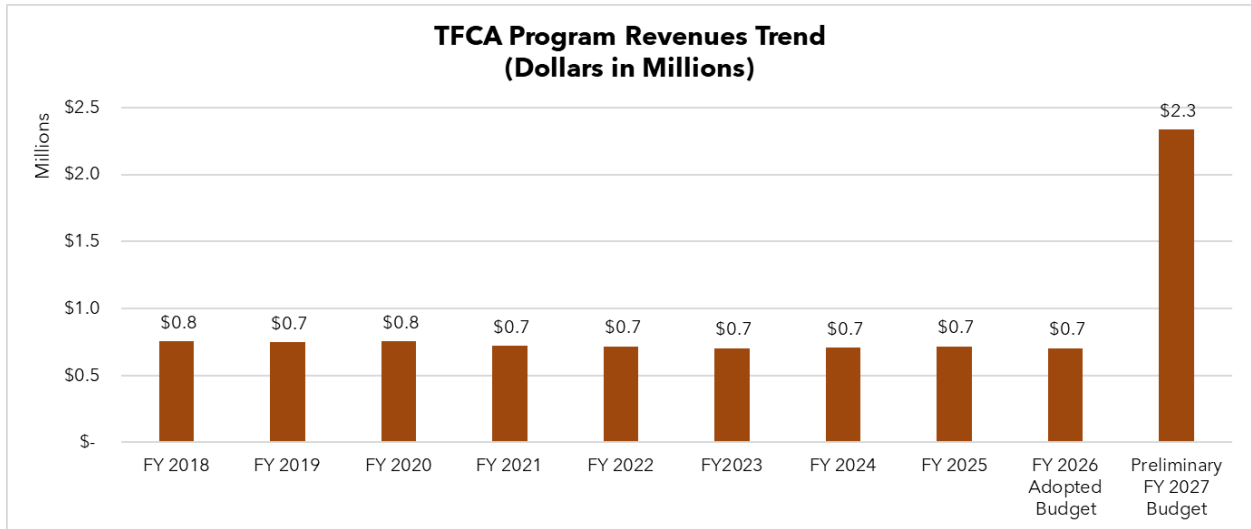


Transportation Fund for Clean Air (TFCA) Program Regional Revenues:.....\$2,334,917

On June 15, 2002, the Transportation Authority was designated to act as the overall program manager for the county share (40 Percent Fund) of transportation funds available through the TFCA program. The TFCA vehicle registration fee revenues (excluding interest earnings in the Interest Income section above) are derived from a \$4 surcharge on vehicles registered in the nine Bay Area counties and must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. TFCA revenues are from vehicle registration fees calculated by the Bay Area Air District (Air District), which administers these revenues, based on actual Calendar Year 2026 revenues. The Air District will account for any differences between actual and projected FY2026/27 revenues in future TFCA cycles. For FY 2026/27, San Francisco will receive \$711,289 in new county share revenues. The Air District is also providing San Francisco with \$1,616,000 in Regional TFCA funds that must be used for bikeway or bike parking projects. TFCA revenues for FY 2026/27 will increase by 242.4%, or \$1.7M compared to FY2025/26.

Attachment 6
Line Item Descriptions

This chart reflects the eight-year historical and two-year budgeted receipts for TFCA program revenues.



Treasure Island Mobility Management Agency (TIMMA) Program

Revenues:.....\$2,083,213

We are working jointly with the Treasure Island Development Authority (TIDA) on the development of the YBI Project. TIDA requested that we, in our capacity as CMA, lead the effort to prepare and obtain approval for all required technical documentation for the project because of our expertise in funding and interacting with Caltrans on design aspects of the project. The Treasure Island Transportation Management Act of 2008 (Assembly Bill 981) authorizes the creation or designation of a Treasure Island-specific transportation management agency. On April 1, 2014, the San Francisco Board of Supervisors approved a resolution designating the Transportation Authority as the TIMMA to implement the Treasure Island Transportation Implementation Plan in support of the Treasure Island/YBI Development Project. In September 2014, Governor Brown signed Assembly Bill 141, establishing TIMMA as a legal entity distinct from the Transportation Authority to separate TIMMA’s functions from the Transportation Authority’s other functions. The eleven members of the Transportation Authority Board act as the Board of Commissioners for TIMMA. TIMMA is also a blended special revenue fund component unit under the Transportation Authority.

TIMMA’s FY 2025/26 budget and work program included several major streams of work: Ferry Service Plan Development and Operating Agreements, Parking Management Plan Development and Memorandum of Understanding, Toll and Affordability Program Design, Ferry Terminal Enhancements Project, and Program Management. At the time of budget adoption, TIMMA had received notice from federal Environmental Protection Agency (EPA) that the \$20 million TI Connects grant that would have funded many of these work streams would be canceled and TIMMA joined a class action lawsuit to challenge this unlawful action, which is still pending. TIMMA Chair Dorsey directed staff to work on ways to backfill the on-

Attachment 6

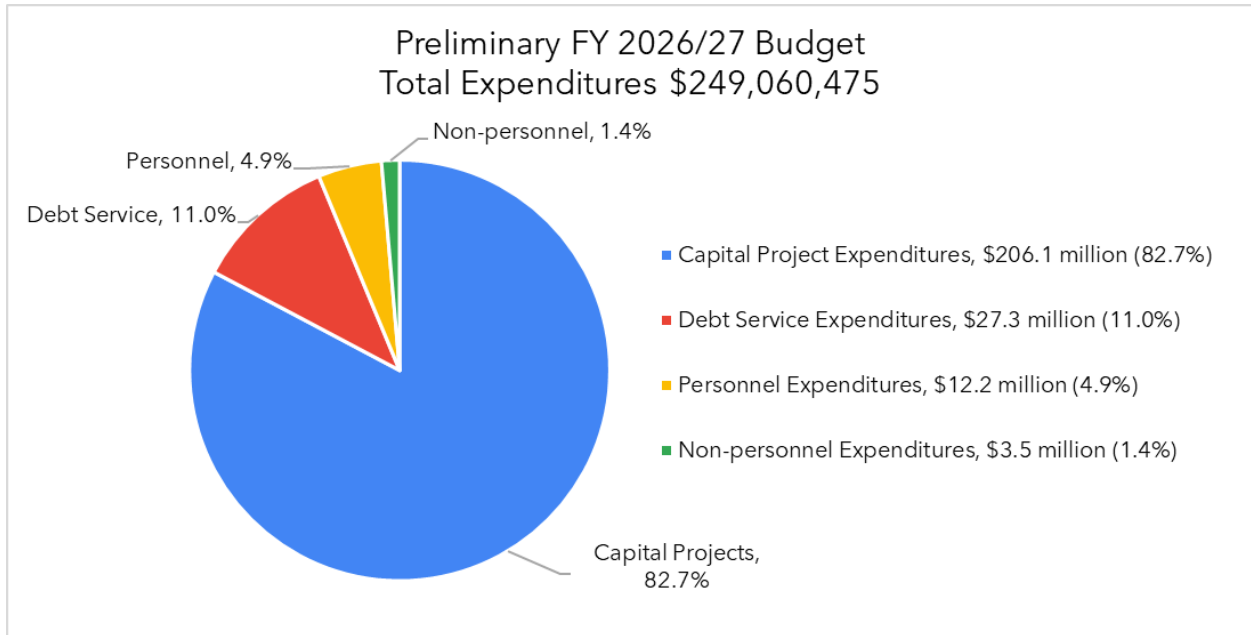
Line Item Descriptions

Island shuttle, bikeshare and other components to the extent feasible and staff is still actively working to secure additional funds. The preliminary TIMMA FY 2026/27 revenues were presented to the April 2026 TIMMA Committee as part of a budget and work program information item. We anticipate presenting the proposed FY 2026/27 budget and work program to the TIMMA Board in June.

TOTAL PROJECTED EXPENDITURES.....\$249,060,475

Total Expenditures projected for the budget year are comprised of Capital Project Expenditures of \$206.1 million, Administrative Operating Expenditures of \$15.7 million, of which \$12.2 million is for Personnel Expenditures and \$3.5 million is for Non-personnel Expenditures, and Debt Service Expenditures of \$27.3 million.

The following chart shows the composition of expenditures for the preliminary FY 2026/27 budget.



CAPITAL PROJECT EXPENDITURES.....\$206,070,892

Capital project expenditures in FY 2026/27 are budgeted to increase from the FY 2025/26 adopted budget by an estimated 0.7%, or \$1.4 million, which is primarily due to anticipated higher capital expenditures for the Sales Tax, TFCA and TNC Tax Program, offset by lower capital expenditures for the CMA Programs. Expenditures by Program Fund are detailed below.

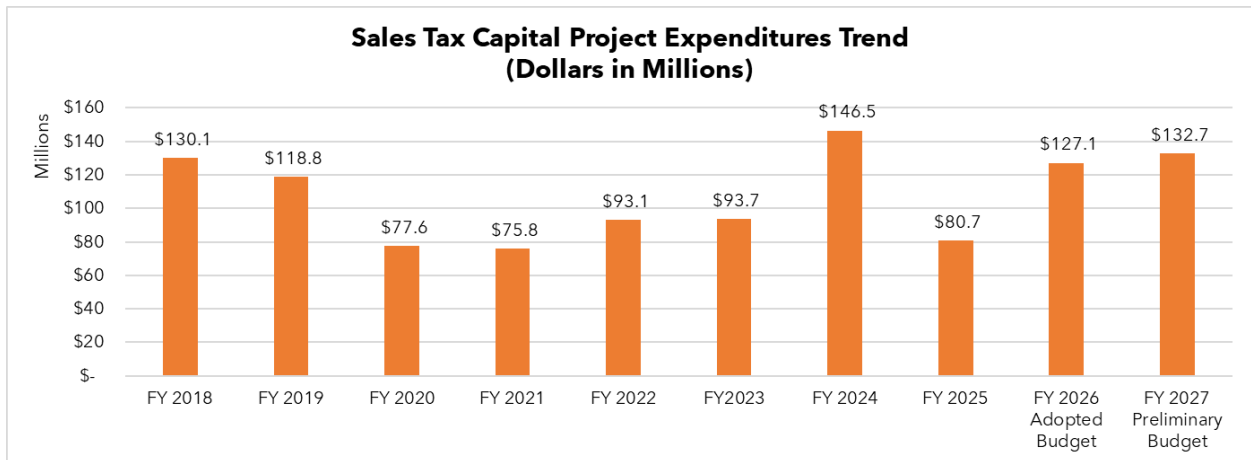
Attachment 6

Line Item Descriptions

Sales Tax Program Expenditures:.....\$132,715,989

The estimate of sales tax capital expenditures reflects the ongoing coordination with project sponsors to maintain up-to-date project reimbursement schedules for the existing Prop K grants (which carried forward into Prop L) with large remaining balances as well as the expected timing for reimbursements and new allocations of Prop L funds. The primary drivers of Sales Tax capital expenditures for FY 2026/27 are SFMTA’s Muni maintenance, rehabilitation and replacement projects, which include various projects such as motor coach and battery electric bus procurements (\$40 million) and facility modernization and electrification projects at Potrero, Presidio, Woods/ Islais Creek and 1399 Marin maintenance yards (\$12 million); SFMTA’s Paratransit operations (\$14 million); The Portal (Downtown Rail Extension) (\$17 million); various Caltrain state of good repair projects (\$8 million); and SF Public Works’ pavement renovation projects (\$5 million).

This chart reflects the eight-year historical and two-year budgeted sales tax program capital expenditures.



CMA Programs Expenditures:.....\$54,497,706

This line item includes construction activities and technical consulting services such as planning, programming, engineering, design, and environmental services, consistent with our CMA responsibilities under state law. Included are various projects such as YBI Multi-Use Path Project, Geary-Fillmore Underpass Community Planning Study, San Francisco Freeway Network Study, and Bayview Street Safety and Truck Relief Study. Also included is the YBI West Side Bridges and Pier E-2 parking lot reconstruction work of the YBI Southgate Road Realignment Project.

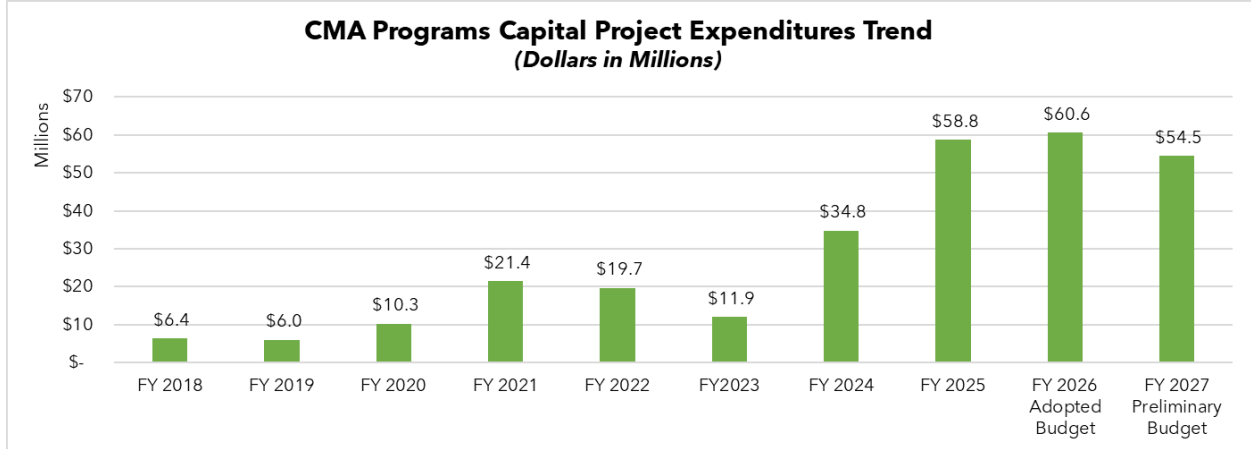
Expenditures in FY 2026/27 are budgeted to decrease by 10.0%, or \$6.1 million, as compared to FY 2025/26 proposed adopted budget. This decrease is primarily due to decreased construction activities for the YBI Hillcrest Road Improvement Project of \$8.4

Attachment 6

Line Item Descriptions

million in capital expenditures. The primary drivers of CMA Programs capital expenditures for FY 2026/27 are construction activities for YBI Multi-Use Path Project (\$30.9 million) and YBI West Side Bridges Project (\$19.1 million).

This chart reflects the eight-year historical and two-year budgeted CMA programs capital project expenditures.

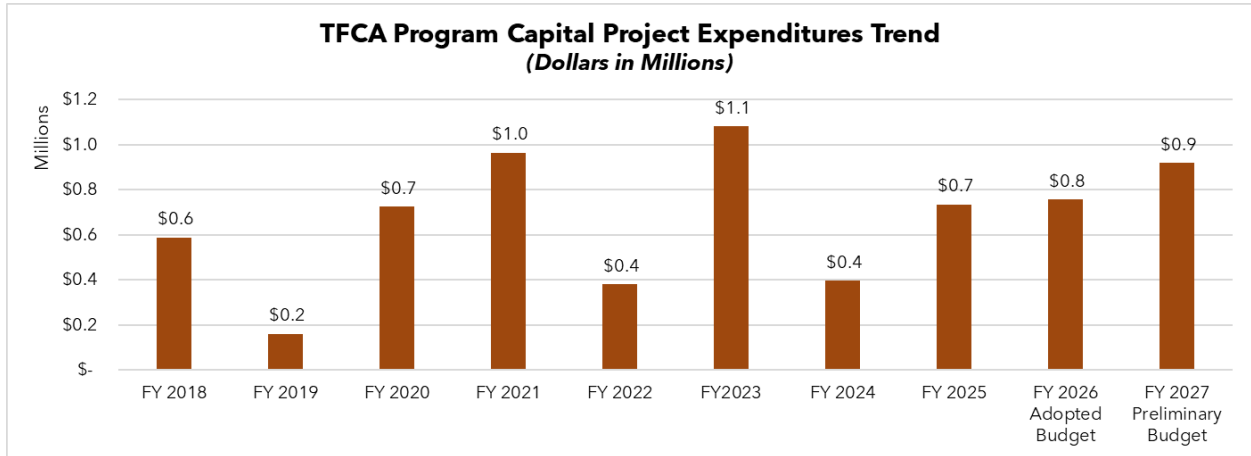


TFCA Program Expenditures:.....\$920,000

This line item covers projects to be delivered with TFCA funds, a regional program administered by the Air District, with the Transportation Authority serving as the administering agency for the county share (40 Percent Fund). For this Fiscal Year, the Air District has also provided additional Regional TFCA funds to be administered by the Transportation Authority, specifically for bikeways and bike parking. TFCA monies must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. The TFCA capital expenditures program includes new FY 2026/27 projects, anticipated to be approved by the Board in June 2026, carryover prior year projects with multi-year schedules and FY 2025/26 projects that are taking longer to complete than originally anticipated. This year’s budget of \$920,000 is higher than the FY 2025/26 amended budget by 21.7% or \$164,000. The largest capital project expenditures are anticipated for the SFMTA’s Short-Term Bike Parking program and new FY 2026/27 projects to be identified through a call for projects.

Attachment 6
Line Item Descriptions

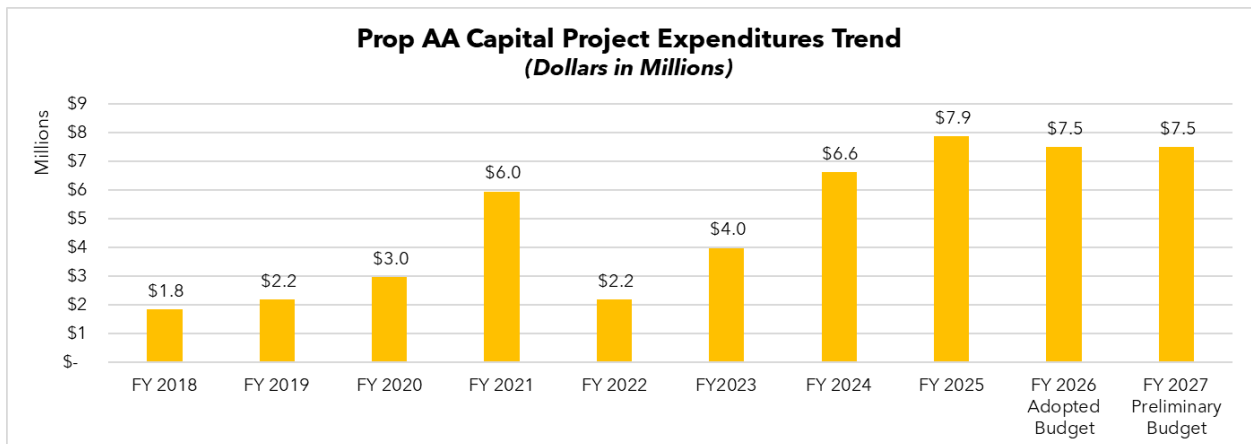
This chart reflects the eight-year historical and two-year budgeted TFCA capital project expenditures.



Vehicle Registration Fee for Transportation Improvements Program (Prop AA)
Expenditures:\$7,500,000

This line item includes projects that will be delivered under the voter-approved Prop AA Expenditure Plan. Consistent with the Prop AA Expenditure Plan, the revenues will be used for design and construction of local road repairs, pedestrian safety improvements, transit reliability improvements, and transportation demand management projects. The Prop AA capital expenditures include FY 2026/27 projects programmed in the Prop AA Strategic Plan, carryover prior year projects with multi-year schedules, and other projects that will not be completed as anticipated by the end of FY 2025/26. The largest capital project expenditures include San Francisco Public Works’ 8th Street, Clay Street and Leavenworth Street Pavement Renovation; Various Locations Pavement Renovation No. 90; and Japantown Buchanan Mall Improvements; and SFMTA’s M Ocean View Transit Reliability and Mobility Improvements project and Transit Stop Signage Enhancement Program

This chart reflects the eight-year historical and two-year budgeted Prop AA capital project expenditures.



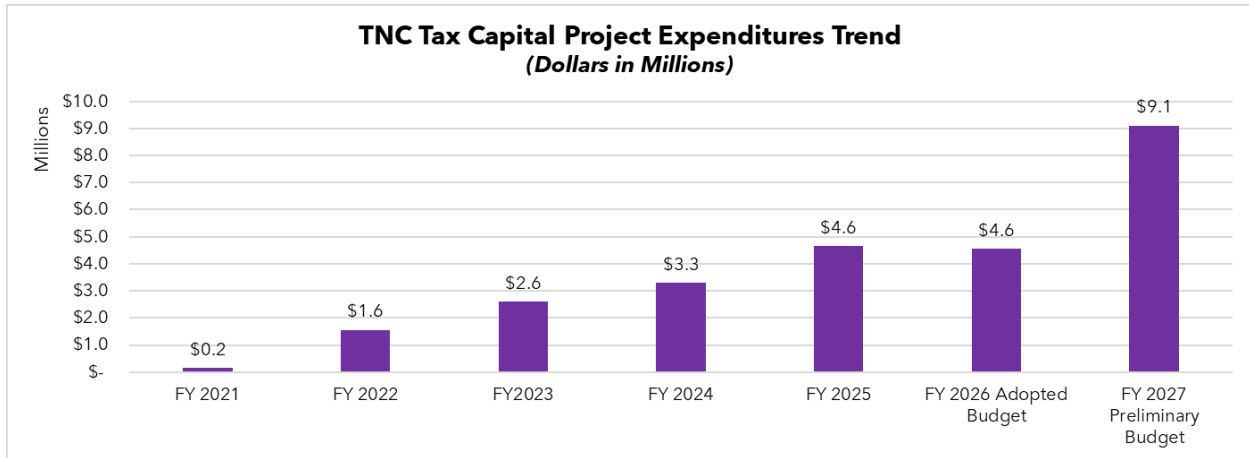
Attachment 6

Line Item Descriptions

Traffic Congestion Mitigation Tax Program (TNC Tax) Expenditures:.....\$9,100,000

Capital Project Costs for the TNC Tax Program in FY 2026/27 are expected to increase by \$4,500,000, or 100%, as compared to the adopted budget, due to projects ramping up. In FY 2026/27, SFMTA is expected to make significant progress in delivering on the backlog of requests to the Application Based Residential Traffic Calming Program, which had been experiencing significant project delivery issues, and the Vision Zero Quick-Build Program, and complete several projects in late FY 2025/26 and throughout FY 2026/27.

This chart reflects the five-year historical and two-year budgeted TNC Tax capital project expenditures.



TIMMA Program Expenditures:.....\$2,246,764

The preliminary TIMMA FY 2026/27 expenditures were presented to the April 2026 TIMMA Committee as an information item and are anticipated to be presented as a separate item to the TIMMA Board at the June meeting. The preliminary work program anticipates, subject to confirming funding, a suite of activities including launching bikeshare on Treasure Island and Yerba Buena Island, initiating implementation of the on-island shuttle, updating the parking and demand management study, continuing work on the toll and affordability system, and completion of the Ferry Terminal Enhancements Project.

ADMINISTRATIVE OPERATING EXPENDITURES.....\$15,658,150

Administrative operating expenditures in FY 2026/27 are budgeted to increase from the FY 2025/26 adopted budget by \$1.6 million, or 11%. Operating expenditures include personnel, administrative, Commissioner-related, and equipment, furniture, and fixtures expenditures.

Personnel:.....\$12,183,047

Personnel costs are budgeted at a higher level by 14.3% as compared to the FY 2025/26 adopted budget, reflecting a budget of 43 full-time equivalents. This increase is primarily due

Attachment 6

Line Item Descriptions

to the implementation of the revised salary structure, approved in March 2026 through Resolution 26-41 and the anticipated hiring of a Highway/Rail Program Manager. The increase in fringe benefits reflects the proportional increase in salaries as mentioned above, and rising healthcare costs. Capacity for merit increases is also included in the pay-for-performance and salary categories; however, there is no assurance of any annual pay increase. Employees are not entitled to cost of living increases. All salary adjustments are determined by the Executive Director based on merit only.

Assembly Bill No. 2561 (McKinnor) requires public agencies to present the status of vacancies and recruitment and retention efforts at a public hearing at least once per fiscal year. For FY 2026/27, we have four unfilled positions: a Principal Transportation Planner, a Senior Engineer, a Transportation Modeler, and a Human Resources Specialist. These vacancies will be filled contingent upon securing sufficient funding and will be included in future year budgets or budget amendments, as needed.

Non-Personnel:.....\$3,475,103

This line item includes typical operating expenditures for office rent, telecommunications, postage, materials and office supplies, printing and reproduction equipment and services, and other administrative support requirements for all of our activities, along with all administrative support contracts, whether for City-supplied services, such as the City Attorney legal services and the Department of Technology cablecast services, or for competitively procured services (such as auditing, legislative advocacy, outside computer system support, etc.). Also included are funds for ongoing maintenance and operation of office equipment, computer hardware, licensing requirements for computer software, an allowance for replacement furniture and fixtures, Commissioner meeting fees, and compensation for Commissioners' direct furniture, equipment and materials expenditures related to Transportation Authority activity.

Non-personnel expenditures in FY 2026/27 are budgeted to increase from the FY 2025/26 adopted budget by an estimated 3.1%, or \$103,888. This is mainly due to an increased budget to complete the replacement of all conference room audio visual equipment, as needed, to ensure reliability.

DEBT SERVICE COSTS.....\$27,331,433

On October 31, 2024, the Transportation Authority entered into a new Revolving Credit Agreement (RCA) with U.S. Bank National Association (U.S. Bank) for \$185.0 million and the full balance is currently available to draw upon for Sales Tax capital project costs. This line item assumes fees and interests of \$6.2 million related to the expected drawdown from the Revolving Credit Loan Agreement noted in the Other Financing Sources/Uses section, anticipated bond principal payment of \$16.4 million and interest payments of \$4.7 million related to our 2017 Sales Tax Revenue Bonds and anticipated drawdowns from the Revolving Credit Loan Agreement, and other costs associated with our debt program. Debt service

Attachment 6

Line Item Descriptions

expenditures in FY 2026/27 are budgeted to increase the FY 2025/26 adopted budget by an estimated 16.4% or \$3.8 million.

OTHER FINANCING SOURCES/USES.....\$60,000,000

The Other Financing Sources/Uses section of the Line Item Detail for the FY 2026/27 budget includes anticipated drawdowns from the Revolving Credit Loan Agreement. We had budgeted our first tranche for a \$65 million drawdown in our FY 2024/25, our second tranche for a \$60 million drawdown as proposed in the FY 2025/26 amended budget, and another \$60 million in FY 2026/27. The estimated level of sales tax capital expenditures for FY 2026/27 may trigger the need to drawdown up to an additional \$60 million, utilizing the remaining capacity in the \$185 million Revolving Credit Loan Agreement. We will continue to monitor capital spending closely during the upcoming year through a combination of cash flow needs for allocation reimbursements, progress reports and conversations with project sponsors, particularly our largest grant recipient, the SFMTA.

This line item also includes inter-fund transfers of \$3.8 million among the sales tax, CMA, and TIMMA funds. These transfers represent Sales Tax appropriations to projects such as the YBI West Side Bridges, YBI Multi-Use Path Project, Geary-Fillmore Underpass Community Planning Study, and San Francisco Freeway Network Study. In addition, this line item includes inter-fund transfers of \$79,976 between TFCA and TIMMA funds for bikeshare operations, funded by a TFCA grant.

PROGRAM AND OPERATING RESERVES.....\$13,211,371

Our Fiscal Policy directs that we shall allocate not less than 5% and up to 15% of estimated annual sales tax revenues as a hedge against an emergency occurring during the budgeted fiscal year. In the current economic climate, a budgeted fund balance of \$11.5 million, or 10% of annual projected sales tax revenues, is set aside as a program and operating reserve. This program and operating reserve in the Sales Tax Program includes the utilization of up to \$475,000 in FY 2026/27 to support Prop L program administration and operating costs, approved in March 2026 through Resolution 26-41. We have also set aside \$233,492 or about 10% as a program and operating reserve respectively for the TFCA Program; \$454,600 or about 10% as a program and operating reserve respectively for the Prop AA Program; and \$980,000 or about 10% as a program and operating reserve respectively for the TNC Tax Program.

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San Francisco Transportation Plan 2050+



San Francisco
County Transportation
Authority

Community Advisory Committee - Agenda Item 11
April 22, 2026

Agenda

- SFTP+ Overview
- Round 1 Outreach – What We Heard
- Our Draft Plan
- Your Feedback Welcomed
- Next Steps

What is the SFTP?

The San Francisco Transportation Plan (SFTP) is the countywide 30-year blueprint for transportation system development and investments

- The Investment Plan is based on the expected transportation revenue for 30 years
- The Vision Plan considers potential new revenues
- Discussion of strategic initiatives
- Coordinated with updates to regional plans (Plan Bay Area)

Goals and Measuring Progress



Equity



Environmental Sustainability



Accountability and Engagement



Economic Vitality

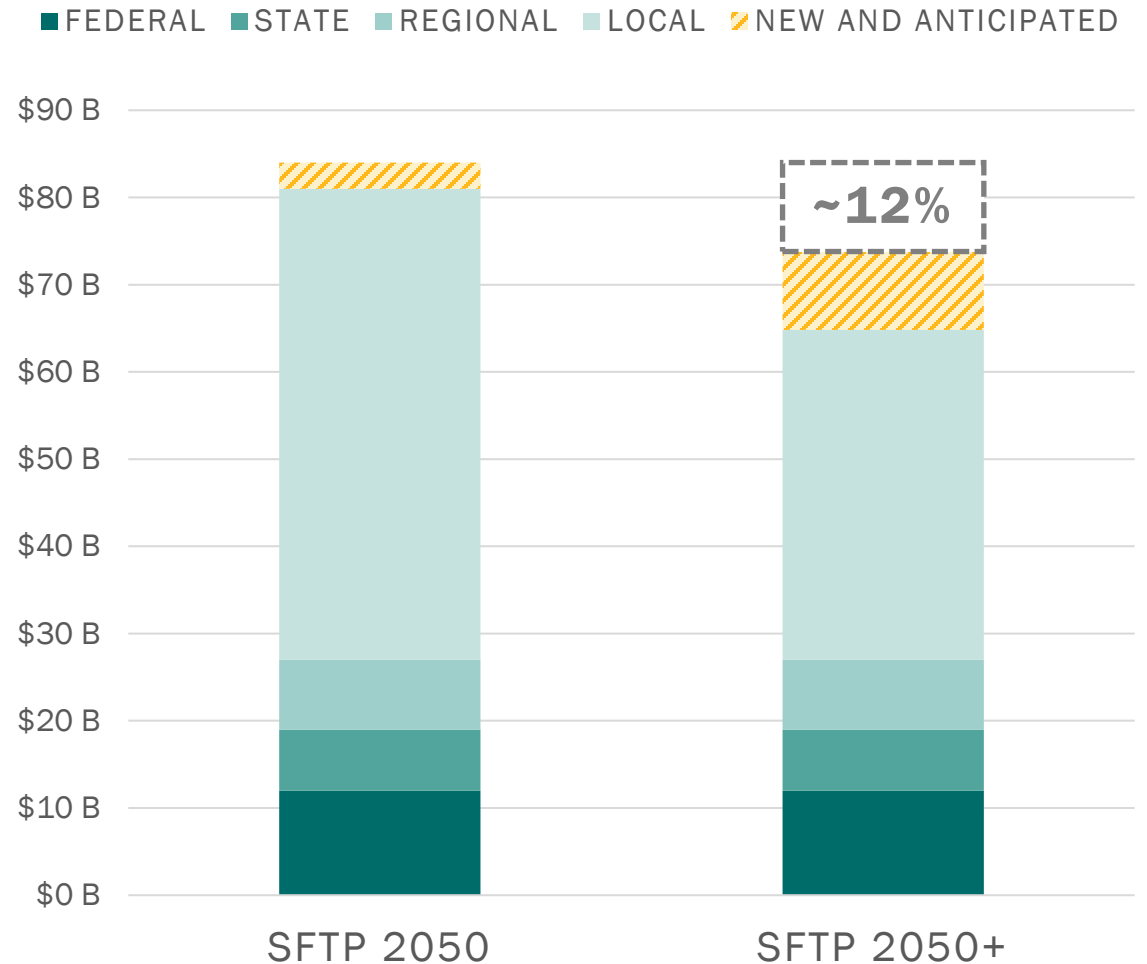


Safety and Livability

SFTP+ Overview

The SFTP+ is a focused update incorporating post-pandemic travel data and revenue estimates

Transportation Revenues Projected to be Lower

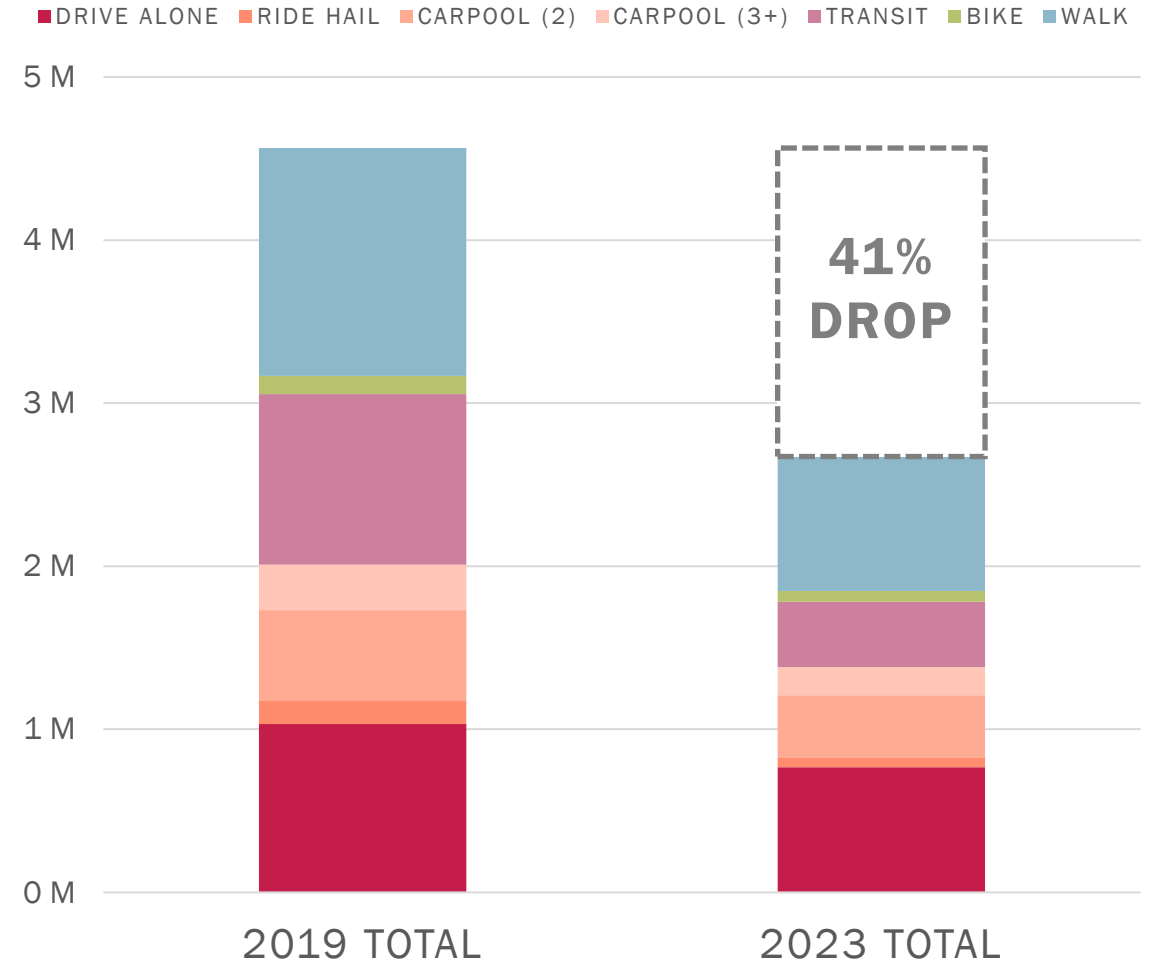


2020 Dollars

What we've done so far

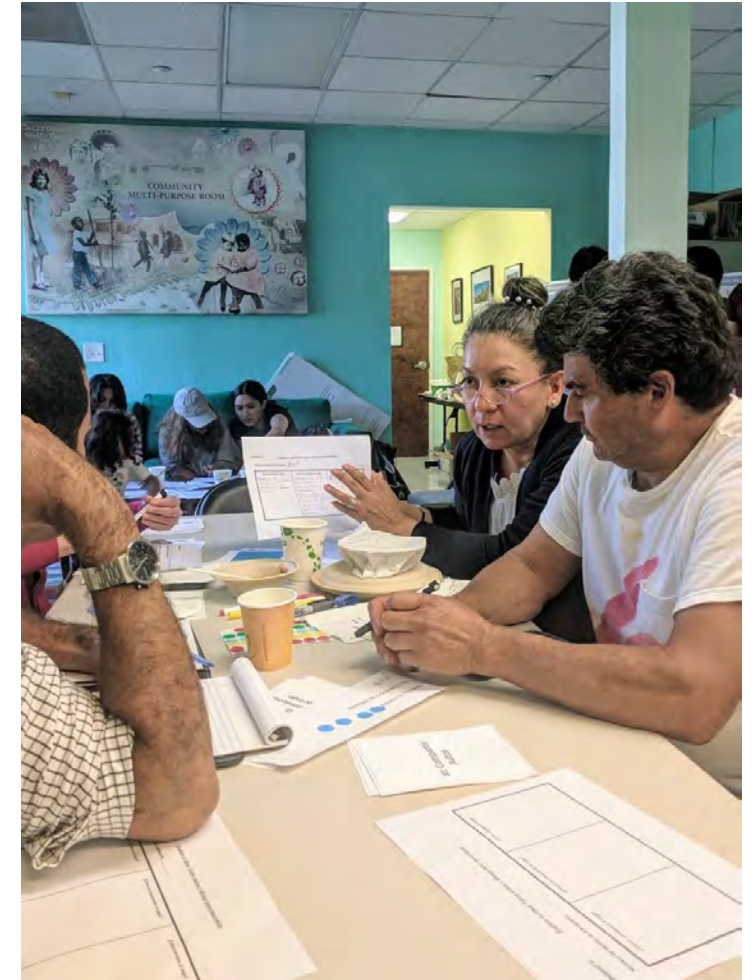
- Studied existing conditions / travel behaviors
- Updated growth projections
- Estimated what 2050 looks like if we don't invest

People Travel Less, Are More Likely to Drive



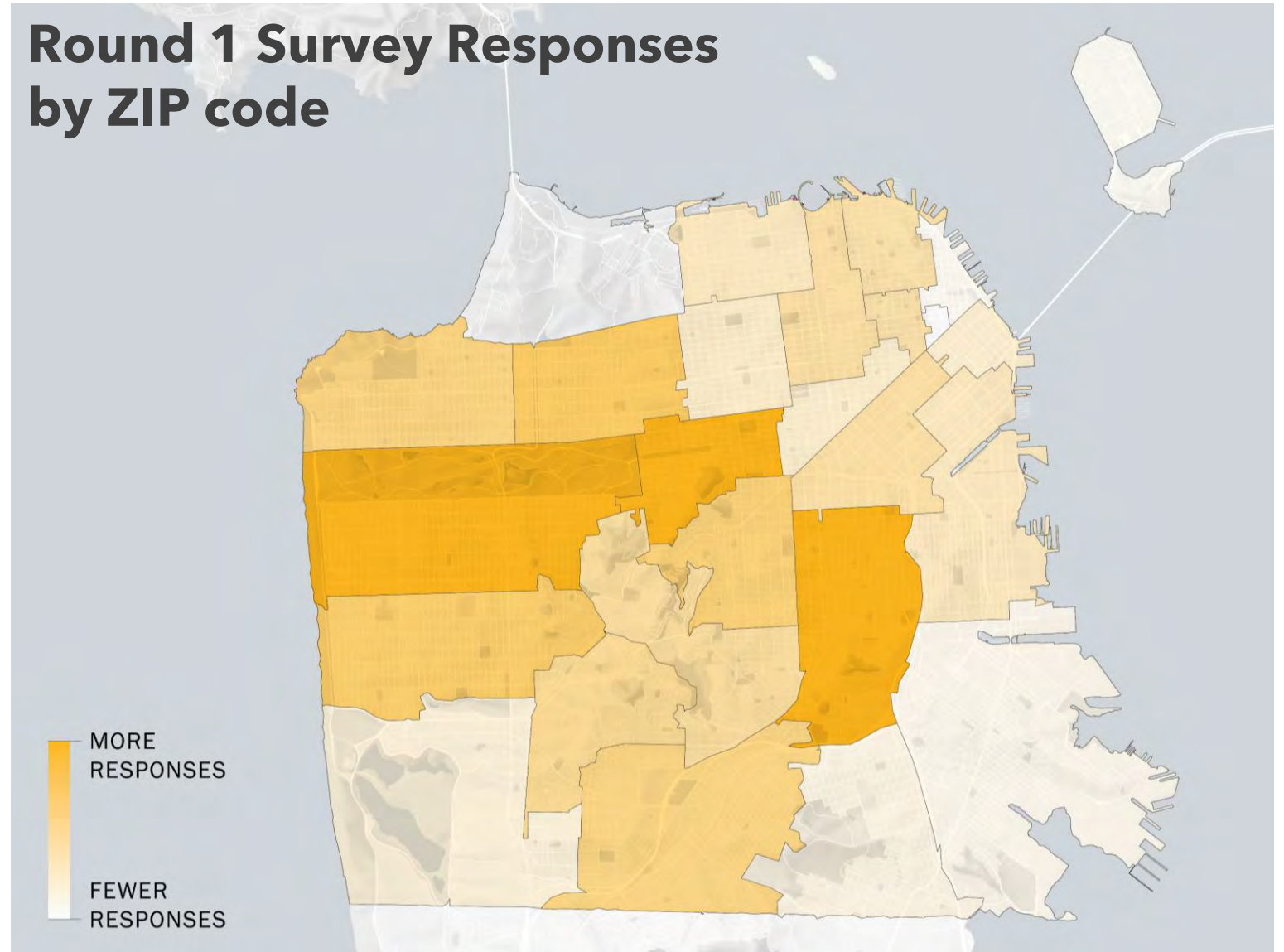
Round 1 Outreach – What We Heard

- We hosted two virtual Town Hall meetings
- We reached out to over 200 community organizations citywide and serving constituents in all 11 districts
- We heard a wide range of comments
 - Strong support for transit: better reliability, system preservation, expansion
 - Need for safety improvements
 - Concern that driving in the city was becoming more difficult



Round 1 Outreach: Who We Heard From

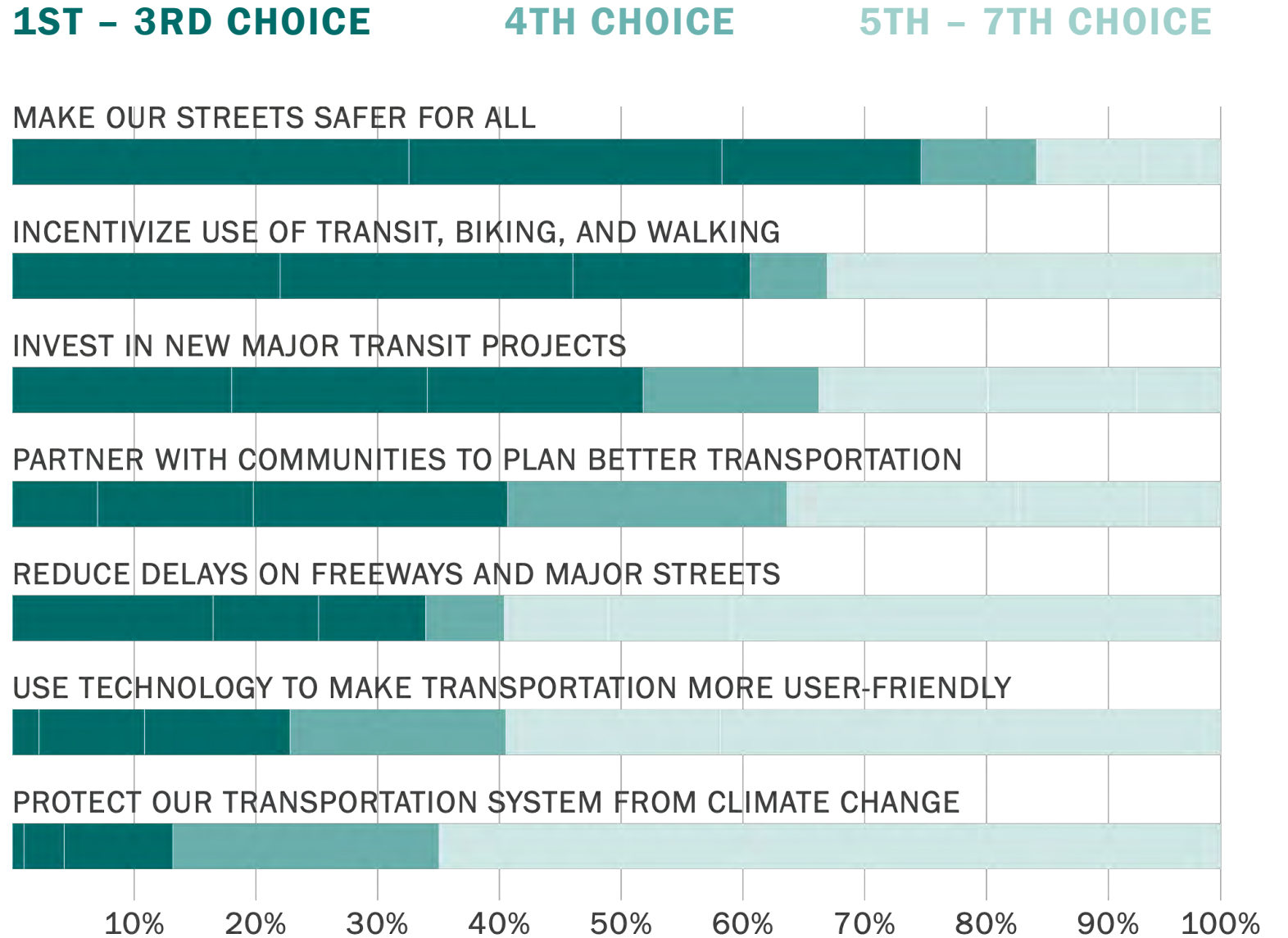
Round 1 Survey Responses by ZIP code



Question 1: Agree with Priority of Transit Operations and State of Good Repair

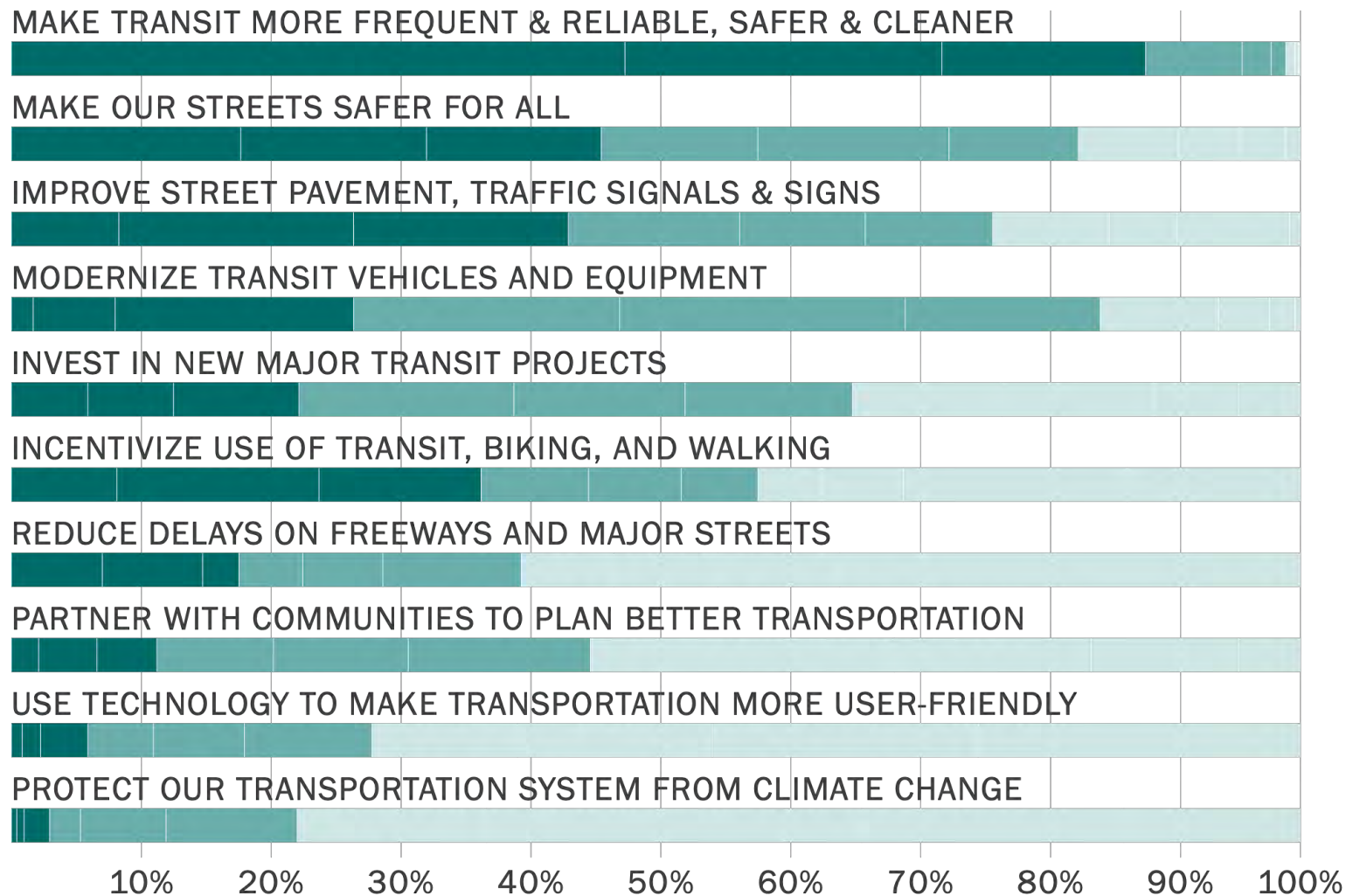


Question 2: Highest Priority with Limited Funding

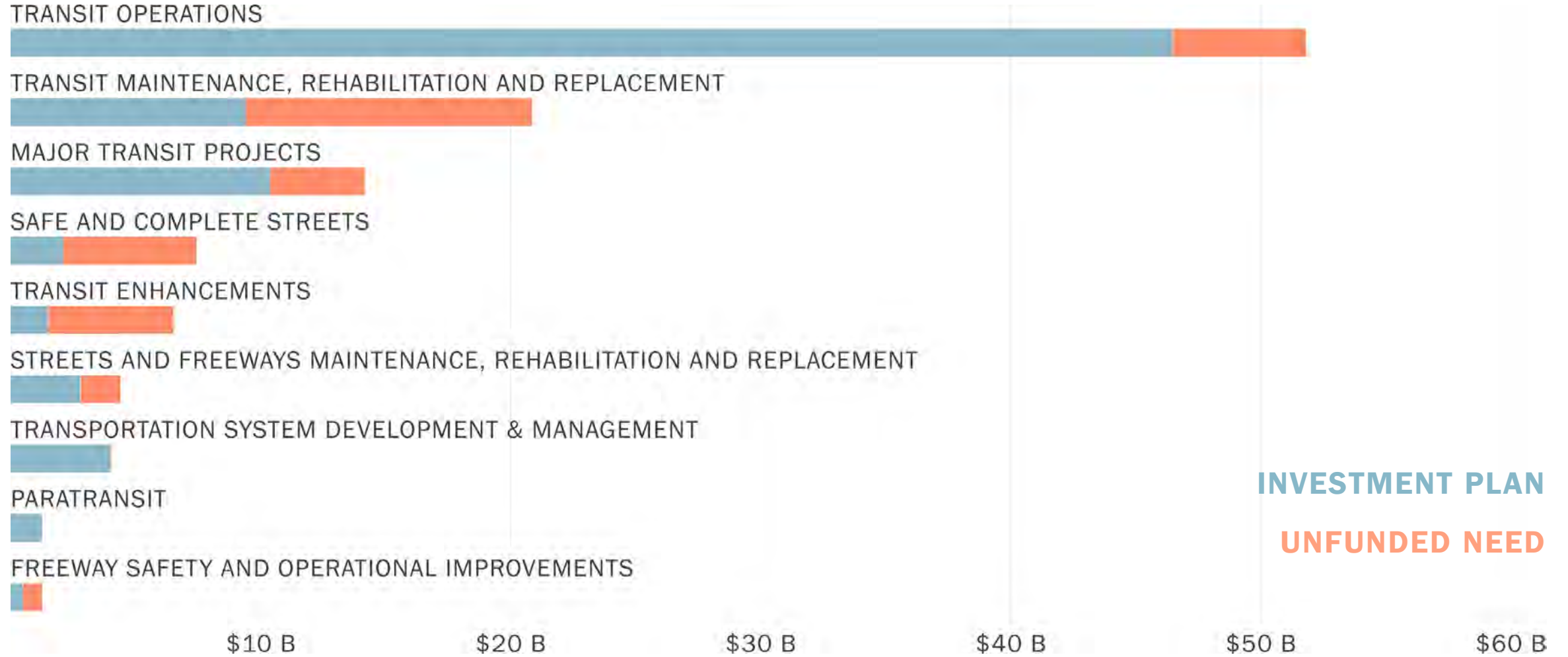


Question 3: Highest Priority with Unlimited Funding

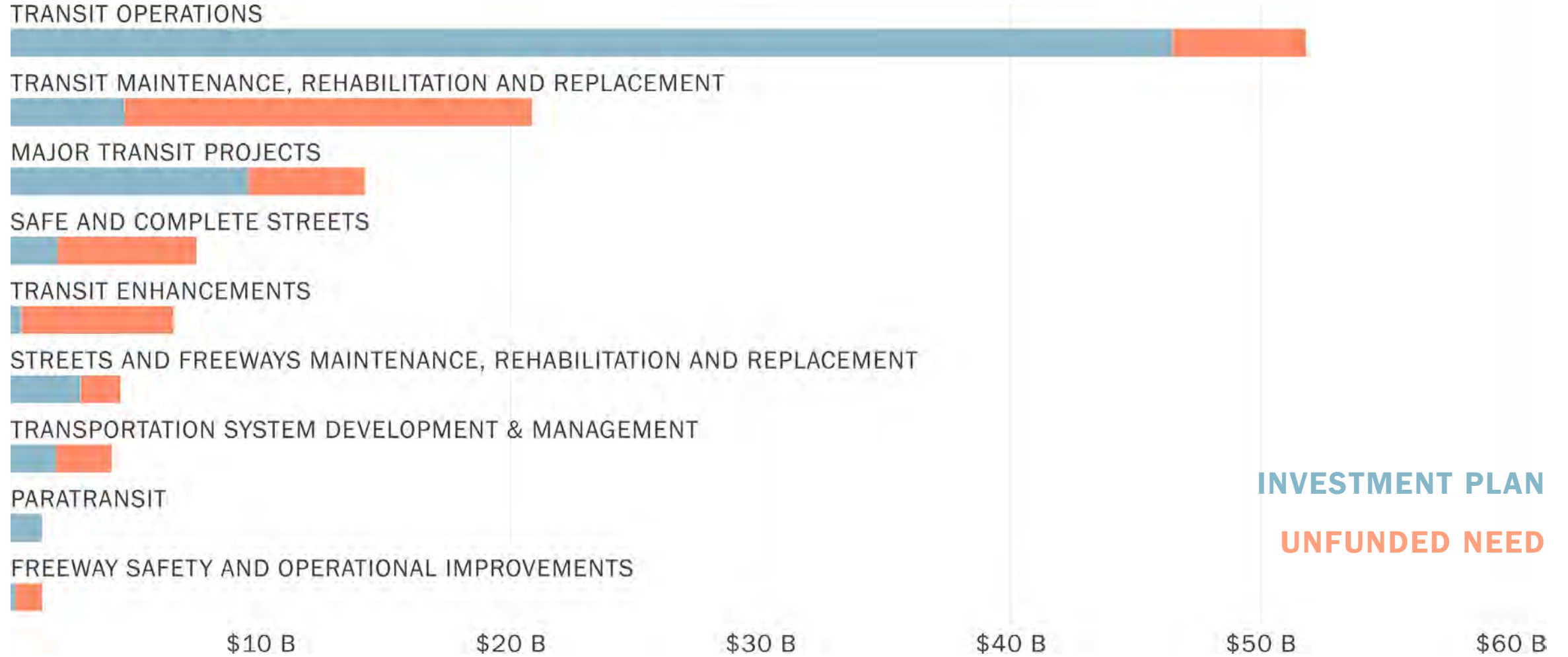
1ST - 3RD CHOICE 4TH - 6TH CHOICE 7TH - 10TH CHOICE



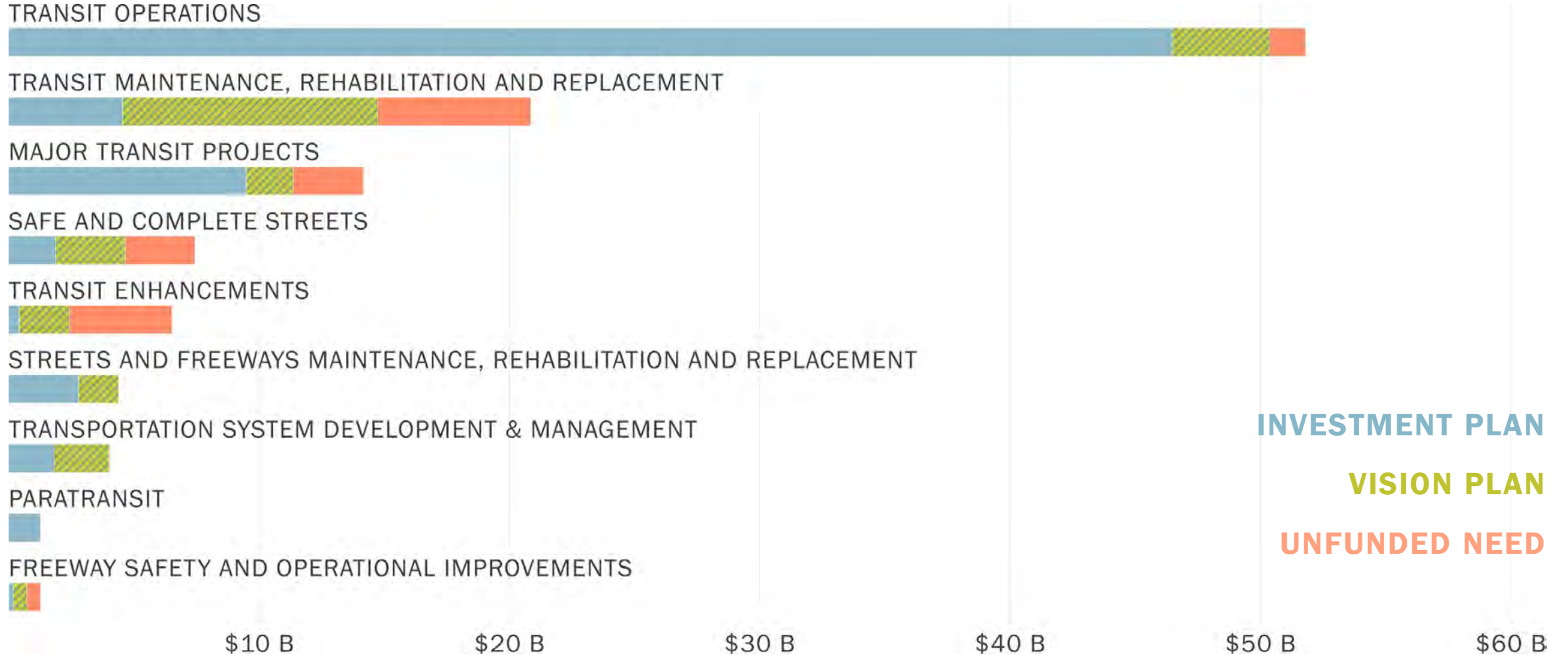
SFTP 2050 Investment Plan – \$80 Billion



SFTP 2050+ Illustrative Investment Plan – \$69 Billion



SFTP 2050+ Illustrative Vision Plan – \$95 Billion



Vision Plan Benefits: Expanded and more reliable transit



Photo by SFMTA Photography Department

Vision Plan Benefits: Improved access for equity priority communities



Photo by SFMTA Photography Department

Vision Plan Benefits: Safer streets



Photo by SFMTA Photography Department

Vision Plan
Benefits:
**Better
maintained
streets,
sidewalks, and
signals**



Photo by SFMTA Photography Department



Vision Plan Benefits: Progress Toward Goals



Photo by SFMTA Photography Department



Photo by SFMTA Photography Department



Photo by SFMTA Photography Department

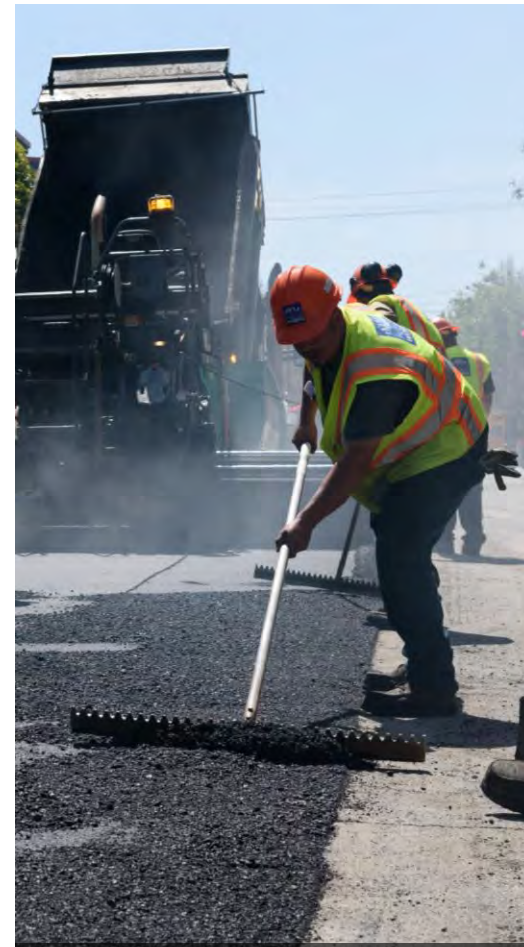


Photo by SFMTA Photography Department

Your Feedback Welcomed



What is your top priority for the Vision Plan?

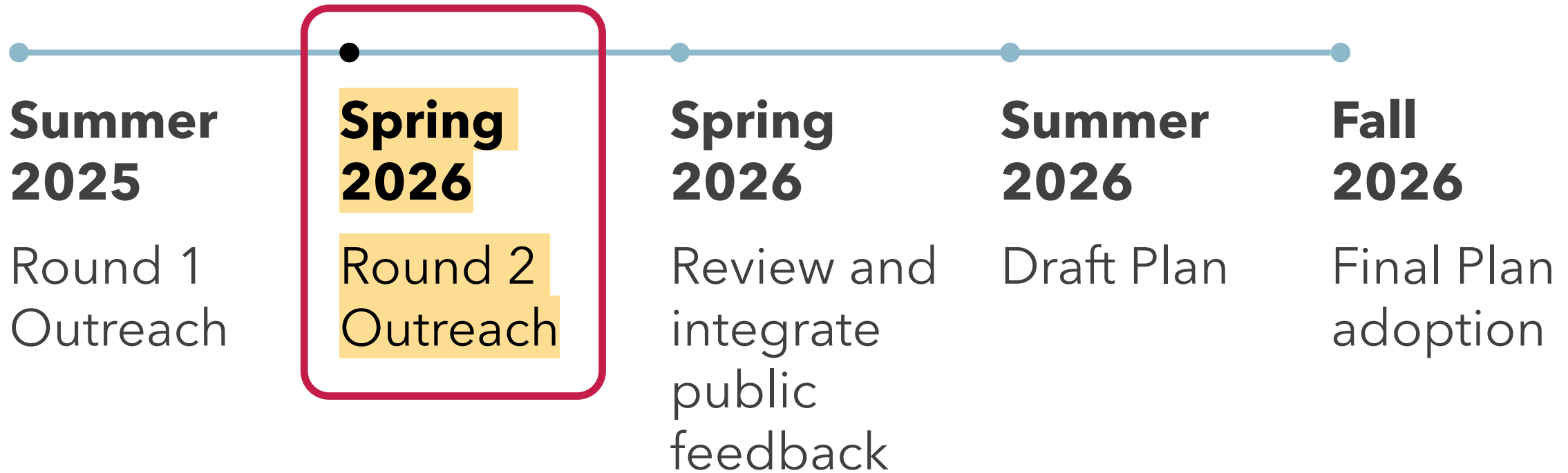
**Please let us know your thoughts
at this link:**

- sfcta.org/sftp
- Feedback form will close
on May 15, 2026

Join a Virtual Town Hall:

- Saturday April 18 at 10 a.m.
- Thursday April 23 at 6 p.m.

Next Steps



Thank You!

sfcta.org/sftp

Email us at sftp@sfcta.org

Suany Chough

Assistant Deputy Director for Planning



San Francisco
County Transportation
Authority



sfcta.org/stay-connected

Westside Network Study



San Francisco
County Transportation
Authority

Community Advisory Committee - Agenda Item 11
April 22, 2026

Westside Area

Intent of Westside Focus:

- Understand how Westsiders travel today and in the future considering planned transportation projects and anticipated growth
- Propose ways to improve Westside transportation options in the 10 - 15 year range which advance our SFTP+ goals



Agenda

- **Round 1 outreach findings**
- **Potential Solutions**
- **Evaluation approach**
- **Next steps**

SFTP+ Survey

Top westsider priorities broadly align with citywide trends:

- Maintaining transit service levels; state of good repair confirmed as top priorities
- Transit first and safety are priorities for funding
- New funding should improve transit frequency, reliability, safety and cleanliness

SFTP+ Survey

Some slight differences between second tier priorities SF vs. Westside

- When preserving existing funding programs, Westsiders more interested in reducing driver delays
 - 22% of WS listed as #1 priority
 - 17% of SF
- For new funding, Westsiders are more interested in “Improving street pavement, traffic signals, and signs”
 - 48% of WS listed it as #1-3 priority
 - 43% of SF

CBO Meetings: Points of Emphasis

Plan Review – Need Categories

- Transit
- Walking and Rolling
- Vehicular Circulation
- Improve Travel Choices

Meetings – Areas of Focus

- Transit
 - Reliability
 - Station access
 - Improved N/S routes
 - Connections to regional transit
- Walking and Rolling
 - Connections to transit and major destinations
 - Routes to east side of city
- Vehicular Circulation
 - Traffic Management
 - Speed Management
- Improve Travel Choices
 - Affordability programs
 - Safe Routes to Schools
- Safe Streets
 - Bike/ped, schools focus

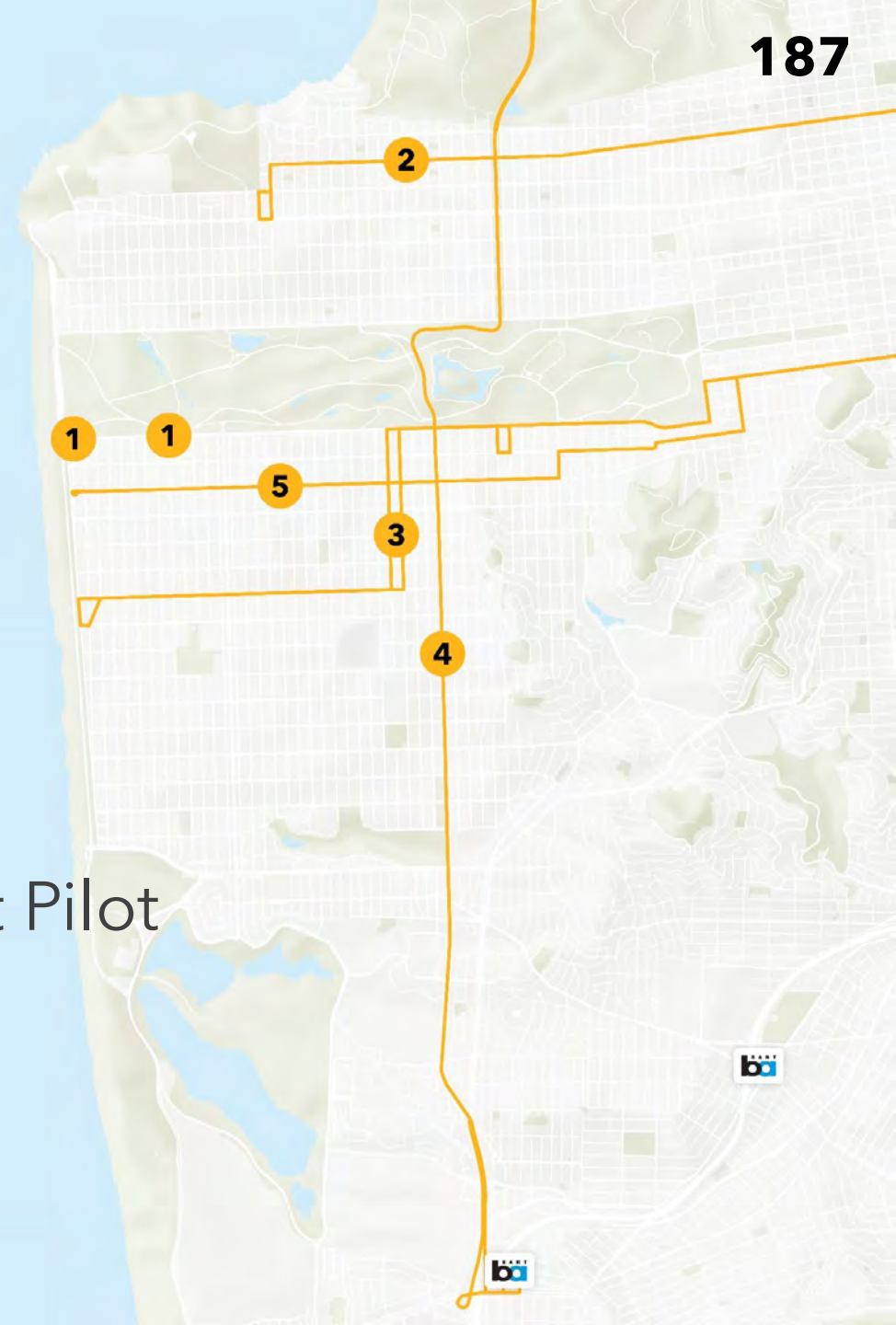
Pipeline Projects

- 1** Lincoln Way Signals
- 2** 1 California Muni Forward
- 3** 7 Haight-Noriega Muni Forward
- 4** 28 19th Ave Muni Forward
- 5** N Judah Muni Forward

Transit Reliability Spot Improvements

One Seat (across county line) Paratransit Pilot

Transit Stop Improvements

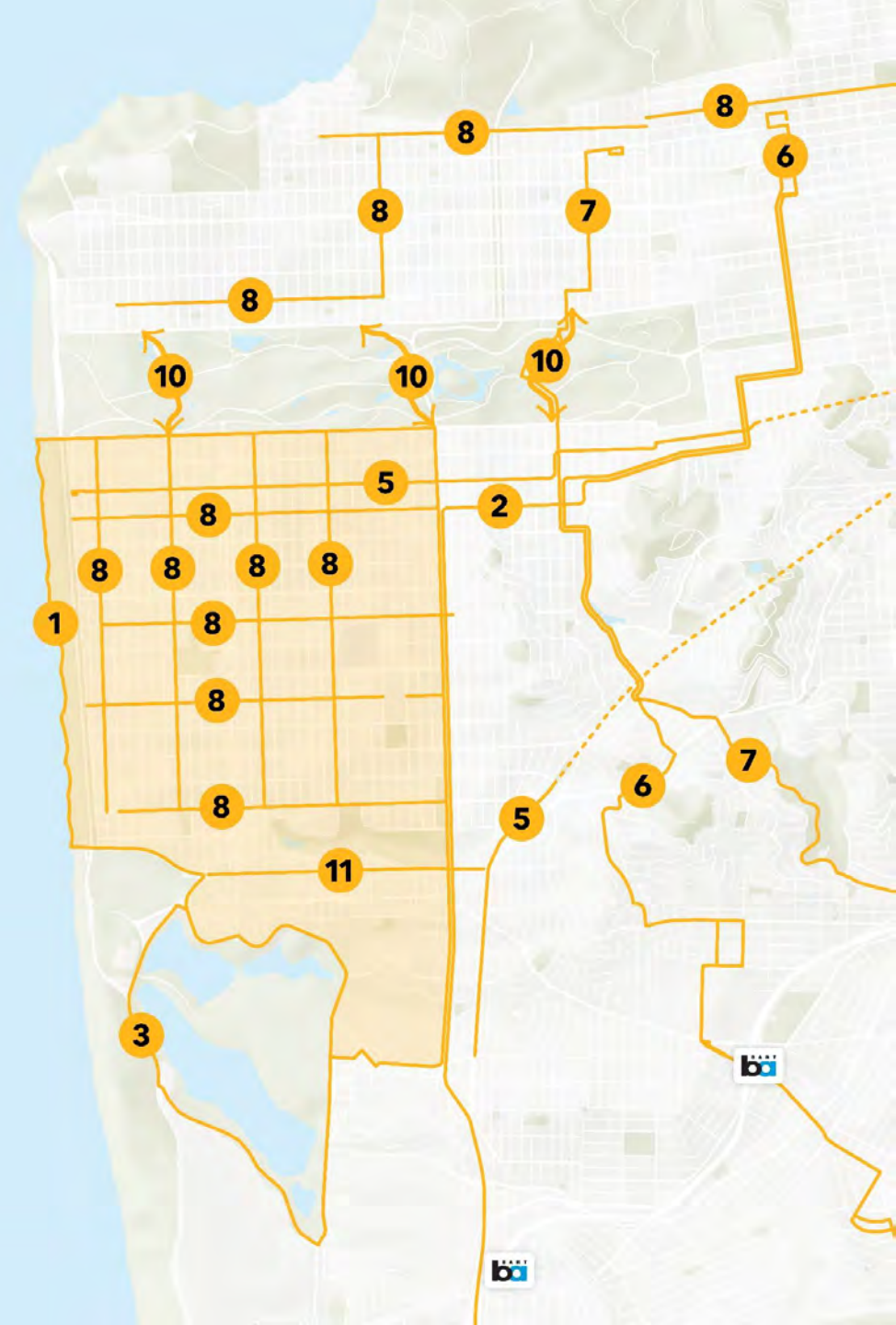


Projects in Existing Plans

- 1** D4 Community Shuttle Pilot*
- 2** Express buses to peninsula*
- 3** Remaining Lake Merced CBTP Recommendations
EV Curbside Charging Program
- 5** Muni Metro Core Capacity
- 6** 43 Masonic Muni Forward
- 7** 44 O'Shaughnessy Muni Forward

Biking and Rolling Plan Projects

- 8** Improve existing slow streets + neighborways
New neighborways/ bike network connections
- 10** N/S bike network connections in GGP
- 11** Sloat Protected Bike Lane



NEW Ideas: 14 project ideas, in 7 Categories

- Transit Service
- Walking and Biking Infrastructure
- Walking and Biking Programs
- Mobility Services
- Mobility Hubs and Transit Stops
- Curb Management
- Transportation Demand Management (TDM)

New Project Ideas Address Identified Needs

IDEA CATEGORY	TRANSIT	WALKING AND ROLLING	VEHICULAR CIRCULATION	IMPROVE TRAVEL CHOICES	SAFE STREETS
TRANSIT SERVICE	✓✓✓		✓		
WALK/ROLL INFRASTRUCTURE	✓	✓✓	✓		✓✓
WALK/ROLL PROGRAMS		✓✓		✓	✓✓
MOBILITY SERVICES	✓✓			✓✓	
MOBILITY HUBS / TRANSIT STOPS	✓✓	✓	✓		✓
CURB MANAGEMENT			✓		✓
TRANSPORTATION DEMAND MANAGEMENT			✓	✓	

New Ideas

- 1 29R Sunset Rapid Service
- 2 Create new connections from the Richmond and Sunset to Daly City BART*
- 3 Increase transit connections to West Portal*

Expand the High Injury Network toolkit to westside pedestrian hubs

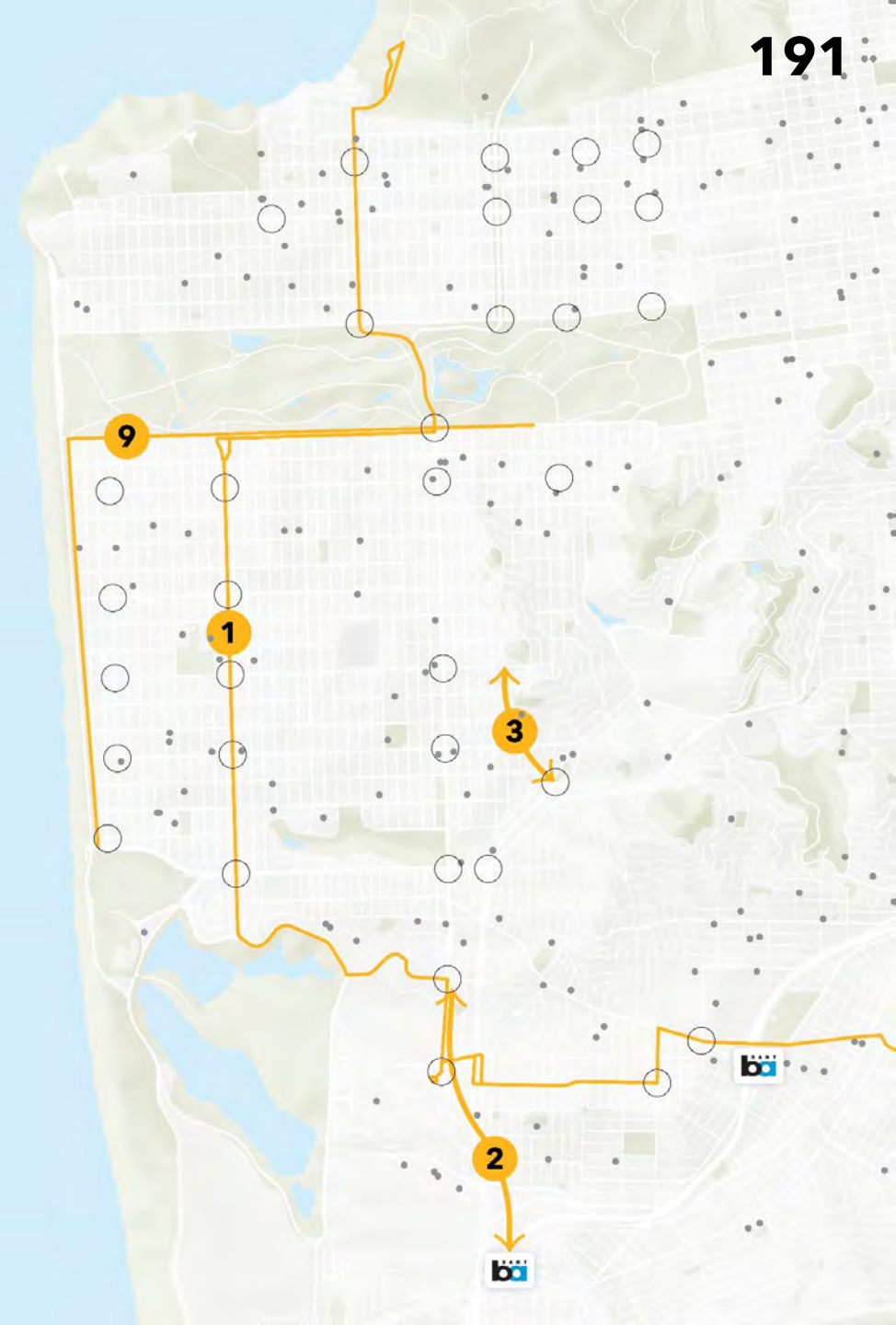
Expand bike/micromobility parking

Shared micromobility expansion (station-less)

Stationed bikeshare expansion

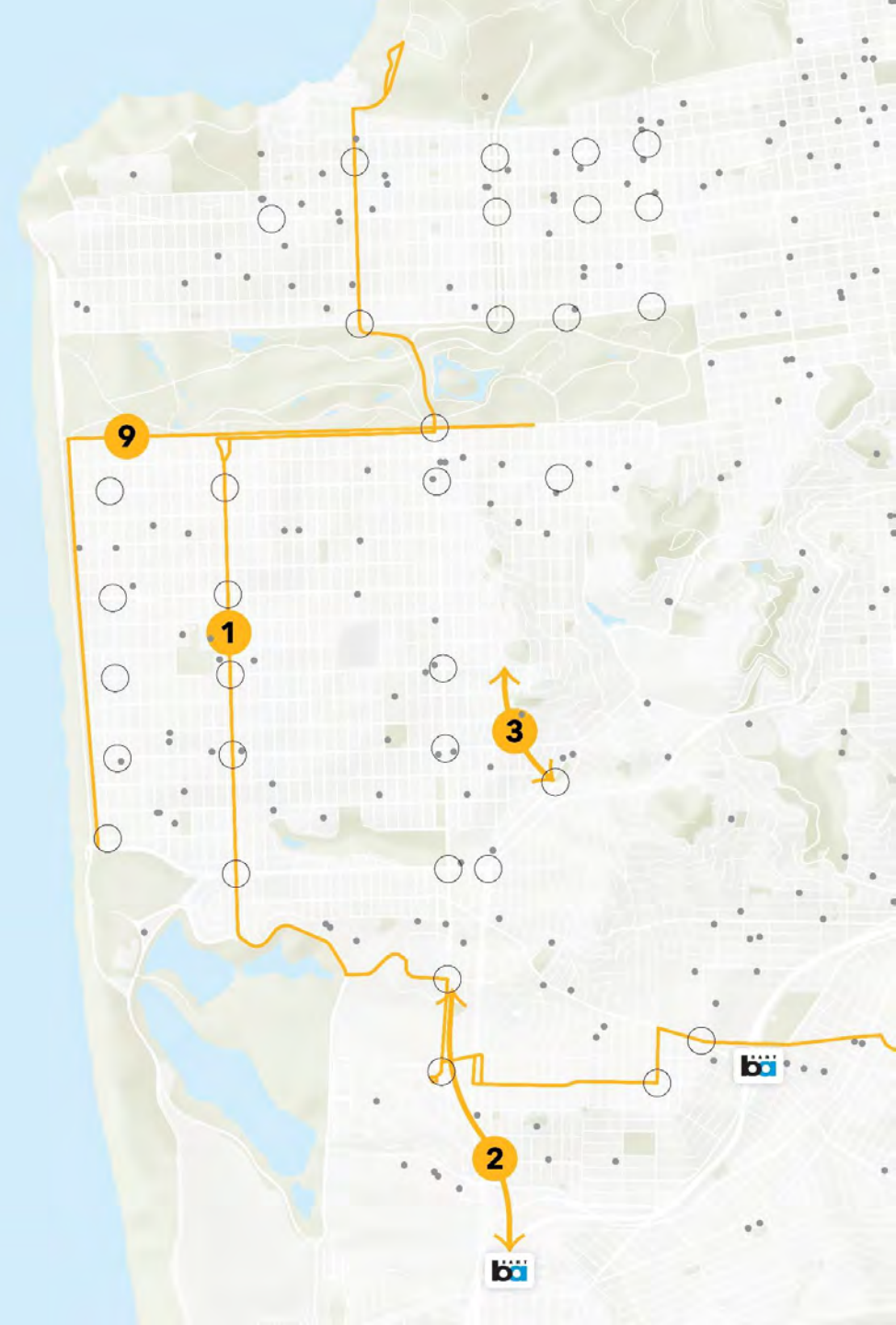
- Expand Safe Routes to Schools to more schools

*Requires operations funding; a significant challenge



New Ideas

- 9 Fill sidewalk gaps
 - Direct intercounty paratransit implementation
 - Mobility Hubs Implementation
- Placemaking at key transfer points
 - Corridor- and community-level parking and curb management plans and implementation
 - Implement the coming SFCTA TDM Strategic Plan



Next Step: Evaluation

All new project ideas will be assessed to see how they advance SFTP+ Goals, with special focus on the Accountability and Engagement goal area.

Ability to Advance SFTP+ Goals									
	Econ. Vitality	Equity	Safety + Livability	Environmental Sustainability	Accountability and Engagement				
					Financial Feasibility			Technical Feasibility	Community Readiness / Support
					Funding Availability	Capital Costs	O&M implications		
Project X									
Project Y									

Next Steps:

- Evaluate new ideas
- Use evaluations to identify short-list of priority ideas
- Ideas and evaluations are brought to Transportation Authority Board for adoption
- Implementing agencies (e.g., SFMTA, DPW, SamTrans) further prioritize new ideas through existing Capital Investment Planning processes
- Prioritized projects will require additional study, project development, outreach, and funding

What we need from you

- Your thoughts on any of these project ideas
 - Are there things that the city should keep in mind through future project development phases?
 - Are there projects that you think are especially needed or wanted within community? Any less so?
 - Which would affect your daily travel?
- Which of these new projects are a priority for you? Why? Priority Locations?
- Do any of the ideas excite you?
- Do you see any major pitfalls with any of the new projects?

Thank You

sfcta.org/westside

David Long

Senior Transportation Planner



San Francisco
County Transportation
Authority



sfcta.org/stay-connected

Brotherhood Way Safety and Circulation Plan

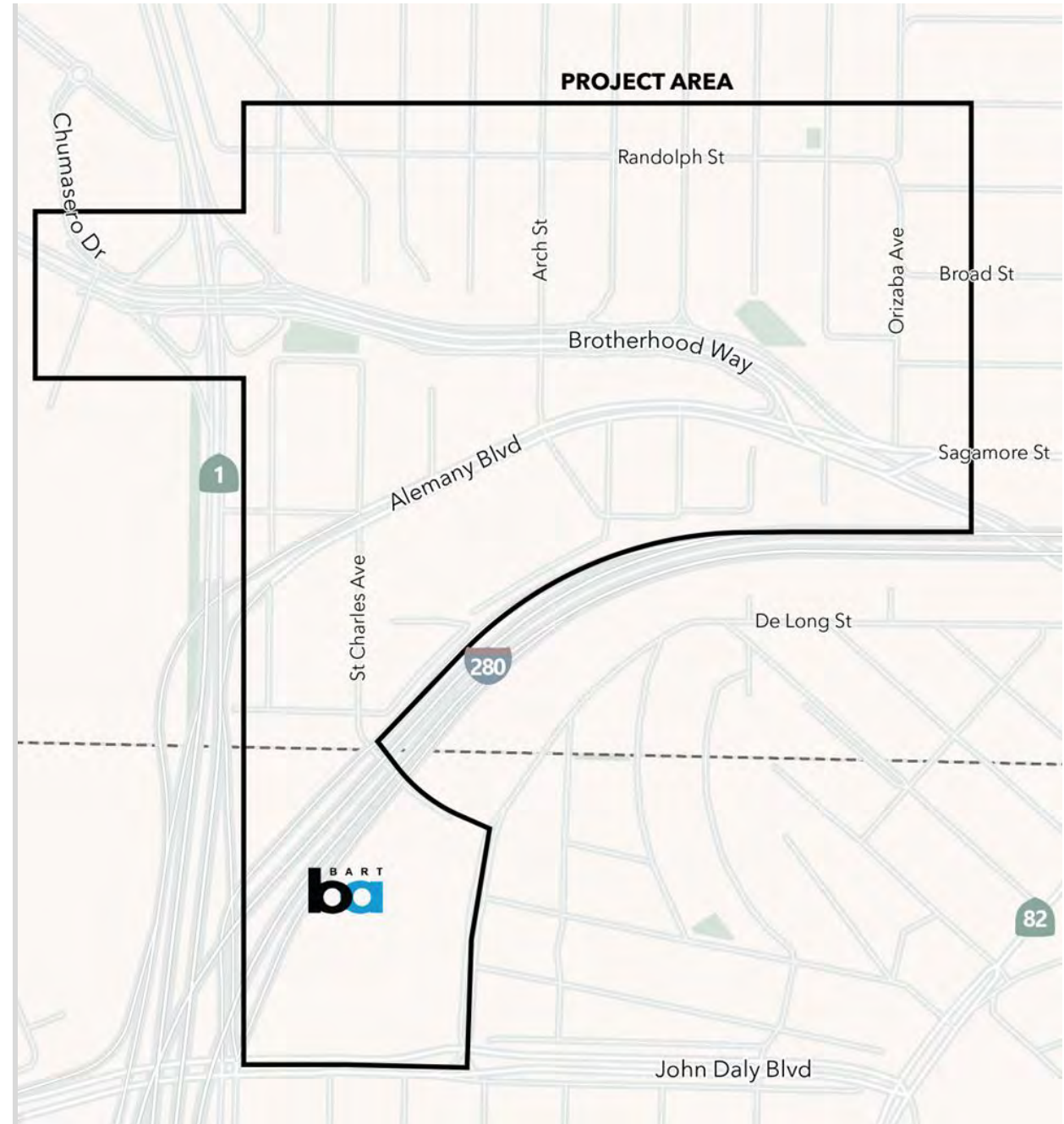


San Francisco
County Transportation
Authority

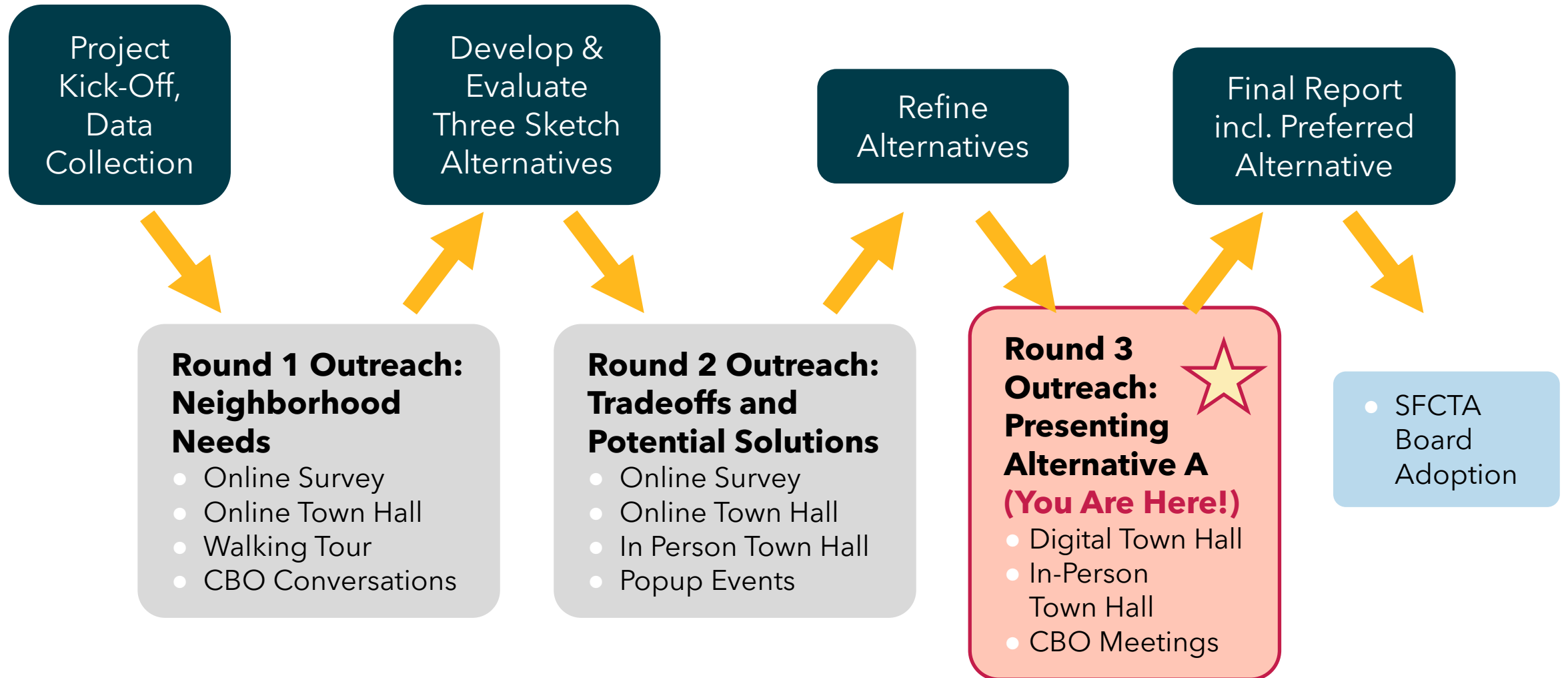
Community Advisory Committee - Agenda Item 12
April 22, 2026

Plan Purpose

- Recommended by 2022 ConnectSF Streets & Freeways Strategy
- Funded by a Caltrans Planning Grant with local Prop K match
- Study Goals
 - Prioritize safety
 - Neighborhood connectivity
 - Support community amenities and green space
 - Prepare for the future
 - Demonstrate accountability



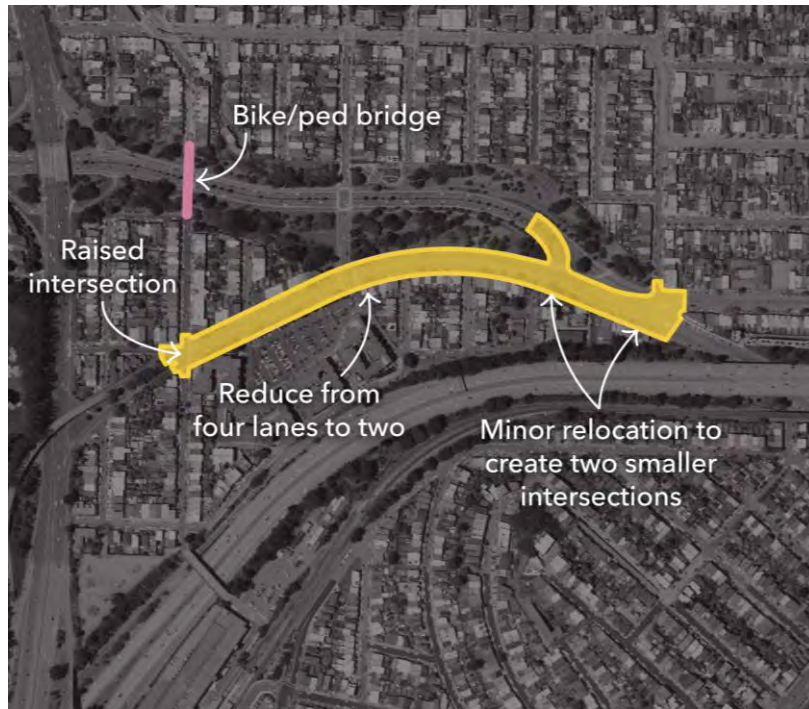
How we get to recommendations



What we discussed last round

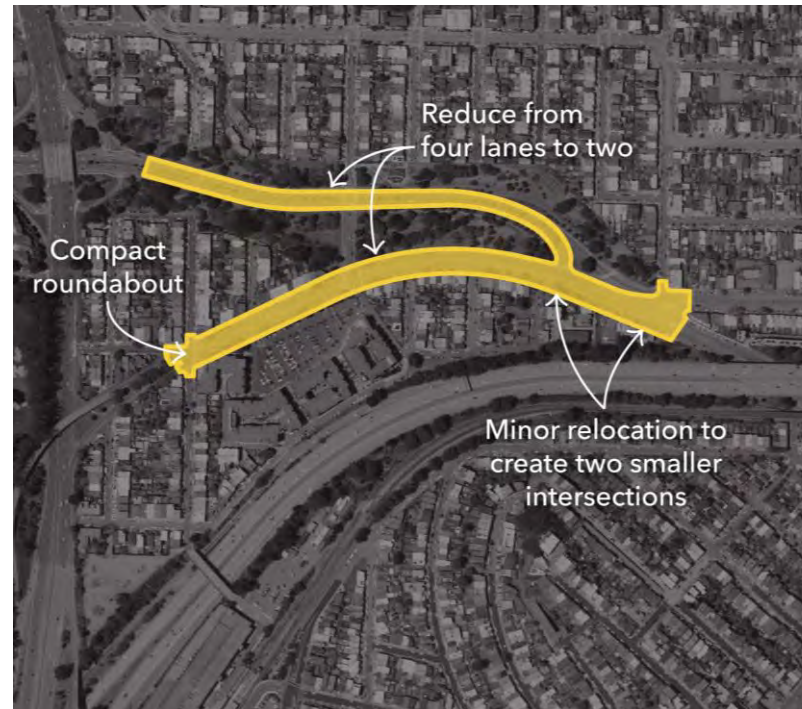
Alternative A:

Alemany Calming and
Bike/Ped Bridge



Alternative B:

Alemany &
Brotherhood Calming



Alternative C:

Relocation of
Brotherhood Way



Round 2 Community Feedback: Key Takeaways

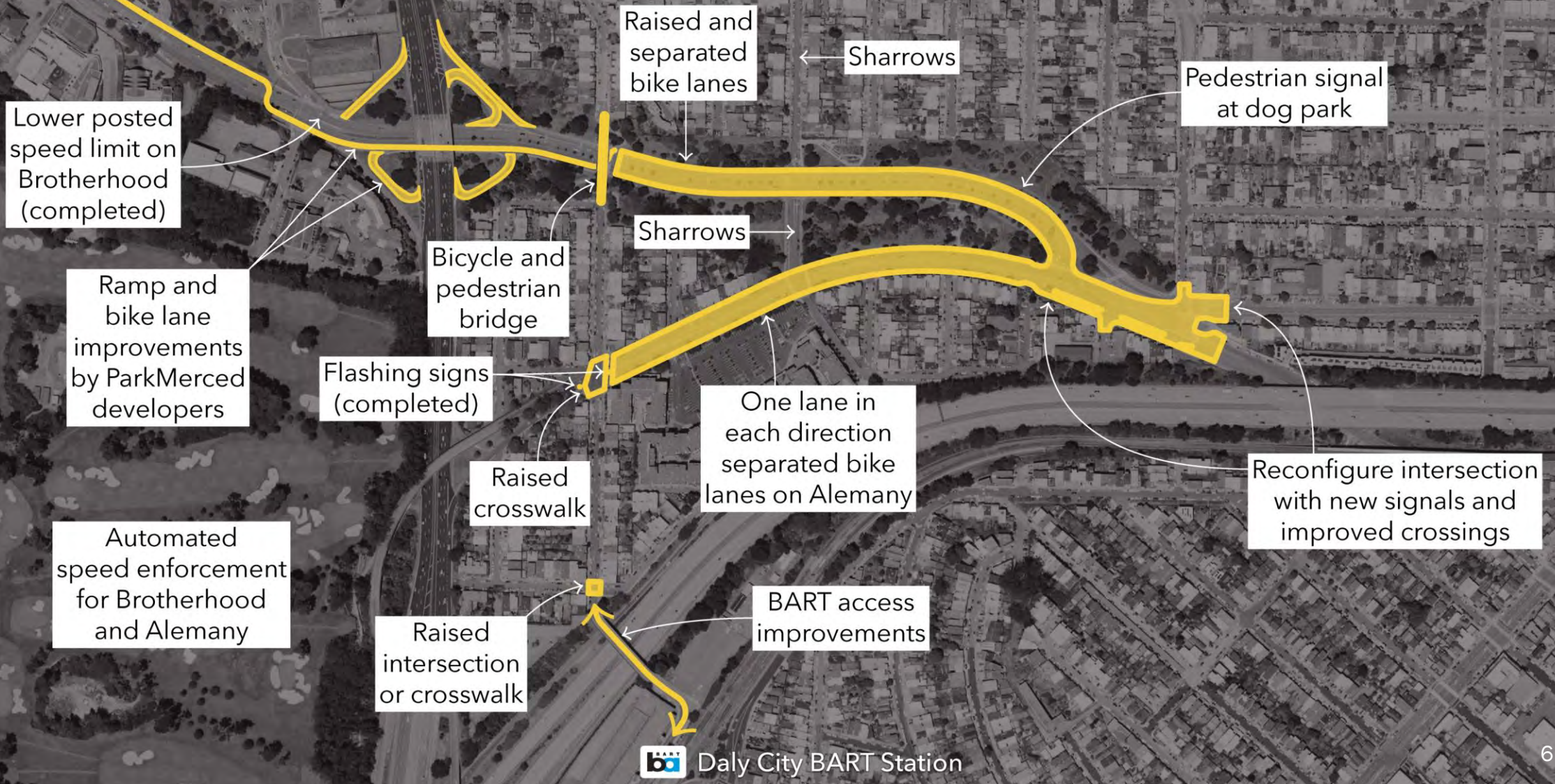
Across surveys, town halls, and pop-up events, we heard:

- Strong interest in safer crossings and traffic calming, especially at key intersections
- Broad support for improvements that are quicker to implement and lower cost
- Interest in a longer-term vision, especially improved green space and a daylight creek – but also some concerns and open questions about that idea

This feedback shaped how the project team refined the recommendations tonight.



Draft Recommendation



Potential Future: Road Relocation / Alternative C

Community members raised several questions that the city should answer:

- Concurrent land use planning
- Library coordination
- Connections outside the project area



Next Steps

- Convene Community Working Group
- Refine implementation and funding plan based on what we learn in Round 3 outreach
- SFCTA CAC and Board (Late Summer)

Thank You

sfcta.org/brotherhood

David Long

Senior Transportation Planner

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San Francisco
County Transportation
Authority



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