



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

- DATE:** Tuesday, May 19, 2026, 11:00 a.m.
- LOCATION:** Legislative Chamber, Room 250, City Hall
Watch SF Cable Channel 26 or 78
(depending on your provider)
Watch www.sfgovtv.org
- COMMISSIONERS:** Melgar (Chair), Sauter (Vice Chair), Chan, Chen, Dorsey, Fielder, Mahmood, Mandelman, Sherrill, Walton, and Wong
- CLERK:** Amy Saeyang

Participation

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

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

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. on the day before the meeting will be distributed to Board members before the meeting begins.

- 1. Roll Call
- 2. Chair’s Report – **INFORMATION**
- 3. Executive Director’s Report – **INFORMATION**
- 4. Approve the Minutes of the May 12, 2026 Meeting – **ACTION*** **5**

Consent Agenda

- 5. **[Final Approval]** Appoint Diana Labaro as the District 11 Representative to the Community Advisory Committee – **ACTION*** **9**



- 6. [Final Approval]** Allocate \$350,000 in Prop L Funds, with Conditions, for Two Requests – **ACTION*** **15**
 Projects: Prop L: SFMTA: District 2 Turk Boulevard Pedestrian Safety [NTP] (\$200,000), Curbside Electric Vehicle Charging (\$150,000)
- 7. [Final Approval]** Approve Programming Priorities for Up to \$4,548,974 in San Francisco’s State Transit Assistance County Block Grant Funds, with Conditions – **ACTION*** **47**
 Projects: STA: BART: Elevator Attendant Program (\$1,243,286). SFMTA: Paratransit Program (\$2,812,954). WETA: Treasure Island Electric Ferry Service (\$492,734).
- 8. [Final Approval]** Amend the Prop L Standard Grant Agreement for the Woods/Islais Creek Yard Electrification Phase I Project to Update the Project Scope, Schedule, Cost, and Funding Plan; and Change the Project Phase from Design to Construction – **ACTION*** **81**
- 9. [Final Approval]** Exercise Contract Options for 17 Firms for On-call Project Management and Engineering Services in an Amount Not to Exceed \$2,700,000 for a Combined Total Contract Amount Not to Exceed \$13,400,000; and for 10 Firms for On-call Transportation Planning Services in an Amount Not to Exceed \$1,000,000 for a Combined Total Contract Amount Not to Exceed \$4,000,000 – **ACTION*** **97**
- 10. [Final Approval]** Amend the Adopted Fiscal Year 2025/26 Budget to Decrease Other Financing Sources by \$50,000,000 for a Total Net Decrease in Fund Balance of \$50,000,000 – **ACTION*** **109**

Other Items

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

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

12. Public Comment

13. Adjournment

*Additional Materials

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

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

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

Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26 or 78 (depending on your provider). Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board’s Office, Room 244. To request sign language interpreters, readers, large print agendas, or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-



**San Francisco
County Transportation
Authority**

Board Meeting Notice – Agenda

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4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

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

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

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DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, May 12, 2026

1. Roll Call

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

Present at Roll Call: Commissioners Dorsey, Mahmood, Melgar, Sauter, Sherrill, Walton, and Wong (7)

Absent at Roll Call: Commissioners Fielder, Chan (entered during Item 11), Chen (entered during Item 4), and Mandelman (entered during Item 3) (4)

2. Approve the Minutes of the April 28, 2026 Meetings - ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Dorsey, Mahmood, Melgar, Sauter, Sherrill, Walton, and Wong (7)

Absent: Commissioners Fielder, Chan, Chen, and Mandelman (4)

3. Community Advisory Committee Report – INFORMATION

Kat Siegal, Community Advisory Committee (CAC) Chair, reported that at the April meeting, the CAC approved the Prop L Fund allocation for the District 2 Turk Boulevard Pedestrian Safety Project and the Curbside Electric Vehicle Charging Program with one abstention following discussion about concerns regarding the curbside EV charging program and the need for a special funding allocation for city staff time to set up the permit program. She explained that the CAC also approved the proposed programming priorities for San Francisco's State Transit Assistance County Block Grant funds with an amendment requesting that the CAC revisit the recommendations if one or both transit funding measures did not pass that fall. Chair Siegal shared that the CAC unanimously approved the Prop L Standard Grant Agreement for the Woods/Islais Creek Yard Electrification Phase I Project, the Fiscal Year 2025/2026 Budget Amendment, and the State and Federal Legislative Update with one vote opposed. She concluded by stating that the CAC received a presentation on the preliminary 2025/2026 Budget and Work Program and requested that capital investments related to resuming the Central Subway Extension Project include an independent or third-party review to help build public trust.

There was no public comment.



4. Appoint Diana Labaro as the District 11 Representative to the Community Advisory Committee – ACTION

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

Diana Labaro spoke to her interests and qualifications for serving on the CAC as the District 11 representative.

Commissioner Chen stated that Ms. Labaro was an Excelsior resident, mother, and daily transit rider and said that, as a member of the CAC, she looked forward to representing working families navigating the city on public transportation. She explained that Ms. Labaro was committed to community engagement and amplifying transit riders' voices, and said that her interests included the needs of young people and working families who used public transportation, accessibility for people with disabilities, bicycle and pedestrian safety, and opportunities to improve service on specific transit lines.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Chan and Fielder (2)

5. State and Federal Legislation Update – INFORMATION

Items 9, 10, and 11 were presented before Item 5.

Amber Crabbe, Senior Public Policy Manager, presented the item per the staff memorandum.

There was no public comment.

6. Allocate \$350,000 in Prop L Funds, with Conditions, for Two Requests – ACTION

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

Commissioner Walton asked why the Transportation Authority was being asked to pay for the curbside charging project.

Nicole Appenzeller, San Francisco Environment Department's Senior Clean Transportation Specialist, explained that the City was transitioning from the curbside EV charging pilot to a permanent program following significant interest from private vendors. She stated that the permanent program was structured so vendors would pay for the program, but that the requested planning support would help City staff set up the program. She added that, once the program launched in the summer, vendors would pay for installation, operation, maintenance, and associated permit fees, which would support ongoing staff administration throughout the life of the program.

Commissioner Walton asked why SFMTA was not paying for the program.

Elena Baranoff, Principal Administrative Analyst at SFMTA, explained that SFMTA was not in a position to pay for charger installation due to fiscal constraints and that the funding was intended to help launch the permanent application process. She stated that operator and site permit fees would help offset staff costs associated with establishing the



program, and once the chargers were installed, operators would manage them with oversight from SFMTA.

Commissioner Walton stated that he was curious, but that he did not necessarily have concerns, noting that the amount requested was only \$150,000.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Mahmood, Mandelman, Melgar, Sauter, Sherrill, Walton, and Wong (10)

Absent: Commissioner Fielder (1)

7. Approve Programming Priorities for Up to \$4,548,974 in San Francisco's State Transit Assistance County Block Grant Funds, with Conditions – ACTION

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

Vice Chair Sauter asked for confirmation that the County Block Grant funds were funded by diesel taxes and asked how certain the funding was given discussions by leading gubernatorial candidates about suspending or eliminating those taxes. He asked how staff would shift course if the funding were suspended or eliminated completely.

Mr. Pickford confirmed that the funding source was specifically a diesel sales tax. He stated that staff could not speculate on future political decisions. However, he noted that the revenues under consideration were for Fiscal Year 2026/2027, so a policy change during the fiscal year could result in reduced revenues and staff would need to consider how to respond if revenues come in below the 95% projection.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Fielder and Mandelman (2)

8. Amend the Prop L Standard Grant Agreement for the Woods/Islais Creek Yard Electrification Phase I Project to Update the Project Scope, Schedule, Cost, and Funding Plan; and Change the Project Phase from Design to Construction – ACTION

Erin Slichter, Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

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



Absent: Commissioners Fielder and Mandelman (2)

9. **Exercise Contract Options for 17 Shortlisted Firms for On-call Project Management and Engineering Services in an Amount Not to Exceed \$2,700,000 for a Combined Total Contract Amount Not to Exceed \$13,400,000; and for 10 Shortlisted Firms for On-call Transportation Planning Services in an Amount Not to Exceed \$1,000,000 for a Combined Total Contract Amount Not to Exceed \$4,000,000 – ACTION**
10. **Amend the Adopted Fiscal Year 2025/26 Budget to Decrease Other Financing Sources by \$50,000,000 for a Total Net Decrease in Fund Balance of \$50,000,000 – ACTION**

Items 9 and 10 were called at the same time.

Cynthia Fong, Deputy Director for Finance and Administration, presented the items per the staff memoranda.

There was no public comment.

Commissioner Walton moved to approve item 9, seconded by Commissioner Chen.

The item was approved without objection by the following vote:

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

Absent: Commissioners Chan and Fielder (2)

Commissioner Chen moved to approve item 10, seconded by Commissioner Mandelman.

The item was approved without objection by the following vote:

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

Absent: Commissioners Chan and Fielder (2)

11. **Preliminary Fiscal Year 2026/27 Budget and Work Program – INFORMATION**

Lily Yu, Finance Manager, and Tilly Chang, Executive Director, presented the item per the staff memorandum.

There was no public comment.

Other Items

12. **Introduction of New Items - INFORMATION**

There were no new items introduced.

13. **Public Comment**

There was no public comment.

14. **Adjournment**

The meeting was adjourned at 10:57 a.m.



Memorandum

AGENDA ITEM 5

DATE: May 4, 2026
TO: Transportation Authority Board
FROM: Maria Lombardo - Chief Deputy Director
SUBJECT: 05/12/26 Board Meeting: Appoint Diana Labaro as the District 11 Representative to the Community Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Per Section 5.2(a) of the Administrative Code, each Commissioner shall nominate one member to the Community Advisory Committee (CAC). Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There is an open seat on the 11-member CAC for District 11 as the result of the prior representative resigning from the CAC. Commissioner Chen has indicated her intent to nominate Diana Labaro to the District 11 seat and the Administrative Code requires Diana Labaro to appear before the Board to speak to her interests and qualifications for serving on the CAC. Members serve for a two-year term. There are no term limits. The current roster of CAC members is included in Attachment 1. The application for the CAC candidate is included in Attachment 2.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: CAC Appointment
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BACKGROUND

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

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



4. Monitoring the Transportation Authority's programs and evaluating the sponsoring agencies' productivity and effectiveness.

DISCUSSION

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

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

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are accepted on a continuous basis and can be submitted through the Transportation Authority's website at sfcta.org/cac.

All applicants are advised that they need to appear in person before the Board in order to be appointed. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment. Applicants who were previously CAC members, but whose membership was terminated due to missing four of the last 12 regularly scheduled meetings must appear before the Board to be reappointed.

FINANCIAL IMPACT

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

CAC POSITION

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

SUPPLEMENTAL MATERIALS

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

ATTACHMENT 1

Community Advisory Committee Members

Name	Gender	Ethnicity*	District	Neighborhood	Affiliation / Interest	First Appointed	Term Expiration
VACANT			11				
Sara Barz	Female	Caucasian, European, or White	7	Sunnyside	Business;Environment;Social and racial justice;Neighborhood;Public Policy	July 2022	July 2026
Rachael Ortega	Female	Caucasian, European, or White	8	NP	Business;Environment;Social and racial justice;Neighborhood;Public Policy	October 2022	October 2026
Jerry Levine	Male	Caucasian, European, or White	2	Cow Hollow	Business; Neighborhood; Public policy	November 2018	February 2027
Sean Kim	Male	East Asian	1	Central Richmond	Business;Disabled;Environment;Social and racial justice;Labor;Neighborhood;Public Policy;Senior	May 2023	May 2027
Phoebe Ford	Female	Caucasian, European, or White	4	Central Sunset	Business;Environment;Neighborhood	September 2023	September 2027
Najuawanda Daniels	Female	Black descended or African American	10	NP	Social and racial justice;Labor;Neighborhood;Public Policy	September 2022	October 2027
Austin Milford-Rosales	Male	Caucasian, European, or White	6	Mission Bay/SOMA	Environment;Public Policy	October 2023	October 2027
Venecia Margarita	Female	Hispanic, Latino, or Latinx	9	Portola	Business;Disabled;Environment;Social and racial justice;Labor;Neighborhood;Public Policy;Senior;Youth, undocumented communities	February 2024	March 2028
Kat Siegal	Female	Caucasian, European, or White	5	Cole Valley / Haight Ashbury	Disabled; Environment; Social and racial justice ;Labor; Neighborhood; Public Policy; Senior; Other	February 2022	March 2028
Clara Baumgarten	Female	Caucasian, European, or White	3	Russian Hill	Business;Environment;Social and racial justice;Labor;Neighborhood;Public Policy	April 2026	April 2028

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

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

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

Business; Environment; Social and racial justice; Labor; Neighborhood; Public Policy

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

Yes

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

Diana Labaro

4/14/2026

NAME OF APPLICANT

DATE



RESOLUTION APPOINTING DIANA LABARO AS THE DISTRICT 11
REPRESENTATIVE TO THE COMMUNITY ADVISORY COMMITTEE OF THE SAN
FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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

WHEREAS, There is currently a vacancy on the CAC for a District 11 representative; and

WHEREAS, At its May 12, 2026 meeting, Commissioner Chen nominated Diana Labaro as the District 11 CAC representative; and

WHEREAS, Diana Labaro spoke to her interest and qualifications for serving on the CAC at the May 12, 2026 Board meeting; and

WHEREAS, The Board reviewed and considered the applicant's qualifications and experience; now therefore, be it

RESOLVED, That the Board hereby appoints Diana Labaro as the District 11 representative to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

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



Memorandum

AGENDA ITEM 6

DATE: April 23, 2026

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director of Policy & Programming

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

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

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



FINANCIAL IMPACT

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

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

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

CAC POSITION

The CAC considered this item at its April 22, 2026 meeting and adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L Allocations Summary - FY25/26
- Attachment 5 - Allocation Request Forms (2)
- Attachment 6 - Resolution

Attachment 1: Summary of Requests Received

Source	EP Line No./Program ¹	Project Sponsor ²	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	25	SFMTA	District 2 Turk Boulevard Pedestrian Safety [NTP]	\$ 200,000	\$ 200,000	78%	0%	Design, Construction	2
Prop L	28	SFMTA	Curbside Electric Vehicle Charging	\$ 150,000	\$ 150,000	68%	0%	Planning	Citywide
TOTAL				\$ 350,000	\$ 350,000				

Footnotes

¹ "EP Line No./Program" is the Prop L Expenditure Plan line number referenced in the Prop L Strategic Plan (e.g. Neighborhood Transportation Program and Citywide/Modal Planning).

² Acronym: SFMTA (San Francisco Municipal Transportation Agency)

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

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

Attachment 2: Brief Project Descriptions¹

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

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

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

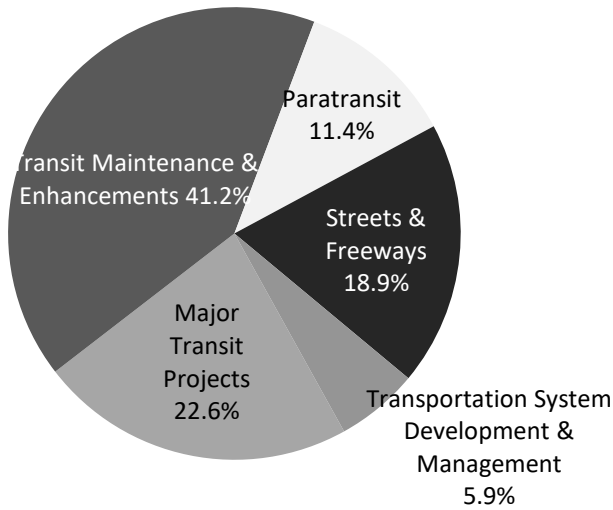
¹ See Attachment 1 for footnotes.

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

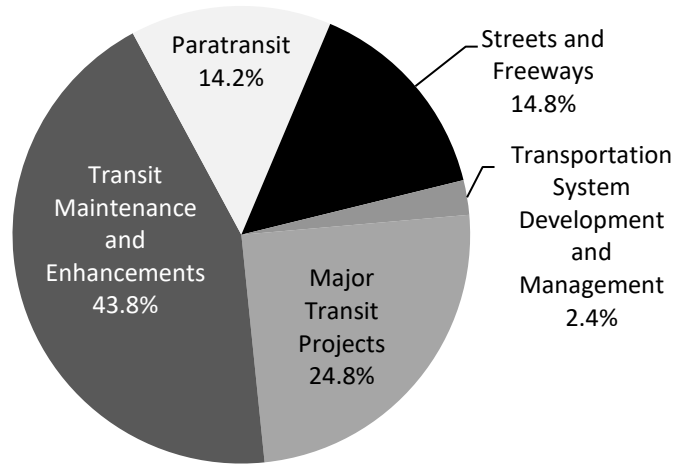
PROP L SALES TAX						
FY 2025/26	Total	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Prior Allocations	\$ 74,754,863	\$ 30,305,000	\$ 26,805,700	\$ 12,509,753	\$ 1,559,410	\$ 1,500,000
Current Request(s)	\$ 350,000	\$ -	\$ 310,000	\$ 40,000	\$ -	\$ -
New Total Allocations	\$ 75,104,863	\$ 30,305,000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

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

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

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

REQUEST

Brief Project Description

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

Detailed Scope, Project Benefits and Community Outreach

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

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

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

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

Project Location

Turk Boulevard, between Nido Avenue and Lyon Street

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

Project Phase(s)

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

Justification for Multi-phase Request

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

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$3,954,855.00

Justification for Necessary Amendment

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

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

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

San Francisco County Transportation Authority Allocation Request Form

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

FUNDING PLAN - FOR CURRENT REQUEST

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

COST SUMMARY

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

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

San Francisco County Transportation Authority

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

MAJOR LINE ITEM BUDGET

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

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

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

MAJOR LINE ITEM BUDGET

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

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

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

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

Cash Flow Distribution Schedule by Fiscal Year

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

Deliverables

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

Special Conditions

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

Notes

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

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

Cash Flow Distribution Schedule by Fiscal Year

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

Deliverables

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

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

Special Conditions

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

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

Notes

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

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

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$200,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

JT

CONTACT INFORMATION

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

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St. John The
Baptist Serbian...

Turk Blvd

Turk Blvd

Turk Blvd

Baker St

Lyon St

Central Ave

Golden Gate Ave

San Francisco
Day School

Golden Gate Ave

Masonic Ave

Nido Ave

Zavista Ave

Anzavista Ave

Masonic Ave

Bak

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

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

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

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

FOOTNOTES:

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

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

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

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

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

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

REQUEST

Brief Project Description

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

Detailed Scope, Project Benefits and Community Outreach

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

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

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

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

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

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

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

Project Location

Citywide

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

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

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

Justification for Necessary Amendment

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

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

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	TBD
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Task 1 - Start April 2026 / End June 2026

Task 2 - Start July 2026 / End September 2026

San Francisco County Transportation Authority Allocation Request Form

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

FUNDING PLAN - FOR CURRENT REQUEST

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

COST SUMMARY

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

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

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

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY			
Agency	Task 1 - Develop Policy Framework and Create Permit Application, Provide Admin Support	Task 2 - Draft Competitive Application and Create Scoring Matrix, Provide Admin Support	Total
SFMTA	\$ 27,698	\$ 27,698	\$ 55,396
SFE	\$ 56,421	\$ 38,183	\$ 94,604
Total	\$ 84,119	\$ 65,881	\$ 150,000

DETAILED LABOR COST ESTIMATE - BY AGENCY				
SFMTA	Hours	Base Hourly Rate	FTE	Total
Student Design Trainee I, Arch., Engr., & Planning (Intern)	1040	\$ 53.27	1.0	\$ 55,396
Total	1040		1.0	\$ 55,396

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

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

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

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

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	Total
PROP L EP-228	\$150,000	\$150,000

Deliverables

1. Monthly progress reports shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, status of the program in regards to applications, permitted applications, proposes sites, and operational sites, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement. Monthly progress reports shall also include brief summaries of any risks and lessons learned discussed by the Working Group.

2. Upon completion of Task 1 (anticipated June 2026), submit written policy framework document and draft permit application.

3. Upon completion of Task 2 (anticipated September 2026), submit final application packet and written documentation of vendor eligibility with scoring results.

Special Conditions

1. The recommended allocation is conditioned upon amendment of the Citywide/Modal Planning 5YPP to update the Curbside Electric Vehicle (EV) Charging Pilot project to reflect the subject request. See attached 5YPP amendment for details.

2. Recommendation includes a waiver to Prop L policy to allow funds to be used for retroactive expenses incurred since May 1, 2026.

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

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN SUMMARY

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

Initials of sponsor staff member verifying the above statement:

CONTACT INFORMATION

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

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

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFCTA	AV Safety Metrics & Standards ¹	PLAN/CER	Programmed		\$0				\$0
SFCTA	AV Resource Portal ¹	PLAN/CER	Appropriated		\$100,000				\$100,000
TBD	Citywide Modal Planning Placeholder ²	PLAN/CER	Programmed			\$75,000			\$75,000
SFMTA	Curbside Electric Vehicle Charging Pilot Outreach & Evaluation ³	PLAN/CER	Pending			\$150,000			\$150,000
SFMTA	The Embarcadero Mobility Resilience Master Plan	PLAN/CER	Allocated		\$150,000				\$150,000
SFCTA	San Francisco Transportation Plan (SFTP) 2050+	PLAN/CER	Appropriated		\$700,000				\$700,000
SFCTA	San Francisco Transportation Plan (SFTP) 2055	PLAN/CER	Programmed				\$700,000		\$700,000
SFCTA	Federal Autonomous Vehicle Policy Development ²	PLAN/CER	Appropriated			\$75,000			\$75,000
Total Programmed in 2023 5YPP				\$0	\$950,000	\$300,000	\$700,000	\$0	\$1,950,000
Total Allocated and Pending				\$0	\$950,000	\$225,000	\$0	\$0	\$1,175,000
Total Unallocated				\$0	\$0	\$75,000	\$700,000	\$0	\$775,000
Total Programmed in 2023 Strategic Plan				\$0	\$1,100,000	\$150,000	\$700,000	\$0	\$1,950,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$150,000	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ 5YPP amendment to fund AV Resource Portal (Resolution 2025-025, 12/17/2024):
 AV Safety Metrics & Standards: Reduced from \$100,000 to \$0 in FY2024/25.
 AV Resource Portal: Added project with \$100,000 in FY2024/25.
- ² 5YPP amendment to fund Federal Autonomous Vehicle Policy Development (Resolution 2026-044, 3/24/2026):
 Citywide Modal Planning Placeholder: Reduced from \$150,000 to \$75,000 in FY2025/26.
 Federal Autonomous Vehicle Policy Development: Added project with \$75,000 in FY2025/26.
- ³ 5YPP amendment to update the project from Curbside Electric Vehicle Charging Pilot Outreach & Evaluation to Curbside Electric Vehicle Charging (Resolution 2026-0XX, 5/X/2026).



RESOLUTION ALLOCATING \$350,000 IN PROP L FUNDS, WITH CONDITIONS, FOR TWO REQUESTS

WHEREAS, The Transportation Authority received two requests for a total of \$350,000 in Prop L transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms (Attachment 5); and

WHEREAS, The requests seek funds from the following Prop L Expenditure Plan programs: Neighborhood Transportation Program and Citywide/Modal Planning; and

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

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for the District 2 Turk Boulevard Pedestrian Safety [NTP] project requires amendment of the Prop L Neighborhood Transportation Program 5YPP to add the subject project with funds from the Neighborhood Program (NTP) Project Placeholder as detailed in the attached allocation request form; and

WHEREAS, The SFMTA's request for the Curbside Electric Vehicle Charging project requires amendment of the Prop L Citywide/Modal Planning 5YPP to replace the programmed Curbside Electric Vehicle Charging Pilot Outreach & Evaluation project with the subject project, as detailed in the attached allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$350,000 in Prop L funds, with conditions, for the two requests, as described in Attachment 3 and detailed in the allocation request forms provided in Attachment 5, which include staff recommendations for Prop L allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and



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

WHEREAS, At its April 22, 2026, meeting, the Community Advisory Committee was briefed on the subject requests and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop L Neighborhood Transportation Program and Citywide/Modal Planning 5YPPs, as detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$350,000 in Prop L funds, with conditions, for two requests as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

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

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

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

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation



Authority policies and execute Standard Grant Agreements to that effect; and be it further

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

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

Attachments:

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

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Memorandum

AGENDA ITEM 7

DATE: April 23, 2026
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 5/14/2026 Board Meeting: Approve Programming Priorities for Up to \$4,548,974 in San Francisco’s State Transit Assistance County Block Grant Funds, with Conditions

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

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

BACKGROUND

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



In addition to supporting SFMTA's Paratransit program through the half-cent transportation sales tax, since FY 2018/19 the Transportation Authority has been programming STA funds to SFMTA for Paratransit in line with the amount that SFMTA would have received under the prior regional paratransit program. For the remaining STA funds available to San Francisco, on an annual basis, the Board has approved projects that are typically consistent with our history of funding lifeline transportation projects that focus on Equity Priority Communities and improve mobility and accessibility for low-income populations. Attachment 5 shows projects previously funded through the STA County Block Grant Program.

DISCUSSION

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

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

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

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

WETA's Treasure Island Electric Ferry Service (\$492,734). In 2024, the Board recommended programming \$1,418,859 at 95% of projected FY 2024/25 STA revenue levels to contribute to the first 12 months of operations of electrified ferry service on the route between Treasure Island and the Ferry Building. WETA plans to operate the service using one electric vessel (150 passenger capacity), replacing the current diesel-powered service operated by the private developer. Actual FY



2024/25 STA revenues were only 85.6% of the projection, leaving \$926,125 for this project. The recommended \$492,734 in FY 2026/27 STA funds would fulfill our prior funding commitment to this project.

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

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

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

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

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



in the Transportation Authority providing 55.0% of the FY 2026/27 Paratransit operations funding plan which is similar to FY 2025/26 at 55.2%.

In our FY2025/26 STA recommendation, we recommended an elevated contribution to Paratransit as a temporary arrangement that benefits the SFMTA's operating budget by reducing the need for operating funds, allowing more of those funds to be available for transit service. We recommend maintaining this elevated share of funding in FY 2026/27. We will continue monitoring the Paratransit program's usage and as we see increased program use and costs, and as the SFMTA moves toward economic recovery, we will expect to see the Transportation Authority's share of the Paratransit program cost to decline to be more in line with past practice.

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

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

In 2025, BART approved a new contract with a new operator for the Elevator Attendant Program. Actual program costs under this new contract increased by approximately 9% from \$3.4 million in FY 24/25 to \$3.7 million in FY25/26 to provide elevator attendants at the four stations 52 weeks per year, 7 days per week during all revenue hours. Program costs for FY 26/27 are expected to be \$3.8 million.

FINANCIAL IMPACT

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



CAC POSITION

At its April 22, 2026 meeting, recognizing that STA funds can be used to fund transit operations and in light of the transit fiscal cliff, the CAC adopted an amended motion of support to approve the programming priorities as recommended by staff, with a request to revisit the programming priorities if one or more of the transit revenue measures targeting the November election do not pass in the fall, provided that MTC policy allows this.

SUPPLEMENTAL MATERIALS

- Attachment 1: Recommendations
- Attachment 2: Project Information for WETA's Treasure Island Electric Ferry Service
- Attachment 3: Project Information for SFMTA's Paratransit Program
- Attachment 4: Project Information for BART's Elevator Attendant Program
- Attachment 5: Projects Funded in Fiscal Years 2018/19 - 2025/26
- Attachment 6: Resolution

Attachment 1.

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

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

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



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

Treasure Island Electric Ferry Service

Sponsor: Water Emergency Transportation Authority (WETA)

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

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

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

Recommended Phase: Operations

Districts: 6

SCOPE

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

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

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

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



Attachment 2.

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

Project Information

Treasure Island Electric Ferry Service

Page 2 of 3

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

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

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

REPORTING AND PERFORMANCE METRICS

Key performance metrics are shown in the table below:

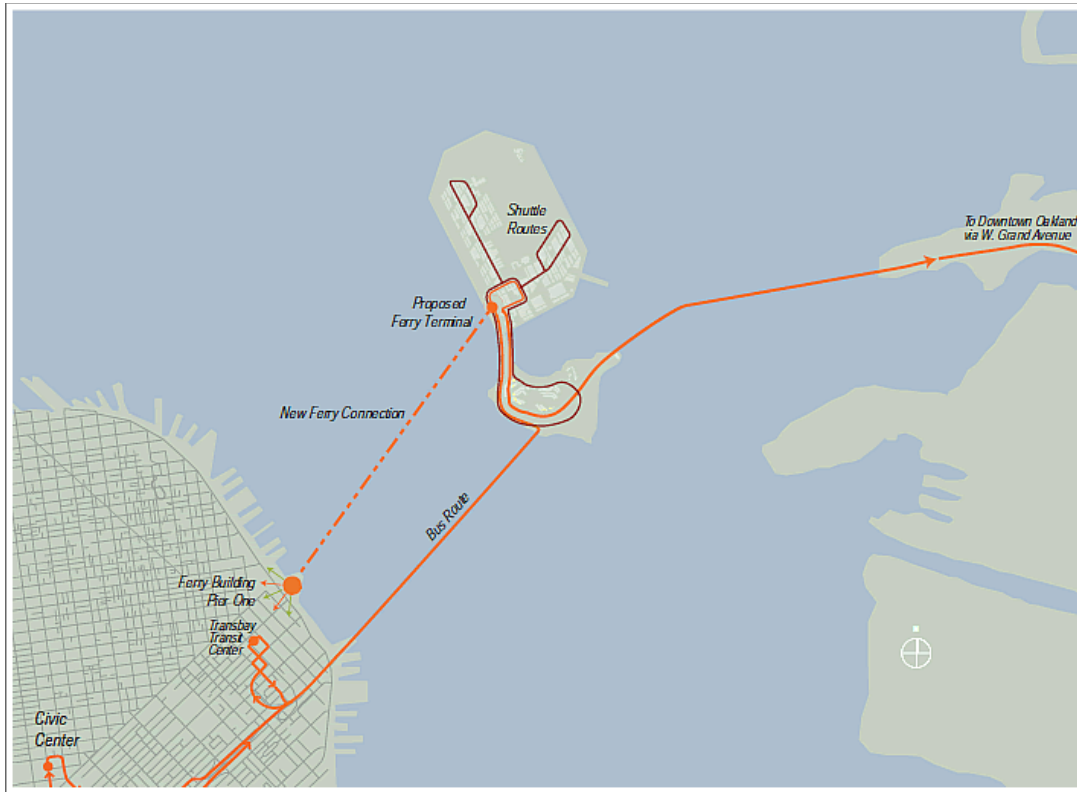
PERFORMANCE METRIC	DESCRIPTION	REPORTING FREQUENCY
Number of trips	Number of total passenger trips	Monthly and Yearly
Service hours and miles	Hours of operation and miles travelled by vessels	Monthly and Yearly
On time performance	Includes late and cancelled trips	Monthly and Yearly
Ridership and occupancy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



Attachment 2.

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

Appendix A. Treasure Island Ferry Route Map



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



**San Francisco
County Transportation
Authority**

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

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

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

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

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

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

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

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



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

Paratransit

Sponsor: San Francisco Municipal Transportation Agency (SFMTA)

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

Recommended Phase: Operations

Districts: Citywide

SCOPE

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

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

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



**San Francisco
County Transportation
Authority**

Attachment 3.

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

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Project Sustainability

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

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

Coordination and Program Outreach

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

Cost-Effectiveness and Performance Indicators

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

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



**San Francisco
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Authority**

Attachment 3.

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

Project Information

Paratransit

Page 3 of 4

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

Funding Plan

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

Major Line Item Budget

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

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

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

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

**** Funded with SFMTA Operating Funds

Key Paratransit Performance Trends FY 2021-2026

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



San Francisco
County Transportation
Authority

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

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

Elevator Attendant Program

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

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

Recommended Phase: Operations

Districts: 3, 5, 6

SCOPE

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



Elevator Attendant Program Details

ATTACHMENT 3

MARCH 2026



Project Need, Goals and Objectives

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

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

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

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

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

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

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

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

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

Community-Identified Priority

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

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

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

Implementation Plan and Project Management Capacity

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

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

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

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

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

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

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

Project Sustainability

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

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

Cost-Effectiveness and Performance Indicators

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

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

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

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

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

Coordination and Program Outreach

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

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

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

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

Project Schedule, Budget and Funding Plan

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

Please see Attachment 4.

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



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

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

Project Name:	Elevator Attendant Program
Project Sponsor:	BART

Operating Projects

Schedule

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

Budget

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

Funding Plan

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

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

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

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

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

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

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

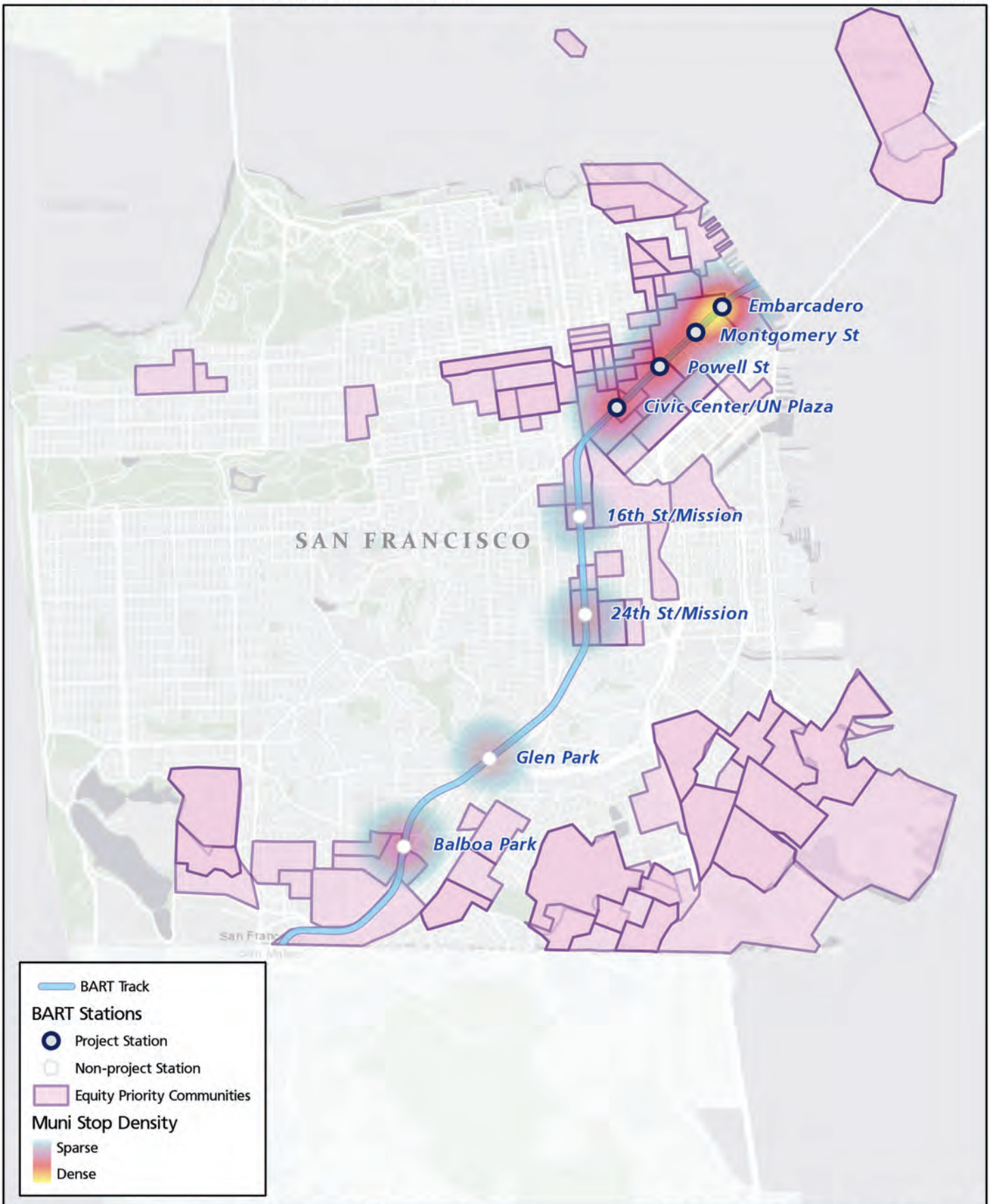
FY 26-27

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

BART Elevator Attendant Program
Detailed Budget

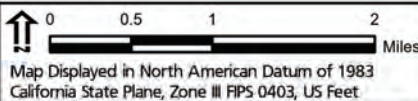
Contractor Name District Works, LLC

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



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

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



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



BART Facts 2026

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

Let's go.



THE NEW BART

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

—BART General Manager Bob Powers

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

Addressing a financial crisis while improving the rider experience

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

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

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

Award-winning approach to safety

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

BART's safety solution includes:

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

BART Ridership Facts

AVERAGE 2025 RIDERSHIP

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

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

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

SERVICE

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

FARES AND TRIPS

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

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

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

CLIPPER DISCOUNTS

YOUTH CLIPPER: Ages 5-18 get 50% off

SENIOR CLIPPER: 65 years and over get 62.5% off

CLIPPER ACCESS: Persons with disabilities get 62.5% off

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

RIDERSHIP PROFILE

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

TRANSPORTATION BACKBONE OF THE BAY AREA

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

Advancing regional transit coordination

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

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

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

Modernized train control system to increase capacity

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

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

Earthquake resiliency and readiness

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

Addressing the housing crisis

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

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

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

BART merchandise a viral success

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

BART by the Numbers

FINANCIAL PERFORMANCE

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

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

STATIONS AND INFRASTRUCTURE

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

PARKING AND BIKE ACCESS

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

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

FLEET*

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

ELECTRICITY

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

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



Let’s go.

Attachment 5.

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

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

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

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



San Francisco
County Transportation
Authority

BD051226

RESOLUTION NO. 26-55

RESOLUTION APPROVING PROGRAMMING PRIORITIES FOR UP TO \$4,548,974 IN
SAN FRANCISCO'S FISCAL YEAR 2026/27 STATE TRANSIT ASSISTANCE COUNTY
BLOCK GRANT FUNDS

WHEREAS, In 2018, the Metropolitan Transportation Commission (MTC) established a transit-focused State Transit Assistance (STA) County Block Grant program, combining funds that were previously distributed via a regional paratransit program, a regional Lifeline Transportation Program, and a northern counties/small transit operators' program; and

WHEREAS, As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for administering San Francisco's STA County Block Grant program; and

WHEREAS, MTC requires that by May 1 of each year, CMAs submit the distribution policy or proposed programming for STA population-based funds which come from the state sales tax on diesel fuel; and

WHEREAS, Annual STA revenues are projections and annual amounts may be higher or lower when confirmed at the end of each Fiscal Year (FY) following the State's reconciliation of actual revenues generated; and

WHEREAS, Given the uncertainty of forecasting STA revenues, MTC recommends that CMAs program 95% of their county's estimated STA amount, with consideration for programming up to 100% should revenues meet full projections; and

WHEREAS, MTC's current projection for San Francisco's FY 2026/27 STA County Block Grant funds is \$4,119,257, or \$3,913,294 at 95% of the projection, which, together with \$429,717 in interest earned on prior year STA funds, results in total estimated funds available for the current programming cycle of \$4,343,011 at 95% of projected revenues and up to \$4,548,974 at 100% of projected revenues; and



WHEREAS, Since inception of the STA County Block Grant Program, the Transportation Authority has typically programmed funds to the San Francisco Municipal Transportation Agency's (SFMTA's) Paratransit and other projects that address transportation needs of low-income population; and

WHEREAS, For the FY 2026/27 cycle, Transportation Authority staff recommended as the first priority programming \$492,734 to the Water Emergency Transportation Authority's (WETA's) Treasure Island Electric Ferry Service, fulfilling a prior funding commitment from the FY 2024/25 programming cycle since actual revenues came in lower than projected; second priority, \$2,812,954 for the SFMTA's Paratransit program to complement Prop L funds and support this critical program for seniors and people with disabilities; and, third priority, up to \$1,243,286 for BART's Elevator Attendant Program at shared BART/Muni stations downtown, as summarized in Attachment 1 with additional project details in Attachments 2 through 4; and

WHEREAS, At its April 22, 2026 meeting, recognizing that STA funds can be used to fund transit operations and in light of the transit fiscal cliff, the Community Advisory Committee adopted an amended motion of support to approve the programming priorities as recommended by staff, with a request to revisit the programming priorities if one or more of the transit revenue measures targeting the November 2026 election do not pass, provided that MTC policy allows this; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves FY 2026/27 STA County Grant Program priorities in order of highest to lowest priority including \$492,734 for WETA's Treasure Island Electric Ferry Service, \$2,812,954 for SFMTA's Paratransit program, and up to \$1,243,286 for BART's Elevator Attendant Program, as summarized in Attachment 1 and detailed in Attachments 2 through 4; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to MTC, other relevant agencies, and interested parties.



Attachments:

1. Recommended STA Block Grant Programming
2. WETA's Treasure Island Electric Ferry Service
3. SFMTA's Paratransit Program
4. BART's Elevator Attendant Program



Memorandum

AGENDA ITEM 8

DATE: April 23, 2026

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

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

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

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

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

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

DISCUSSION

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

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



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

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

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

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

FINANCIAL IMPACT

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

CAC POSITION

The CAC considered this item at its April 22, 2026 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed SGA Amendment (206-910006)
- Attachment 2 - Revised Prop L Allocation Request Form
- Attachment 3 - Resolution

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

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

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

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

REQUEST

Brief Project Description

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

Detailed Scope, Project Benefits and Community Outreach

Background

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

Original Scope

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

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

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

Funding Plan and Scope Prioritization

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

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

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

Amended Scope

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

Project Location

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

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

Project Phase(s)

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

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

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

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

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

San Francisco County Transportation Authority Allocation Request Form

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

FUNDING PLAN - FOR CURRENT REQUEST

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

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

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

COST SUMMARY

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

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

San Francisco County Transportation Authority

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

MAJOR LINE ITEM BUDGET

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

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

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

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

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

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

Cash Flow Distribution Schedule by Fiscal Year			
Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-206	\$1,650,000	\$708,000	\$2,358,000

Deliverables

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

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

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN SUMMARY

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

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

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

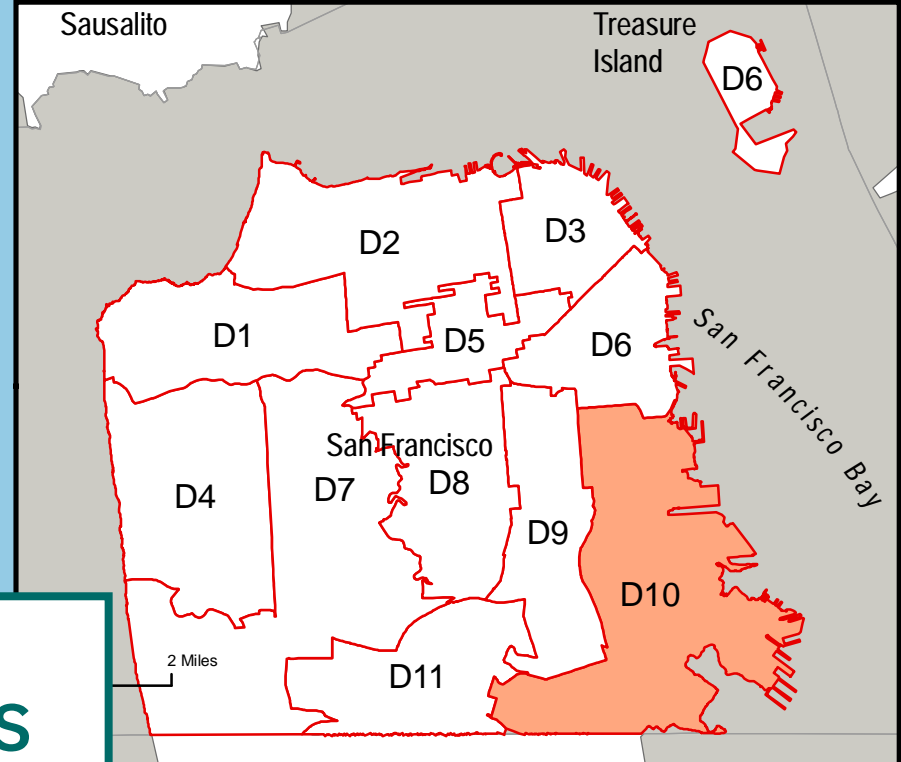
Map of the 10th Supervisorial District

City & County of San Francisco, California



July 2022
Prepared by the Department of Elections

Precinct Boundaries
 2022 Supervisorial District Boundaries



Woods

Islais Creek



0 0.25 0.5 1 Miles
0 0.25 0.5 1 Kilometers



San Francisco
County Transportation
Authority

BD051226

RESOLUTION NO. 26-56

RESOLUTION AMENDING THE PROP L STANDARD GRANT AGREEMENT FOR THE WOODS/ISLAIS CREEK YARD ELECTRIFICATION PHASE I PROJECT TO UPDATE THE PROJECT SCOPE, SCHEDULE, COST, AND FUNDING PLAN; AND CHANGE THE PROJECT PHASE FROM DESIGN TO CONSTRUCTION

WHEREAS, In 2018, the California Air Resources Board adopted the Innovative Clean Transit Regulation, which requires all public transit agencies to gradually transition to a 100 percent zero-emission bus (ZEB) fleet, with a goal for full transition by 2040; and

WHEREAS, In 2021, the SFMTA's Board of Directors adopted the agency's ZEB Rollout Plan, which serves as a plan to transition SFMTA's bus fleet to 100 percent zero-emission by 2040, in accordance with the Innovative Clean Transit Regulation; and

WHEREAS, In October 2024, through approval of Resolution 25-15, the Transportation Authority allocated \$2,358,000 in Prop L funds to the SFMTA for the design of the Woods/Islais Creek Yard Electrification Phase I Project (Project); and

WHEREAS, The Project's original scope was to install battery-electric bus (BEB) charging infrastructure and related charging equipment at the Woods and Islais Creek bus yards for the purpose of transitioning the agency's bus fleet to ZEBs; and

WHEREAS, The Project included 12 pantograph charging stations at the Woods facility to support 40-foot BEBs, and 6 pantograph charging stations at the Islais Creek facility to support 60-foot BEBs, all of which would have been supported by a structural steel frame and overhead gantry infrastructure, electrical distribution equipment, and an elevated platform for the electrical equipment; and

WHEREAS, These 18 charging stations would have supported 18 BEBs that SFMTA is currently procuring; and



WHEREAS, At the time of allocation, SFMTA estimated the cost for the construction phase of the project at \$30.4 million, which would have been funded entirely by a Federal Transit Administration (FTA) Bus & Bus Facilities grant; and

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

WHEREAS, Twelve of the new BEBs are 40' long and can utilize SFMTA's existing chargers at the Woods facility, but six of the new BEBs are 60' long and cannot be charged at Woods without significantly disrupting the facility's operations; and

WHEREAS, Because of this limitation, SFMTA revised the Project scope to focus on installing six chargers at Islais Creek, where there is enough room to service 60' buses; and

WHEREAS, The revised Project scope will install plug-in dispenser chargers, rather than pantograph chargers with an overhead gantry, to reduce cost; and

WHEREAS, With the revised scope, the total project cost has decreased from \$37.4 million to approximately \$6.2 million; and

WHEREAS, SFMTA has sufficient project funds to cover the \$1.3 million design phase; and

WHEREAS, SFMTA has requested amendment of the Prop L Standard Grant Agreement (SGA) for the Project (206-910006) to allow use of \$2,358,000 in Prop L funds for the construction phase of the revised Project; and

WHEREAS, After reviewing SFMTA's proposed SGA amendment request, Transportation Authority staff recommended amending the Prop L SGA (206-910006) for the Project as summarized in Attachment 1 and detailed in the revised allocation request form; and



WHEREAS, There is no impact on the Transportation Authority's adopted Fiscal Year 2025/26 budget associated with the recommended action and there are sufficient funds in the Capital Expenditures line item of the Transportation Authority's preliminary Fiscal Year 2026/27 budget to cover the recommended action; and

WHEREAS, At its April 22, 2026 meeting, the Community Advisory Committee considered the staff recommendation and unanimously adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop L SGA (206-910006) for the Project to update the Project scope, schedule, cost, and funding plan, and to change the Project phase from design to construction.

Attachments:

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



Memorandum

AGENDA ITEM 9

DATE: April 23, 2026

TO: Transportation Authority Board

FROM: Cynthia Fong - Deputy Director for Finance and Administration

SUBJECT: 05/12/2026 Board Meeting: Exercise Contract Options for 17 Firms for On-call Project Management and Engineering Services in an Amount Not to Exceed \$2,700,000 for a Combined Total Contract Amount Not to Exceed \$13,400,000; and for 10 Firms for On-call Transportation Planning Services in an Amount Not to Exceed \$1,000,000 for a Combined Total Contract Amount Not to Exceed \$4,000,000

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

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

DISCUSSION

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

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

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



have project development and implementation responsibilities for several major capital projects, such as design and construction of the Yerba Buena Island Hillcrest Road Improvement, Yerba Buena Island Westside Bridges Retrofit project, Yerba Buena Island Multi-Use Path project, I-280 Interchange Modifications at Ocean Avenue, Yerba Buena Island Southgate project, Yerba Buena Island Treasure Island Road Improvements, and development of freeway corridor management studies.

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

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

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

During Fiscal Year 2026/27, the consultant teams will continue to provide assistance as the following projects advance forward: Yerba Buena Island Westside Bridges, Torpedo Building, and Pier E-2 Improvements Projects; Yerba Buena Island Treasure



Island Road Improvements; Yerba Buena Island Multi-Use Path; Ocean Avenue Multi-Use Path Feasibility Study; Quint Street Right-of-Way Services; and The Portal/ Downtown Rail Extension and other various projects. The proposed action will add contract capacity and exercise the second and final of two options of the initial contract.

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

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

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

We are currently contracted with 10 firms on an on-call, task order basis for transportation planning services due to the amount and complexity of the Transportation Authority's work program, and occasional conflicts of interest or availability that arise for specific efforts. On February 15, 2022, through Resolution 22-35, the Transportation Authority awarded three-year consultant contracts, with an option to extend for two additional one-year periods, for on-call transportation planning services to Alta Planning + Design, Inc.; Arup US Inc. (formerly Arup North America Ltd.); Fehr & Peers; Kittelson & Associates Inc.; McKinsey & Company; Mott MacDonald Group Inc.; Nelson\Nygaard Consulting Associates, Inc.; Parametrix, Inc. (formerly Parisi Transportation Consulting); Steer Group; and WSP USA, Inc., for a combined amount not to exceed \$3,000,000. Since then, the consultant teams have provided assistance to various transportation studies, including: Bayview Caltrain Station Location Study, Brotherhood Way Safety and Circulation Plan, Inner Sunset Multimodal Safety and Circulation Plan, District 1 Multimodal Transportation Study, Bayview Street Safety and Truck Relief Study, Ocean Avenue Mobility Action Plan, District 2 NTIP Safety Study and Implementation, Geary/19th Avenue Subway Strategic Case, and District 4 Microtransit Business Plan, among others.



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

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

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

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

FINANCIAL IMPACT

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

CAC POSITION

The CAC considered this item at its April 22, 2026 meeting and adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - On-Call Project Management and Engineering Services
- Attachment 2 - On-Call Transportation Planning Services
- Attachment 3 - Resolution

Attachment 1

On-call Project Management and Engineering Assigned Task Orders

Prime Consultant ¹	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
Access Planning Ltd	Downtown Rail Extension	\$1,836,784	IDSCA (DBE)	\$14,592
			InfraStrategies LLC	\$809,837
			Peyser Associates	\$35,632
			SHA Analytics LLC (DBE/SBE)	\$68,680
			Azad Engineering (DBE/SBE/LBE)	\$165,437
	Fourth and King Railyards Project Development, Governance, and Operational Analysis	\$249,899	Azad Engineering (DBE/SBE/LBE)	\$27,989
			DBK Advisory Services (SBE)	\$7,081
			LK Planning LLC (DBE)	\$4,679
	Cole Management & Engineering, Inc.	Treasure Island Ferry Terminal Enhancements Project	\$600,000	Associated Right of Way (SBE)
Circlepoint (DBE/SBE)				\$14,448
Dabri (DBE/SBE/LBE)				\$209,134
KL Bartlett Consulting (DBE/SBE)				\$39,854
Pendergast Consulting Group (SBE)				\$4,921
Tricertus LLC (DBE)				\$9,932
Twining				\$12,500
WMH Corporation (SBE)				\$37,965
Downtown Rail Extension Rail Senior Advisory Services		\$519,739	KL Bartlett Consulting (DBE/SBE)	\$16,665
			Zurinaga Associates (DBE/LBE)	\$471,626
Caltrain Program Oversight and Central Subway Closeout		\$339,397	KL Bartlett Consulting (DBE/SBE)	\$11,506
			Zurinaga Associates (DBE/LBE)	\$307,365
Gall Zeidler Consultants, LLC		Downtown Rail Extension Tunneling and Underground Initial Oversight	\$54,979	N/A
	Downtown Rail Extension Technical, Design, and Procurement Oversight	\$699,819	SYSTRA Consulting	\$86,213
			WMH Corporation (SBE)	\$77,470
HNTB Corporation	Yerba Buena Island (YBI) Multi-Use Path	\$50,338	N/A	\$0
Mark Thomas & Company	I-280 Ocean Avenue Off Ramp Project - Initial Plans, Specifications/Special Provisions and Estimate Support	\$65,000	Baseline Environmental Consulting	\$9,000
			Sandis	\$6,640
	Project Management and Oversight Services for I-80/YBI Westside Bridges Project	\$1,251,400	KL Bartlett Consulting (DBE/SBE)	\$309,011
			Parametrix	\$46,570
			PDM Group Inc.	\$777,899

Attachment 1

On-call Project Management and Engineering Assigned Task Orders

Prime Consultant ¹	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
Mark Thomas & Company	I-80/YBI Torpedo Building, Southgate Road Realignment and Pier E2 Parking Lot Projects	\$1,139,432	Craig Communications (WBE)	\$14,008
			KL Bartlett Consulting (DBE/SBE)	\$123,498
			Lohman Project Consulting	\$382,040
			Pendergast Consulting Group (SBE)	\$15,504
			PDM Group	\$331,730
	I-80/YBI Hillcrest Road Improvement Project	\$702,086	KL Bartlett Consulting (DBE/SBE)	\$128,022
			OLWIT Solutions (DBE/LBE)	\$533,240
Parametrix, Inc.	Technical Oversight Support for Partner Agency Projects	\$287,373	Burns Engineering	\$3,520
			LK Planning (DBE)	\$36,285
			Pacific Railway Enterprises (DBE/SBE)	\$942
			Spectrum Design (DBE)	\$1,500
PGH Wong Engineering, Inc. (MBE)	Torpedo Building Retrofit Project - Historic Architectural Design Services	\$307,399	Robin Chiang & Company (DBE/SBE/LBE)	\$91,038
			Architecture + History (LBE)	\$25,180
T.Y. Lin International	YBI Multi-Use Pathway Project	\$29,374	Sam Schwartz	\$15,665
WMH Corporation (SBE)	YBI Westside Bridges Retrofit Project - Preconstruction Services and Final Project Approvals, and Additional Project Delivery Support Services	\$619,674	Biggs Cardosa Associates (SBE)	\$80,148
			Earth Mechanics (DBE/SBE)	\$20,000
			HDR Engineering	\$14,000
			MGE Engineering (DBE/SBE)	\$126,057
			Power Systems Design (SBE)	\$10,000
			Y&C Transportation Consultants	\$10,000
	YBI Multi-Use Pathway Segment 2 - Preliminary Design	\$700,000	N/A	\$0
Total Task Orders Awarded to Date		\$9,452,693		
Total Task Orders Allocated to Subconsultants (59%)				\$5,546,293
Total Task Orders Awarded to Disadvantaged Business Enterprise Firms, through September 30, 2025 (26%)²				\$2,453,005
Total Task Orders Awarded Local Business Enterprise Firms (19%)				\$1,831,009
Total Task Orders Awarded to Small Business Enterprise Firms (17%)				\$1,586,640
Total Contract Amount				\$10,700,000

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

² [On October 3, 2025, the U.S. Department of Transportation suspended the counting of Disadvantaged Business Enterprise participation goals.](#)

Attachment 2

On-call Transportation Planning Services Assigned Task Orders

Prime Consultant ¹	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
Arup US Inc.	San Francisco Transportation Plan 2050+	\$37,059	N/A	\$0
Fehr & Peers (LBE)	Bayview Station Preliminary Design and Pre-Environmental	\$413,715	ICF Jones & Stokes	\$7,275
			InterEthnica, Inc. (DBE/SBE/LBE)	\$119,518
			MSA Design & Consulting, Inc. (SBE/LBE)	\$57,305
			STV Incorporated	\$21,027
			VIA - Perkins Eastman	\$79,326
	Brotherhood Way Safety and Circulation Plan	\$466,322	Davis & Associates Communications, Inc. (DBE/SBE/LBE)	\$130,100
			Civic Edge Consulting (DBE/SBE/LBE)	\$36,229
	Inner Sunset Multimodal Safety and Access Study	\$134,328	InterEthnica, Inc. (DBE/SBE/LBE)	\$49,822
Kittelson & Associates	District 1 Multimodal Transportation Study	\$165,326	Circlepoint (DBE/SBE)	\$46,007
	Eco-Friendly Downtown Deliveries Study	\$7,000	N/A	\$0
	Bayview Street Safety and Truck Relief Study	\$275,472	Next Steps Marketing, Inc. (DBE/SBE/LBE)	\$52,761
			The Tioga Group, Inc. (SBE)	\$12,800
	San Francisco Transportation Plan 2050+	\$49,441	N/A	\$0
Parametrix, Inc.	District 7 Ocean Avenue Mobility Action Plan	\$60,000	N/A	\$0
	Vision Zero Ramps Phase 3	\$227,969	Convey, Inc. (DBE/SBE)	\$74,021
	District 2 NTIP Safety Study and Implementation	\$10,000	N/A	\$0
Steer Davies & Gleeve	Westside Subway Strategic Case	\$272,000	Fehr & Peers (LBE)	\$52,320
			HNTB Corporation	\$49,808
			KKCS	\$35,136
	Transportation Demand Management Market Analysis	\$69,982	N/A	\$0
WSP USA, Inc.	District 4 Microtransit Business Plan	\$159,924	Civic Edge Consulting (DBE/SBE/LBE)	\$17,665
			Transportation Analytics (DBE/SBE)	\$28,977
	Sim Wrapper Enhancement & Training	\$20,000	Because LLC	\$18,000
WSP USA, Inc.	Congestion Relief Program Grant Application	\$32,000	N/A	\$0

Attachment 2

On-call Transportation Planning Services Assigned Task Orders

Prime Consultant ¹	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
Total Task Orders Awarded to Date		\$2,400,538		
Total Task Orders Allocated to Subconsultants (37%)				\$888,097
Total Task Orders Awarded to Disadvantaged Business Enterprise Firms, through September 30, 2025 (23%)²				\$555,100
Total Task Orders Awarded Local Business Enterprise Firms (43%)				\$1,019,484
Total Task Orders Awarded to Small Business Enterprise Firms (27%)				\$647,541
Total Contract Amount				\$3,000,000

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

² [On October 3, 2025, the U.S. Department of Transportation suspended the counting of Disadvantaged Business Enterprise participation goals.](#)



RESOLUTION EXERCISING CONTRACT OPTIONS FOR 17 FIRMS FOR ON-CALL PROJECT MANAGEMENT AND ENGINEERING SERVICES IN AN AMOUNT NOT TO EXCEED \$2,700,000 FOR A COMBINED TOTAL CONTRACT AMOUNT NOT TO EXCEED \$13,400,000; AND FOR 10 FIRMS FOR ON-CALL TRANSPORTATION PLANNING SERVICES IN AN AMOUNT NOT TO EXCEED \$1,000,000 FOR A COMBINED TOTAL CONTRACT AMOUNT NOT TO EXCEED \$4,000,000

WHEREAS, The Transportation Authority has existing professional services contracts with multiple firms where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff; and

WHEREAS, In May 2022, through Resolution 22-54, the Transportation Authority awarded three-year on-call project management and engineering services contracts, with an option to extend for two additional one-year periods to 17 firms for a total combined amount not to exceed \$8,000,000; and

WHEREAS, In April 2025, through Resolution 25-43, the Transportation Authority exercised the first of two contract options for on-call project management and engineering services, to 17 firms for a total combined amount not to exceed \$10,700,000, and Transportation Authority staff is now seeking to exercise the second and final contract option; and

WHEREAS, The 17 consultant contracts for on-call project management and engineering services were awarded to Access Planning Ltd.; Alta Planning + Design, Inc.; Arup US Inc. (formerly Arup North America Ltd.); Brierley Associates; Cole Management & Engineering, Inc.; Dabri, Inc.; Gall Zeidler Consultants, LLC; HNTB Corporation; Mark Thomas & Company; McMillen Jacobs Associates; Mott MacDonald Group, Inc.; Parametrix, Inc. (formerly Parisi Transportation Consulting); Parson Transportation Group, Inc.; PGH Wong Engineering, Inc.; TY Lin International; WMH Corporation; and WSP USA, Inc., for a combined amount not to exceed \$10,700,000; and



WHEREAS, The proposed action will add contract capacity of \$2,700,000, to a combined total contract amount not to exceed \$13,400,000, so that the consultant teams can continue to assist in advancing the following projects during Fiscal Year 2026/27: Yerba Buena Island Westside Bridges, Torpedo Building, and Pier E-2 Improvements Projects; Yerba Buena Island Treasure Island Road Improvements; Yerba Buena Island Multi-Use Path; Ocean Avenue Multi-Use Path Feasibility Study; Quint Street Right-of-Way Services; and The Portal/ Downtown Rail Extension and other various projects; and

WHEREAS, In February 2022, through Resolution 22-35, the Transportation Authority awarded three-year consultant contracts, with an option to extend for two additional one-year periods, for on-call transportation planning services to 10 firms for a total combined amount not to exceed \$3,000,000, and Transportation Authority staff is now seeking to exercise the first of two contract options; and

WHEREAS, The 10 consultant contracts for on-call transportation planning services were awarded to Alta Planning + Design, Inc.; Arup US Inc. (formerly Arup North America Ltd.); Fehr & Peers; Kittelson & Associates Inc.; McKinsey & Company; Mott MacDonald Group Inc.; Nelson\Nygaard Consulting Associates, Inc.; Parametrix, Inc. (formerly Parisi Transportation Consulting); Steer Group; and WSP USA, Inc., for a combined amount not to exceed \$3,000,000; and

WHEREAS, The proposed action will add contract capacity of \$1,000,000, to a combined total contract amount not to exceed \$4,000,000, so that consultant teams can continue to assist in advancing the following projects: Bayview Street Safety and Truck Relief Study, Vision Zero Ramps Phase 3, the Mission-Alemany Community-Based Transportation Plan, Westside Subway Strategic Case, and other various projects; and

WHEREAS, Sufficient funds are included in the preliminary Fiscal Year 2026/27 annual budget and future budgets to accommodate the recommended action(s); and



WHEREAS, The proposed contract extensions will be funded by a combination of federal, state, and regional grants, and Prop L funds awarded to the Transportation Authority and TIMMA; and

WHEREAS, At its April 22, 2026, meeting, the Community Advisory Committee considered the subject contract options and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves exercising extended contract options for 17 firms for on-call project management and engineering services in an amount not to exceed \$2,700,000 for a combined total contract amount not to exceed \$13,400,000; and exercising extended contract options for 10 firms for on-call transportation planning services in an amount not to exceed \$1,000,000 for a combined total contract amount not to exceed \$4,000,000; and be it further

RESOLVED, That the Executive Director is hereby authorized to modify contract payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.

Attachments:

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



Memorandum

AGENDA ITEM 10

DATE: April 23, 2026

TO: Transportation Authority Board

FROM: Cynthia Fong - Deputy Director for Finance and Administration

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

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Amend the adopted Fiscal Year (FY) 2025/26 budget to decrease other financing sources by \$50,000,000 for a total net decrease in fund balance of \$50,000,000.</p> <p>SUMMARY</p> <p>Every year, we present the Board with any adjustments to the adopted annual budget. This revision is an opportunity to take stock of significant changes in revenue trends, recognize large grant amounts spent or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for material unforeseen expenditures. In June 2025, through Resolution 25-48, the Board adopted the FY 2025/26 Annual Budget and Work Program. Based on sales tax receipts collected through February 2026, sales tax revenues are above expectations by 5% and we anticipate a modest continuation of this trend. Due to the uncertainty in current economic conditions and the impacts on sales tax revenues and a conservative approach to budgeting, we are holding sales tax revenues at current projections for the mid-year budget amendment but will continue to closely monitor this revenue stream. Revisions to other financing sources are related to slower receipt of sponsor reimbursement requests (invoices) than anticipated for FY 2024/25 and FY 2025/26, which resulted in a higher fund balance and therefore a lower need to draw from the Revolver in the current fiscal year to</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input checked="" type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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<p>fund projects and reimburse our sponsors. The effect of the proposed amendment on the adopted FY 2025/26 Budget in the aggregate line item format specified in the Fiscal Policy is shown in Attachments 1 and 3. A comparison of revenues and expenditures to the adopted budgeted numbers is presented in Attachment 2.</p>	
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BACKGROUND

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

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

DISCUSSION

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



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

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

FINANCIAL IMPACT

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

CAC POSITION

The CAC considered this item at its April 22, 2026 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed Budget Amendment
- Attachment 2 - Proposed Budget Amendment - Comparison of Revenues and Expenditures
- Attachment 3 - Proposed Budget Amendment - Line Item Detail
- Attachment 4 - Resolution



Proposed Budget Amendment by Fund

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



**San Francisco
County Transportation
Authority**

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

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



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



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



RESOLUTION AMENDING THE ADOPTED FISCAL YEAR 2025/26 BUDGET TO DECREASE OTHER FINANCING SOURCES BY \$50,000,000 FOR A TOTAL NET DECREASE IN FUND BALANCE OF \$50,000,000

WHEREAS, In June 2025, through Resolution 25-48, the Transportation Authority adopted the Fiscal Year (FY) 2025/26 Annual Budget and Work Program; and

WHEREAS, The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred; and

WHEREAS, Other financing sources revisions are related to a higher fund balance; and

WHEREAS, Due to slower receipt of sponsor reimbursement requests (invoices) than anticipated for FY 2024/25 and FY 2025/26, therefore a lower need to draw from the Revolving Credit Loan Agreement in the current fiscal year to fund projects and reimburse our sponsors; and

WHEREAS, Based on sales tax receipts collected through February 2026, sales tax revenues are above expectations by 5% and a modest continuation of this trend is anticipated; and

WHEREAS, Due to the uncertainty in current economic conditions and the impacts on sales tax revenues, staff recommend holding sales tax revenues at current projections for the proposed budget amendment but continuing to closely monitor this revenue stream; and

WHEREAS, At its April 22, 2026, meeting, the Community Advisory Committee was briefed on the proposed budget amendment and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority's adopted FY 2025/26 budget is hereby amended to decrease other financing sources by \$50,000,000 for a total



net decrease in fund balance of \$50,000,000 as shown in Attachment 1.

Attachment:

1. Attachment 1 - Proposed Budget Amendment