San Francisco
County Transportation
Authority

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# Memorandum

**AGENDA ITEM 11**

**DATE:** April 23, 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

| **RECOMMENDATION** ☒ **Information** ☐ **Action** | ☐ Fund Allocation |
|---|---|
| None. This is an information item. | ☐ Fund Programming |
| **SUMMARY** | ☐ Policy/Legislation |
| 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. | ☐ Plan/Study<br>☐ Capital Project Oversight/Delivery<br>☒ Budget/Finance<br>☐ Contract/Agreement<br>☐ Other: _____ |

## 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 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 segregated our TIMMA function as a separate legal and financial entity effective July 1, 2017. We anticipate presenting the proposed TIMMA FY 2026/27 Budget and Work Program as a separate item to the TIMMA Committee and Board 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 an 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 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.

- **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

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.

- **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.

- **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),

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

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.

**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

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 detail*s.
- **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.

- **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

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.

## 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.

- **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.

- **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

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.

**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.

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.

San Francisco County Transportation Authority

**Attachment 2**
**Preliminary Fiscal Year 2026/27 Annual Budget**

| | 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 |

San Francisco County Transportation Authority

**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** | | |

San Francisco
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**Attachment 4**
**Preliminary Fiscal Year 2026/27 Annual Budget**
**Line Item Detail**

| | | 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 | $ 191,920,013 |

* New Grants

San Francisco
County Transportation
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**Attachment 4**
**Preliminary Fiscal Year 2026/27 Annual Budget**
**Line Item Detail**

| | 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** |

ATTACHMENT 5

# Agency Structure 47 STAFF POSITIONS

San Francisco County Transportation Authority

Revised December 5, 2025

**Transportation Authority Board of Commissioners**

## EXECUTIVE DIVISION

**13 TOTAL POSITIONS**

Executive Director

Chief Deputy Director | Clerk of the Transportation Authority | Senior Public Policy Manager | Principal Planner, Government Affairs | Executive Assistant

Director of Communications | Principal Graphic Designer | Senior Communications Specialist | Senior Communications Specialist

Director of Strategy | Partnerships & Innovation Manager | Projects Reporting Manager

## POLICY AND PROGRAMMING DIVISION

- Deputy Director for Policy and Programming
- Assistant Deputy Director for Policy and Programming
- Principal Program Analyst
- Principal Transportation Planner
- Senior Transportation Planner
- Transportation Planner

**6 TOTAL POSITIONS**

## CAPITAL PROJECTS DIVISION

- Deputy Director for Capital Projects
- Highway Program Manager
- Rail Program Manager
- Principal Engineer
- Principal Engineer
- Senior Engineer

**6 TOTAL POSITIONS**

## PLANNING DIVISION

- Deputy Director for Planning
- Assistant Deputy Director for Planning
- Principal Transportation Planner
- Principal Transportation Planner
- Senior Transportation Planner
- Senior Transportation Planner
- Transportation Planner

**7 TOTAL POSITIONS**

## DATA & FORECASTING DIVISION

- Deputy Director for Data & Forecasting
- Assistant Deputy Director for Data & Forecasting
- Principal Modeler
- Senior Modeler
- Modeler

**5 TOTAL POSITIONS**

## FINANCE AND ADMINISTRATION DIVISION

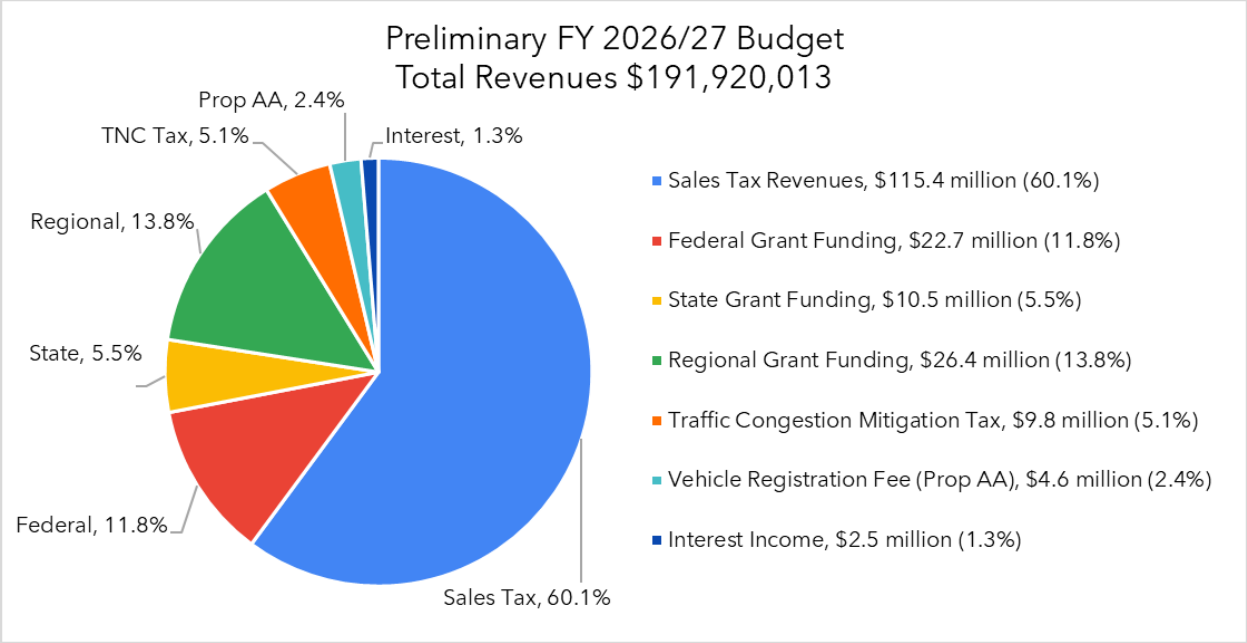
- Chief Financial Officer
- Controller
- Finance Manager
- Senior Management Analyst
- Senior Accountant
- Senior Accountant
- Staff Accountant
- Office Manager
- Document Controls Specialist
- Human Resources Specialist

**10 TOTAL POSITIONS**

**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.



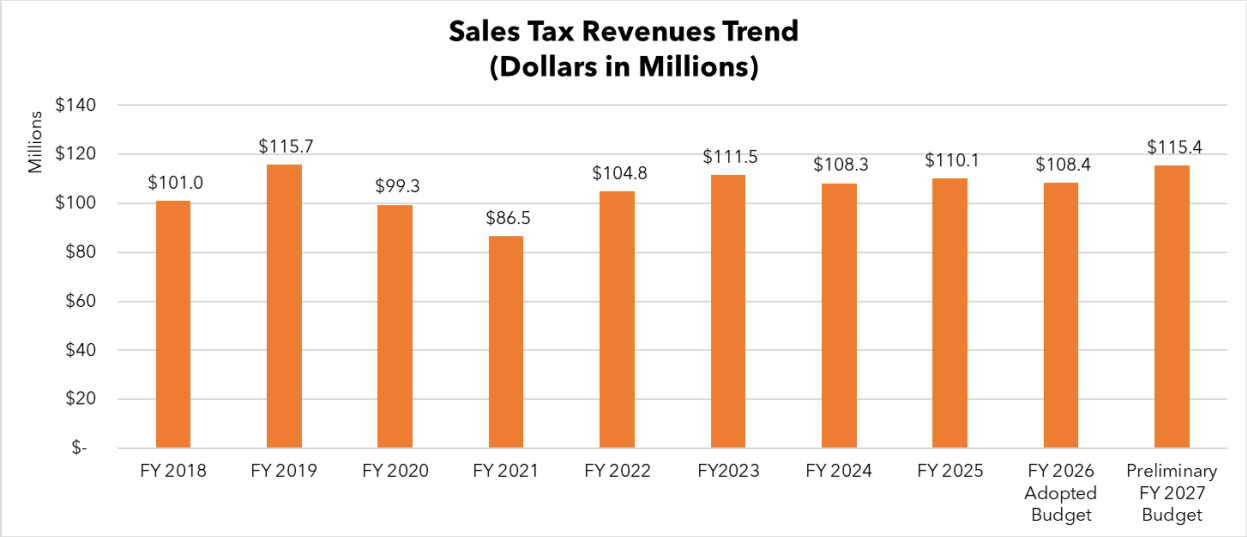

**Prop L Sales Tax Revenues: .....$115,432,794**

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,

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.

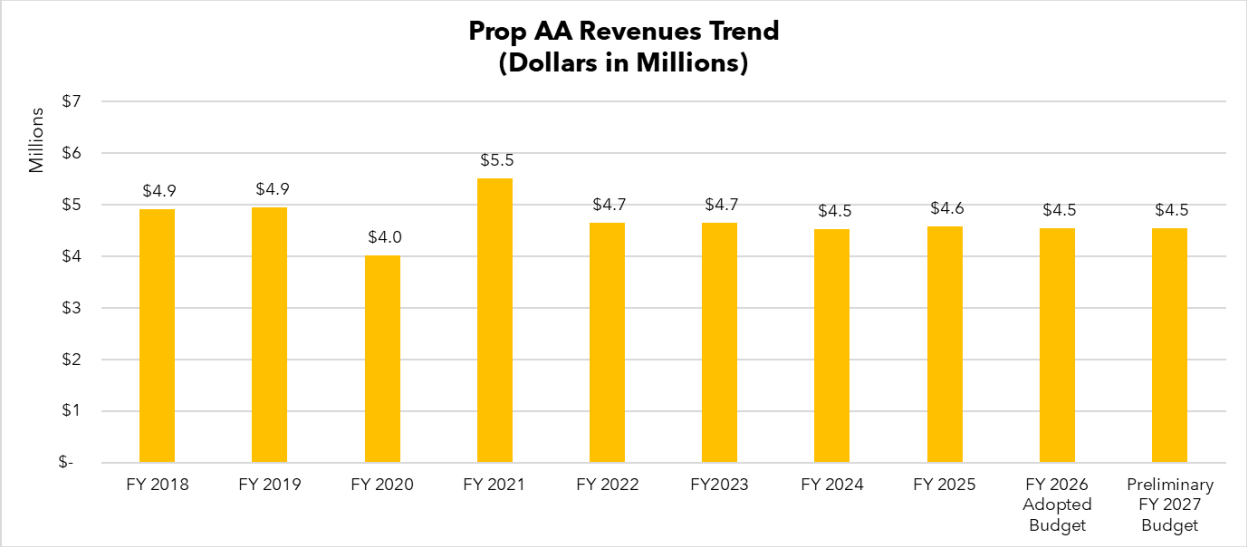



**Vehicle Registration Fee for Transportation Improvements Program (Prop AA)**
**Revenues:.....$4,546,000**

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

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

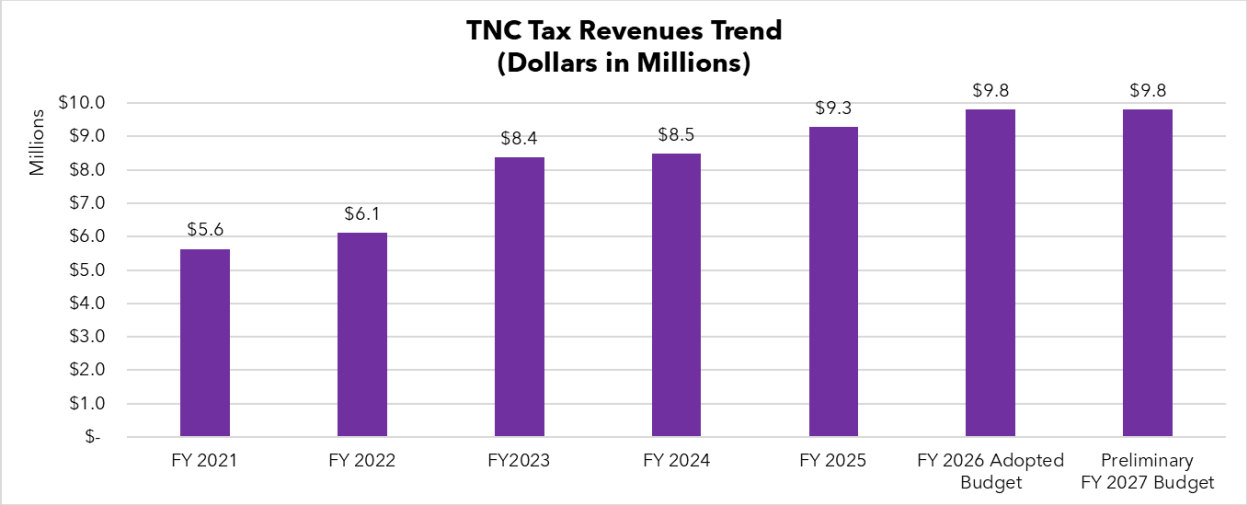



**Traffic Congestion Mitigation Tax (TNC Tax) Revenues:.....$9,800,000**

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.

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.

**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.

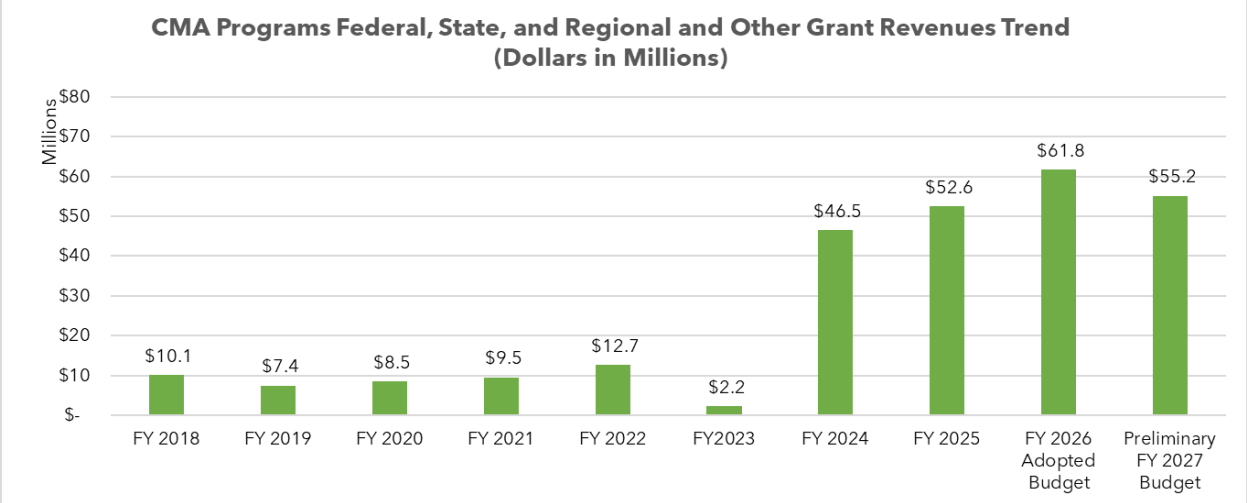
The CMA programs revenues for FY 2026/27 will be used to cover ongoing staffing and professional/technical service contracts required to implement the CMA programs and projects, as well as for large projects undertaken in our role as CMA. CMA revenues are comprised of federal, state, and regional funds 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

$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.

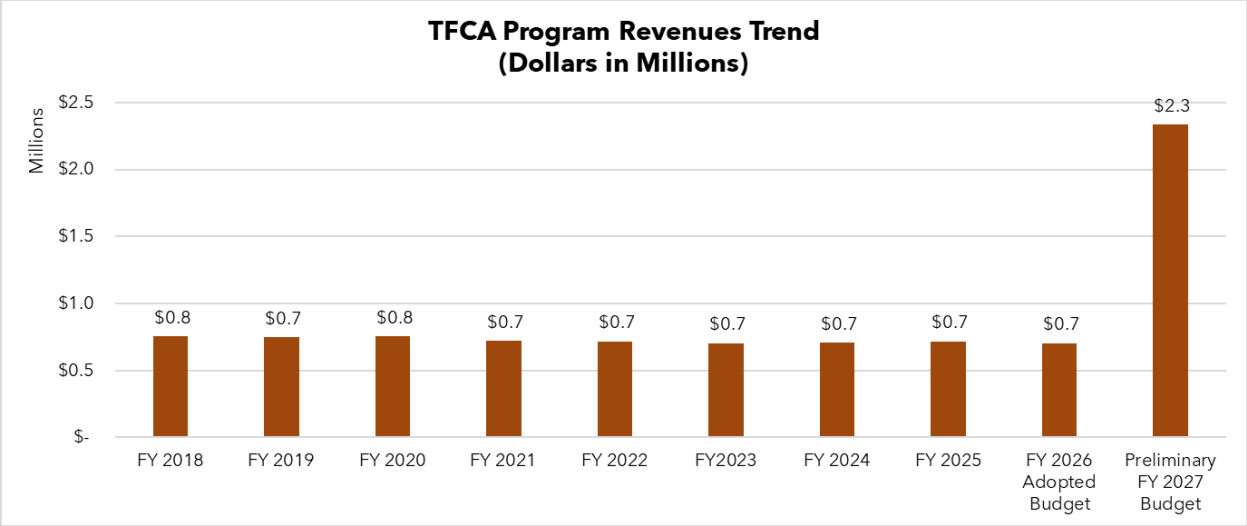
This chart reflects the eight-year historical and two-year budgeted receipts for CMA program revenues.




**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.

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.

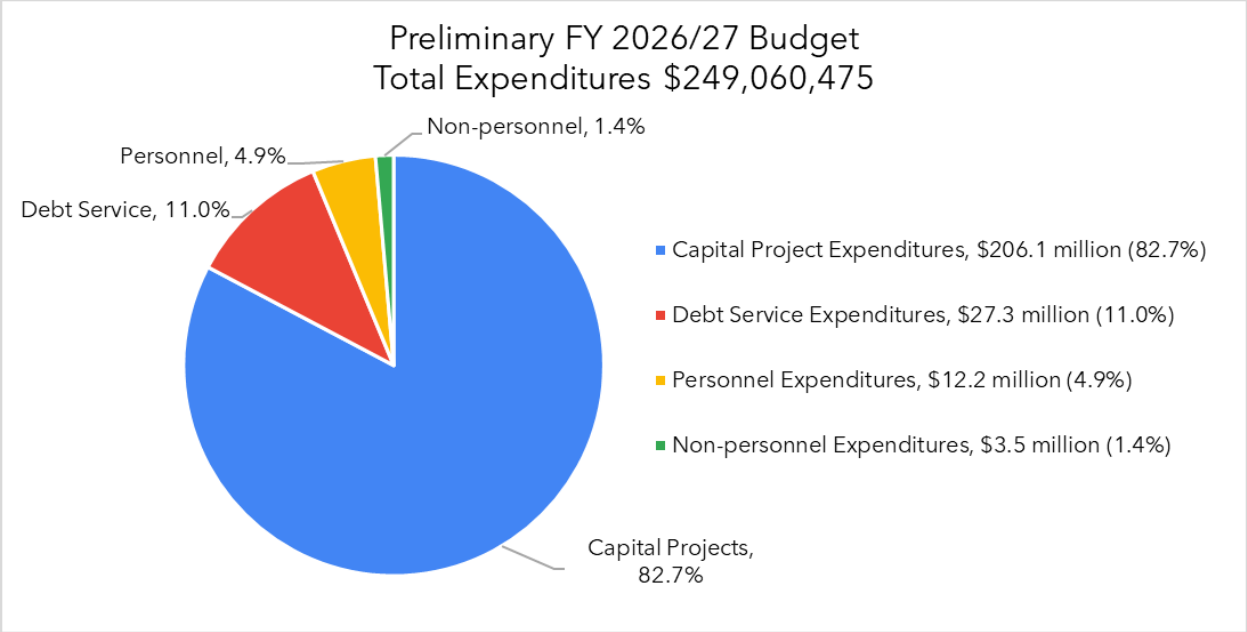
TIMMA's FY 2025/26 budget and work program included several major streams of work: Ferry Service Plan Development and Operating Agreements, Parking Management Plan Development and Memorandum of Understanding, Toll and Affordability Program Design, Ferry Terminal Enhancements Project, and Program Management. 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-

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**

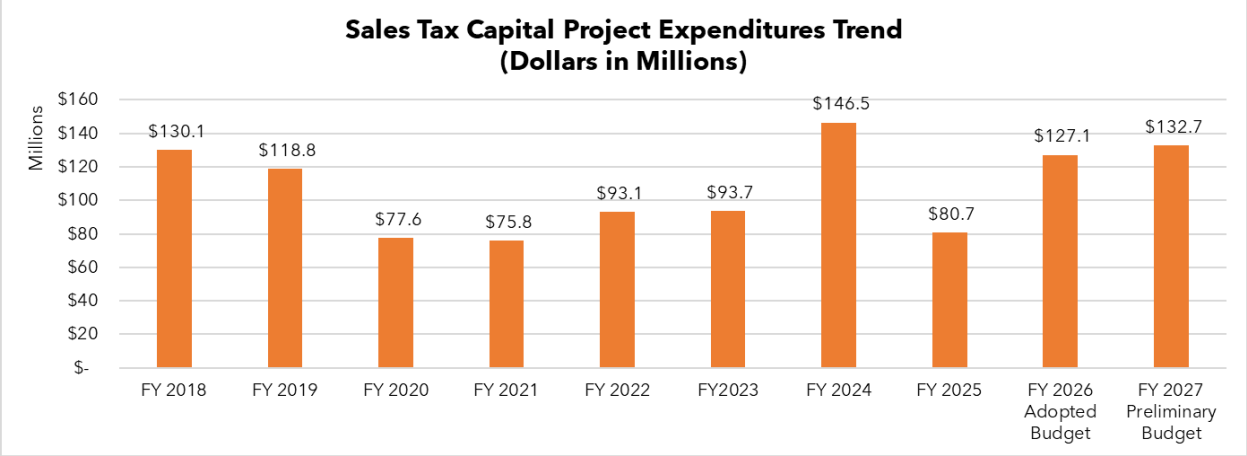
Capital project expenditures in FY 2026/27 are budgeted to increase from the FY 2025/26 adopted budget by an estimated 0.7%, or $1.4 million, which is primarily due to anticipated higher capital expenditures for the Sales Tax, TFCA and TNC Tax Program, offset by lower capital expenditures for the CMA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



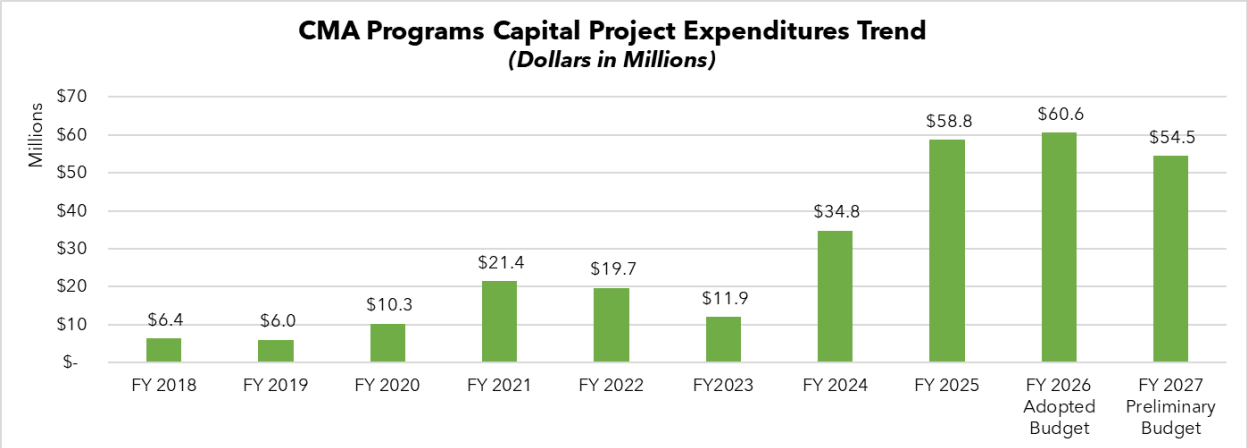

**CMA Programs Expenditures:.....$54,497,706**

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

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).

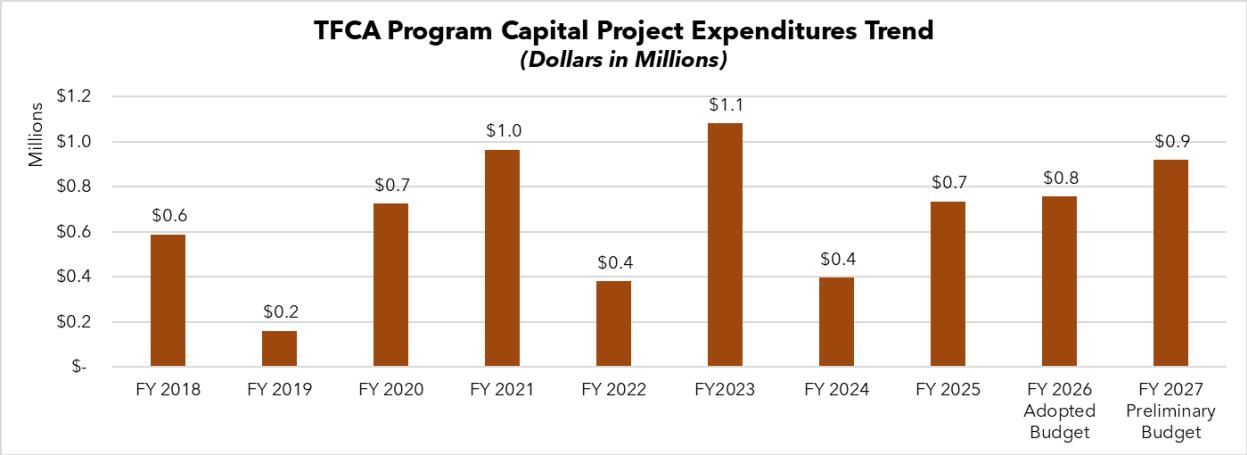
This chart reflects the eight-year historical and two-year budgeted CMA programs capital project expenditures.




**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.

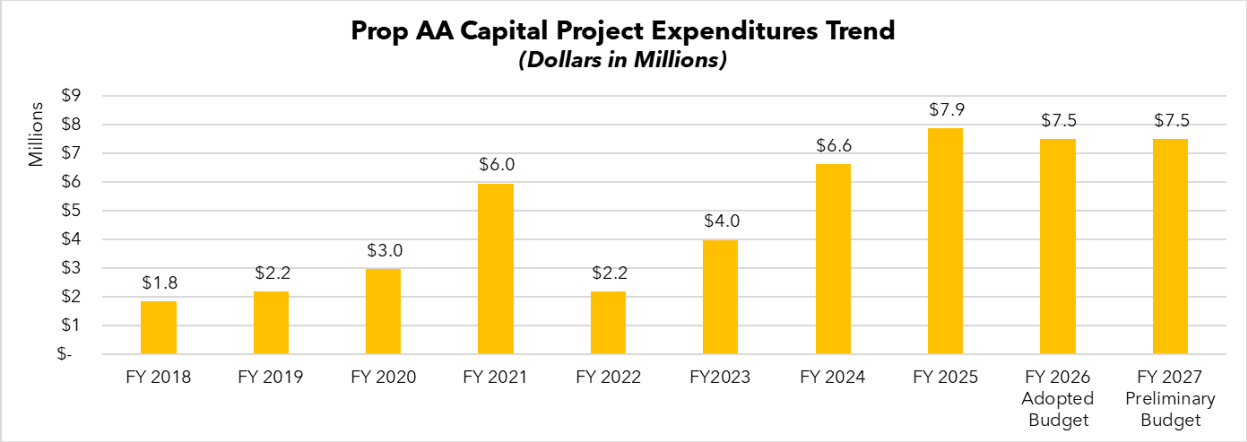
This chart reflects the eight-year historical and two-year budgeted TFCA capital project expenditures.




**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

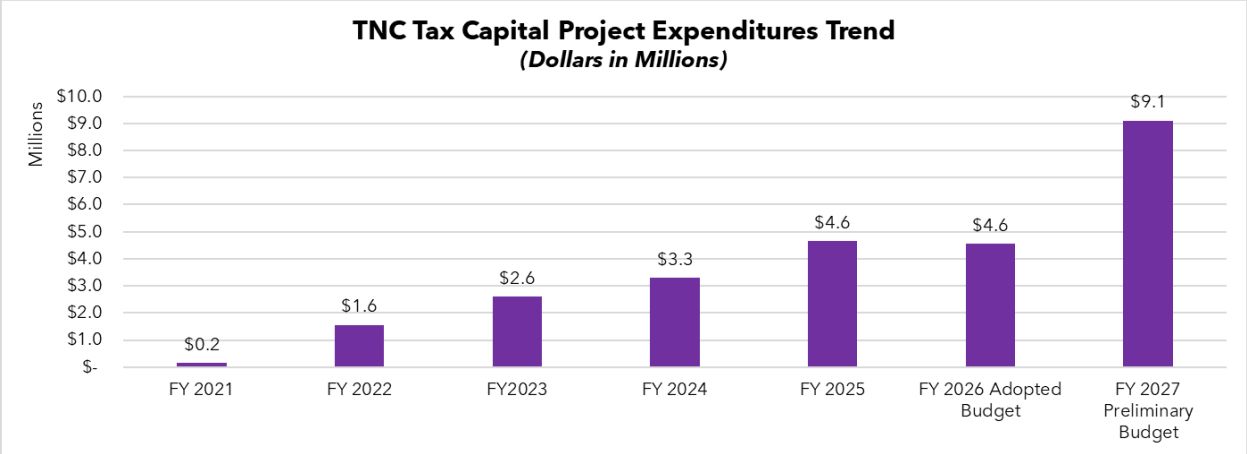
This chart reflects the eight-year historical and two-year budgeted Prop AA capital project expenditures.



**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

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

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.