

**Prop L and Prop AA Allocation Request Forms
 June 2026 Board Action
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10	Prop AA	SFPW	Street Repair and Construction	Front St and Sansome St Pavement Renovation	Construction	\$ 1,860,572	111
Total Requested						\$ 24,511,572	

¹ Acronyms: SFMTA (San Francisco Municipal Transportation Agency), SFPW (San Francisco Public Works), and TIMMA (Treasure Island Mobility Management Agency).

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Mission Street SoMa Transit Improvements
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Muni Reliability and Efficiency Improvements
Current PROP L Request:	\$700,000
Supervisory District	District 06

REQUEST

Brief Project Description

The Mission SoMa Transit Improvements project will implement permanent full-time transit lanes, as well as transit-priority and safety improvements along Mission Street between Beale Street and South Van Ness Avenue in the South of Market area. Improvements include longer bus zones, colorization of transit lanes, a transit bulb, transit signal priority, left turn restrictions and increased crosswalk visibility. These changes will reduce delay on Muni Routes 14 and 14R and on Golden Gate Transit and SamTrans routes that operate on Mission.

Detailed Scope, Project Benefits and Community Outreach

Improvements for the downtown Mission St corridor include longer bus zones, colorization of transit lanes, a transit bulb, transit signal priority, left turn restrictions, and increased crosswalk visibility. Many of these improvements are in effect already such as longer bus zones and turn restrictions. Scope that requires contract work such as the transit bulb and electrical work for transit signal priority will be completed through San Francisco Public Works (SFPW) contracts. The estimate for construction has increased to account for the electrical work for transit signal priority. This work would enable more secure, stable, and reliable transit signal priority.

This request will help support the total construction cost of implementing the Mission SoMa Transit Improvements Project. Upcoming planned improvements include:

- Transit bulb between 4th St and Jessie E
- Transit signals at 10th St, 9th St, 8th St, 7th St, 5th St, 4th St, 3rd St, New Montgomery St, 2nd St, 1st St
- Interconnect along various Mission blocks, connecting 10th, 9th St, 7th St, 6th St, 4th St to fiber network
- Bus pads share for bus stop changes
- Red transit lanes

In March 2024 the Transportation Authority allocated \$1,200,000 in Prop L funds for design for this project (SGA 201-907001). The scope of the project accounted for several intersections getting capital infrastructure upgrades to support traffic signals and transit signal priority. During design, it was determined that most of the proposed scope could be completed by City forces. This reduced the design scope needed for the construction contract. Costs saved are reduced design support from Public Works. In addition, it was recently discovered that a portion of design charges were billed a different fund source and not Prop L. This further reduced the amount to be charged to Prop L SGA 201-907001 for design.

By deobligating \$700,000 in unneeded design funds and allocating to the construction phase, the project team would be able to deliver improved infrastructure improvements to better support the demands of Mission St and its transit needs. With these funds, the proposed construction scope would be fully funded.

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SFPW has submitted a request for \$1,400,000 in Prop L funds for the Mission SoMa Improvements and Pavement Renovation project, which is a separate request on this agenda. SFPW will be the lead agency on the construction contract that includes both the SFMTA transit project scope and the SFPW paving project scope. Note the project will also include PUC scope due to overlapping limits and denergization needs, their scope is independent from MTA and PW project scope.

Project Location

Mission Street between Beale Street and South Van Ness Avenue

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

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	New Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount

Justification for Necessary Amendment

This request includes an amendment to the Muni Reliability and Efficiency Improvements 5YPP to re-program \$700,000 in Prop L funds deobligated from the design phase to the construction phase of this project.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Mission Street SoMa Transit Improvements
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2020	Apr-May-Jun	2021
Environmental Studies (PA&ED)	Jul-Aug-Sep	2020	Apr-May-Jun	2021
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2024	Apr-May-Jun	2026
Advertise Construction	Apr-May-Jun	2026		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2026		
Operations (OP)				
Open for Use			Apr-May-Jun	2029
Project Completion (means last eligible expenditure)			Apr-May-Jun	2030

SCHEDULE DETAILS

Public Works will administer the contract (advertise and manage the construction). The project is planned to be advertised this Summer 2026. The construction is currently estimated to start as early as Fall 2026. SFMTA is leading the community outreach and engagement component of the project. Project is being coordinated with SFPW and SFPUC. The full project, including SFMTA transit improvements (the subject of this request), SFPW paving, and SFPUC work, is estimated to be open for use in 2029.

Timely use of funds deadlines:

- AHSC - funds must be expended by 4/30/20230
- TPI - funds must be expended 12/31/2027.

SFMTA is exploring an extension for the TPI funds.

SFMTA is planning to request Prop L funds in 2027 to implement Transit Signal Priority (TSP) improvements at different locations throughout the city, including this corridor.

The Mission Street Safety Improvements project adjacent to this one, on Mission Street from 4th St to The Embarcadero is expected to be finished with design later in 2026; advertisement and award of contract is still to be determined.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Mission Street SoMa Transit Improvements
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-201: Muni Reliability and Efficiency Improvements	\$700,000	\$0	\$0	\$700,000
AHSC Cycle 6	\$0	\$0	\$4,500,000	\$4,500,000
CA-95-X219 Transit Performance Initiative	\$0	\$0	\$553,062	\$553,062
Prop B	\$0	\$0	\$538,809	\$538,809
Phases In Current Request Total:	\$700,000	\$0	\$5,591,871	\$6,291,871

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$700,000	\$0	\$500,000	\$1,200,000
AHSC Cycle 6	\$0	\$0	\$4,500,000	\$4,500,000
CA-95-X219 Transit Performance Initiative	\$0	\$0	\$861,437	\$861,437
Prop B	\$0	\$0	\$1,479,604	\$1,479,604
Funding Plan for Entire Project Total:	\$700,000	\$0	\$7,341,041	\$8,041,041

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COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$900,841		Actual cost
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$848,329		Actual cost, Fee Proposals
Construction	\$6,291,871	\$700,000	Engineer's estimate
Operations	\$0		
Total:	\$8,041,041	\$700,000	

% Complete of Design:	95.0%
As of Date:	04/17/2026
Expected Useful Life:	30 Years

San Francisco County Transportation Authority

Prop L/Prop AA/TNC Tax Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract					
Task 1: electrical work for signals and transit signal priority	\$ 475,000				\$ 475,000
Task 2: paving/bus pads for bus stop changes	\$ 250,000				\$ 250,000
Task 3: transit bulb at Mission	\$ 625,000				\$ 625,000
Subtotal	\$ 1,350,000				\$ 1,350,000
2. Construction Management/Support	\$ 469,800	35%	\$ 304,800	\$ 165,000	
3. Red transit lanes	\$ 3,900,000			\$ 3,900,000	
4. Signal Shop	\$ 400,000			\$ 400,000	
5. Other Direct Costs	\$ -				
6. Contingency	\$ 172,071	13%	\$ 50,000	\$ 50,000	\$ 72,071
TOTAL CONSTRUCTION PHASE	\$ 6,291,871		\$ 354,800	\$ 4,515,000	\$ 1,422,071

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Mission Street SoMa Transit Improvements
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$700,000	Total PROP L Recommended	\$700,000

SGA Project Number:		Name:	Mission Street SoMa Transit Improvements
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2030
Phase:	Construction	Fundshare:	9.8%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-201	\$50,000	\$650,000	\$700,000

Deliverables

- Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
- With the first QPR (July 2026), Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of work, Sponsor shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and upon completion of the project, Sponsor shall provide 2-3 photos of completed work.

Special Conditions

- The recommended allocation is contingent upon amendment of the Muni Reliability and Efficiency Improvements 5YPP to reprogram \$700,000 from Mission Street SoMa Transit Improvements design to the subject request for construction. See attached 5YPP amendment for details.
- The Transportation Authority will not reimburse SFMTA for the construction phase until Transportation Authority staff releases the funds (\$700,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	88.87%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	85.08%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Mission Street SoMa Transit Improvements
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$700,000
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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:

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CONTACT INFORMATION

	Project Manager	Grants Manager
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Project Segment



2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
Muni Reliability and Efficiency Improvements (EP 1)
Programming and Allocations to Date
Pending June 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Program: Bus Transit Priority (TSP)	CON	Allocated		\$1,500,000				\$1,500,000
SFMTA	Program: Bus Transit Priority (TSP)	CON	Programmed			\$3,152,000			\$3,152,000
SFMTA	Program: Bus Transit Priority (TSP)	CON	Programmed				\$2,152,000		\$2,152,000
SFMTA	Program: Bus Transit Priority (TSP)	CON	Programmed					\$2,152,000	\$2,152,000
SFMTA	Geneva/San Jose M-Line Terminal ¹	CON	Programmed		\$0				\$0
SFMTA	Muni Forward Five-Minute Network Corridor Quick-Build ¹	CON	Allocated			\$1,549,000			\$1,549,000
SFMTA	Mission Street SoMa Transit Improvements	PS&E	Allocated	\$1,200,000					\$1,200,000
SFMTA	Muni Forward Five-Minute Network Corridor Development	PLAN	Allocated	\$5,000,000					\$5,000,000
SFMTA	Muni Forward Five-Minute Network Corridor	PLAN	Programmed			\$6,000,000			\$6,000,000
SFMTA	Mission Street SoMa Transit Improvements ²	CON	Pending				\$700,000		\$700,000
Total Programmed in 2023 5YPP				\$6,200,000	\$1,500,000	\$10,701,000	\$2,852,000	\$2,152,000	\$23,405,000
Total Allocated and Pending				\$6,200,000	\$1,500,000	\$1,549,000	\$700,000	\$0	\$9,949,000
Total Unallocated				\$0	\$0	\$9,152,000	\$2,152,000	\$2,152,000	\$13,456,000
Total Programmed in 2023 Strategic Plan				\$6,200,000	\$3,049,000	\$9,152,000	\$2,152,000	\$2,152,000	\$22,705,000
Deobligated Funds				\$0	\$0	\$700,000	\$0	\$0	\$700,000
Cumulative Remaining Programming Capacity				\$0	\$1,549,000	\$700,000	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ 5YPP amendment to fund Muni Forward Five-Minute Network Corridor Quick-Build (Resolution 2026-033, 2/24/2026)
Geneva/San Jose M-Line Terminal: Reduced FY2024/25 programming from \$1,549,000 to \$0.
Muni Forward Five-Minute Network Corridor Quick-Build: Added project with \$1,549,000 for construction in FY2025/26.
- ² 5YPP amendment to fund construction of Mission Street SoMa Transit Improvements (Resolution 2027-XXX, 6/X/2026)
Cumulative Remaining Programming Capacity: Reduced from \$700,000 to \$0.
Mission Street SoMa Transit Improvements: Added project with \$700,000 for construction in FY2026/27.

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Cable Car Barn Rehabilitation - Electrical System Upgrade
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Muni Maintenance
Current PROP L Request:	\$3,496,000
Supervisorial Districts	Citywide, District 03

REQUEST

Brief Project Description

The Cable Car Barn (CCB) Rehabilitation project includes a variety of critical capital improvements at the historic CCB, located at 1201 Mason Street in Nob Hill, to improve working conditions at the facility. The top priority is upgrading the electrical power system to safeguard operations of the CCB from electrical system failure. Prop L funds will be used to design a new Main Electrical Room and critical upgrades of the 12kV electrical system and replacement of obsolete infrastructure.

Detailed Scope, Project Benefits and Community Outreach

Overall Cable Car Barn Rehabilitation Project

The Cable Car Barn (CCB) and the cable car fleet it houses are each registered as historic landmarks, both nationally and in the State of California; work must conform to the Secretary of the Interior's Standards for Treatment of Historic Properties. The building was originally built in 1888 but was severely damaged in the 1906 Great Earthquake. The most recent rehabilitation in 1984 included substantial renovations and additions. After four decades, the facility needs rehabilitation to efficiently and safely maintain continued operations of the cable car service for the future.

The overall purpose of this project is to complete a variety of critical capital improvements that are needed at the historic CCB to improve working conditions at the facility, including replacing obsolete and critical electrical equipment, modernizing the electrical infrastructure of the cable car fleet, and coordination of work for the CCB Museum. Other critical capital improvements to the rehabilitation project include, but are not limited to, crane replacement, restroom and office upgrades, accessibility improvements, passenger and freight elevator replacement, roof replacement, and seismic retrofitting.

The ballpark project budget for the full suite of improvements in the CCB Rehabilitation project is estimated at \$274M escalated to mid-point of 2028 construction. The project budget is subject to year-over-year changes if funding takes longer to secure.

In November 2025, the Transportation Authority Board allocated \$2 million in Prop L funds to the environmental studies phase for the full scope of the Rehabilitation Project. SFMTA anticipates completing the environmental studies phase in 2027, and the design of the electrical system upgrade can begin while this work is underway.

Scope of Requested Phase for Electrical System Upgrade

Due to financial constraints to rehabilitate the CCB in its entirety, SFMTA is planning to implement the rehabilitation in phases. The first priority is to upgrade the facility's 12kV electrical power system. This work will be designed to address the obsolete electrical infrastructure and procured as an enabling project to fit within the overall phased approach

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developed in the planning phase. All the electrical equipment including the main medium voltage service entrance switchgear, medium voltage transformer, switchboards, motor control center, distribution panels, step-down transformers, subpanels and disconnect switches are mostly original components installed during 1984 facility renovation.

This Prop L request is to complete the remaining design work for the 12kV Electrical System Upgrade (Upgrade) and prepare an early design package (EDP). The Upgrade will include a new Main Electrical Room, which will be built on the second floor of the building. The design will take into account the reliability, availability, flexibility, and maintainability of the equipment to ensure quality service for the cable car system as well as the building electrical system. The Upgrade will replace existing switchgear, transformers and associated electrical equipment to bring the electrical design up to current codes and standards. The Upgrade will also prepare the CCB for the electrical loads of future rehabilitation improvements.

This Prop L request reflects the schedule and cost for upgrading the 12kV electric power system only and not the full suite of capital improvements identified in the Master Plan. This request will go towards finalizing the preliminary engineering phase and completing the detailed design for 65%, 95% and 100% submissions. The request is only for the electrical EDP due to the fiscal constraints and scarcity of full funding to rehabilitate the entire CCB facility and excludes construction.

Project Delivery Method

Project delivery for the Upgrade is a traditional Design-Bid-Build (DBB) method. SFMTA and SFPW staff will complete the design, then go to bid for a contractor for the construction phase. SFMTA staff have extensive familiarity with the CCB 12kV electrical infrastructure, and in-house subject matter expertise in electrical engineering and design through the Maintenance of Way Division, which maintains the agency's motive power electrical systems. Completing the design phase in-house is cost effective and takes advantage of internal staff expertise. However, most of the CCB electrical system components are operating far past their expected useful life of 30 years (1984-2014). As such, SFMTA is planning for the potential that the electrical system may fail before planned reconstruction begins in 2029. If the need arises, SFMTA will modify the project delivery method to be able to complete the design and construction on an accelerated schedule, such as through Progressive Design-Build (PDB) with an external contractor.

Waiver to Prop L Strategic Plan Policy

Prop L Strategic Plan Policy is that funds will be allocated one project phase at a time, and that allocations of funds for the design phase are contingent on the project having an approved environmental document. Since most of the CCB 12kV electrical system components are operating past their expected useful life and SFMTA is implementing the overall rehabilitation in phases pending funding availability, SFMTA is seeking to accelerate design work concurrent with environmental studies. Further, project staff anticipate that the project will qualify for NEPA Categorical Exclusion. Therefore, SFMTA requests a waiver to the aforementioned Strategic Plan policy.

Inreach and Public Notification

Inreach to internal SFMTA stakeholders and public notification will be conducted during the design phase to notify the CCB operations team, transit operators, and the public of upcoming work. The communications plan will provide an opportunity for input and coordinate the schedules of the electrical upgrades, including any necessary electrical 'cut overs' between existing and new electrical power that will require shutdowns to the cable car service.

Power shutdowns are anticipated for non-revenue hours. In the event that power shutdowns are needed during revenue hours, SFMTA staff and the public will be made aware of anticipated service outages, delays, and alternative means of transportation such as bus substitutions. Service shutdowns will have a direct impact to the tourism industry and will be planned to minimize impacts to visitors.

The Cable Car Barn Project is directly related to the following SFMTA Strategic Plan Goals:

- Goal 5 - Deliver reliable and equitable transportation services
- Goal 9 - Fix things before they break, and modernize systems and infrastructure
- Goal 10 - Position the agency for financial success

Project Location

1201 Mason Street, bounded by Jackson, Washington, Powell and Mason Streets in the Nob Hill neighborhood and adjacent to Chinatown in San Francisco.

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

Project Phase(s)

Design Engineering (PS&E)

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	\$3,496,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Cable Car Barn Rehabilitation - Electrical System Upgrade
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2020	Jan-Feb-Mar	2025
Environmental Studies (PA&ED)	Oct-Nov-Dec	2025	Apr-May-Jun	2027
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2026	Apr-May-Jun	2028
Advertise Construction	Jul-Aug-Sep	2028		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2029		
Operations (OP)				
Open for Use			Apr-May-Jun	2032
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2032

SCHEDULE DETAILS

There will be no significant outreach during design except to announce the Project is 'coming'. Outreach is forecasted to occur during Construction Phase when power shutdowns affect service.

The Notice-of-Intent (NOI) procedure for project interface and coordination revealed the following potential projects:

1. DOTMAPS ID 31360: SFDPW Streets and Highway Project - Jackson Street and Washington Street Pavement Renovation
2. DOTMAPS ID 10190: PG&E Gas Project - R3 G 50A Jackson & Powell Street
3. DOTMAPS ID 08071: SFDPW Streets and Highway Project - Various Locations Pavement Renovation X
4. DOTMAPS ID 31490: SFDPW Streets and Highway Project - Hyde Street, Jackson Street and Washington Street Pavement Project
5. DOTMAPS ID 10879: PG&E Gas Planning - 625 Powell Street

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Cable Car Barn Rehabilitation - Electrical System Upgrade
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-206: Muni Maintenance	\$0	\$3,496,000	\$0	\$3,496,000
Federal Transit Infrastructure Grant (TIG) FY22	\$0	\$0	\$2,000,000	\$2,000,000
Phases In Current Request Total:	\$0	\$3,496,000	\$2,000,000	\$5,496,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$3,496,000	\$2,000,000	\$5,496,000
Federal Transit Infrastructure Grant (TIG) FY22	\$0	\$0	\$2,000,000	\$2,000,000
FY26 BUILD grant - application pending	\$25,000,000	\$0	\$0	\$25,000,000
SB1 State of Good Repair (SGR) FY18	\$0	\$0	\$1,317,131	\$1,317,131
TBD (e.g. SB1 SGR or Prop B General Funds)	\$6,250,000	\$0	\$0	\$6,250,000
Funding Plan for Entire Project Total:	\$31,250,000	\$3,496,000	\$5,317,131	\$40,063,131

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$1,317,131		Actual Cost
Environmental Studies	\$2,000,000		Past project estimates
Right of Way	\$0		
Design Engineering	\$5,496,000	\$3,496,000	SFMTA estimates and DPW Proposal
Construction	\$31,250,000		SFMTA Estimate w/Consultant's Construction Cost Estimate
Operations	\$0		
Total:	\$40,063,131	\$3,496,000	

% Complete of Design:	15.0%
As of Date:	03/25/2026
Expected Useful Life:	40 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
1. Total Labor	\$ 4,773,200
2. Consultant (SFPW)	\$ 680,800
3. Other Direct Costs ***	\$ 42,000
TOTAL PHASE	\$ 5,496,000

TOTAL LABOR COST BY AGENCY	
SFMTA *	\$ 4,773,200
SFPW **	\$ 680,800
TOTAL	\$ 5,454,000

* SFMTA Labor includes engineering (mechanical, electrical, plumbing, civil, and structural oversight) and project management.

** SFPW Labor includes architecture, specifications and cost estimate preparation, environmental hazardous materials sampling, structural engineering, and geotechnical analysis.

*** Other Direct Costs include fees such as PUC costs, permit fees, and DBI fees.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Cable Car Barn Rehabilitation - Electrical System Upgrade
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$3,496,000	Total PROP L Recommended	\$3,496,000

SGA Project Number:		Name:	Cable Car Barn Rehabilitation - Electrical System Upgrade
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2028
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	FY2028/29	Total
PROP L EP-206	\$600,000	\$1,996,000	\$900,000	\$3,496,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement
2. Upon completion, provide evidence of completion of design.
3. Upon completion, provide an updated scope, schedule, cost and funding plan for the construction phase of project. This deliverable may be met with an allocation request form for construction phase funds.

Notes

1. The Transportation Authority is recommending a 100% reimbursement ratio for the requested funds. Previously allocated federal Transit Infrastructure Grant FY22 funds are being used to advance the project to 30% design. The Prop L funds will be used for completion of the design phase.
2. This allocation request requires a waiver to Prop L Strategic Plan Policy that funds will be allocated one project phase at a time, and that allocations of funds for the design phase are contingent on the project having an approved environmental document. Since most of the CCB 12kV electrical system components are operating past their expected useful life and SFMTA is implementing the overall rehabilitation in phases pending funding availability, SFMTA is seeking to accelerate design work concurrent with environmental studies. Project staff anticipate that the project will qualify for NEPA Categorical Exclusion.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	36.39%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	86.28%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Cable Car Barn Rehabilitation - Electrical System Upgrade
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$3,496,000
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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:	Quon Chin	Kathryn Studwell
Title:	Project Manager	Grant Administration Manager
Phone:	(415) 646-4851	(415) 517-7015
Email:	h.quon.chin@sfmta.com	kathryn.studwell@sfmta.com

After the 1906 earthquake



1983 reconstruction



2016



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Paratransit
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Paratransit
Current PROP L Request:	\$14,329,000
Supervisorial District	Citywide

REQUEST

Brief Project Description

The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act. Prop L funds will be used for the paratransit broker contract in FY 2026/27 for services including taxi, pre-scheduled van, and inter-county trips, group van trips to senior centers, the Shop-a-Round and Van Gogh shuttle programs, the Wheelchair Accessible Ramp Taxi Incentive program, and Essential Trip Card program. These programs are critically important to persons with disabilities and the elderly who are unable to fully utilize other forms of public transportation.

Detailed Scope, Project Benefits and Community Outreach

The SFMTA requests \$14,329,000 in Prop L funds to support the estimated \$31.2 million cost for Fiscal Year 2026/27 for SFMTA's contract with the broker that administers the Paratransit program. This is an annual request for paratransit operations.

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. 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 finalizing the Tenth Amendment to the Agreement, which will extend the current agreement by two years, through June 30, 2028, and increase the not to exceed amount to \$339,102,572.

More details are provided in the Detailed Scope attachment.

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Project Location

Citywide

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

Project Phase(s)

Operations (OP)

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	\$14,329,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Paratransit
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	N/A
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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)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)	Jul-Aug-Sep	2026	Apr-May-Jun	2027
Open for Use				
Project Completion (means last eligible expenditure)			Apr-May-Jun	2027

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Paratransit
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-214: Paratransit	\$0	\$14,329,000	\$0	\$14,329,000
BART ADA Contribution	\$0	\$0	\$2,070,000	\$2,070,000
Department of Disability and Aging Services	\$0	\$0	\$570,000	\$570,000
Federal 5307	\$0	\$0	\$5,243,189	\$5,243,189
FY27 SFMTA Operating Funds	\$0	\$0	\$6,137,626	\$6,137,626
State Transit Assistance	\$2,812,954	\$0	\$0	\$2,812,954
Phases In Current Request Total:	\$2,812,954	\$14,329,000	\$14,020,815	\$31,162,769

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	\$0		
Construction	\$0		
Operations	\$31,162,769	\$14,329,000	Based on prior actual expenditures
Total:	\$31,162,769	\$14,329,000	

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

Paratransit Funding and Budget Changes - FY 2026/27

Funding Plan						
	Approved		Proposed		Increase (Decrease)	% Change
	FY2025/26 Budget	% of Contract Budget	FY2026/27 Budget	% of Contract Budget		
Revenues/Recovery						
Paratransit (including Essential Trip Card Program)						
Federal Transit Agency 5307	\$ 5,511,006	17.7%	\$ 5,243,189	16.8%	\$ (267,817)	-5%
Prop L *	\$ 13,911,000	44.6%	\$ 14,329,000	46.0%	\$ 418,000	3%
BART ADA Contribution	\$ 2,084,887	6.7%	\$ 2,070,000	6.6%	\$ (14,887)	-1%
State Transit Assistance (STA) - Paratransit **	\$ 3,300,000	10.6%	\$ 2,812,954	9.0%	\$ (487,046)	-15%
SFMTA Operating Budget ***	\$ 5,813,107	18.6%	\$ 6,137,626	19.7%	\$ 324,519	6%
Department of Disabled and Aging Recovery	\$ 580,000	1.9%	\$ 570,000	1.8%	\$ (10,000)	-2%
Paratransit subtotal	\$ 31,200,000	100.0%	\$ 31,162,769	100.0%	\$ (37,231)	

Major Line Item Budget					
	Approved		Proposed		Increase (Decrease)
	FY2025/26 Budget	% of Contract Budget	FY2026/27 Budget	% of Contract Budget	
Apportionment					
Paratransit Broker	\$ 31,200,000	100%	\$ 31,162,769	100%	\$ (37,231)
Muni Paratransit Staff ****	\$ 263,905	1%	\$ 277,100	1%	\$ 13,195
Total	\$ 31,463,905	101%	\$ 31,439,869	101%	\$ (24,036)

* FY 2026/27 is the amount available for allocation 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 Prop L and 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

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Paratransit
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$14,329,000	Total PROP L Recommended	\$14,329,000

SGA Project Number:		Name:	Paratransit
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2027
Phase:	Operations	Fundshare:	46.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-214	\$10,747,000	\$3,582,000	\$14,329,000

Deliverables

1. Quarterly Progress Reports shall provide a service report of performance by mode, including the number of trips, number of complaints, on-time percentage, number of Paratransit program ramp taxi trips originating in Equity Priority Communities, number Paratransit wheelchair passenger trips made on taxi vehicles funded by the Ramp Taxi Incentives program, and the number of ramp taxi vehicle owners receiving the subsidy each month, in addition to the standard requirements described in the Standard Grant Agreement.

Special Conditions

1. Prop L funds allocated to this project are for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/27). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated mid-July 2027), any remaining unclaimed amounts may be deobligated.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	54.02%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	54.02%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Paratransit
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$14,329,000
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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:	Jonathan Cheng	Kathryn Studwell
Title:	Paratransit Planner	Grant Administration Manager
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Paratransit FY 26/27 Detailed Scope

Request

SFMTA is requesting \$14,329,000 in Prop L funds to support the FY 26/27 Paratransit's \$31,162,769 million contract with the broker that administers the Paratransit program. This is an annual request for paratransit operations.

Background

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. 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 finalizing the Tenth Amendment to the Agreement, which will extend the current agreement by two years, through June 30, 2028, and increase the not to exceed amount to \$339,102,572.

Detailed Description of Services

The paratransit broker services include determination of client eligibility, customer service, overseeing and monitoring the operation of the taxi debit card system, procuring, 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. In addition, the 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, including the Shop-a-Round and Van Gogh shuttles and Ramp Taxi Incentives programs. The broker also administers the Essential Trip Card (ETC) program, which was initiated in response to the COVID-19 pandemic and reduced Muni service and will continue through FY 26/27. Approximately 500,000 paratransit trips are projected to be provided to 11,000 registered ADA eligible consumers while about 100,000 ETC taxi trips are expected to be provided to about 8,000 seniors and persons with disabilities in FY 26/27.

Paratransit FY 26/27 Detailed Scope

Specific paratransit services are described below and were all included previous FY 25/26 allocation that resulted in TA grant 214-910003:

- 1) Taxi – Provides individual paratransit taxi trips to ADA-eligible paratransit users using both sedans and wheelchair accessible ramped taxis.
- 2) SF Access – Provides pre-scheduled, shared-ride door-to-door van service in City-owned vehicles for ADA eligible paratransit users.
- 3) Intercounty – Pre-scheduled paratransit trips provided to paratransit users to or from Muni’s service area in San Francisco, to or from destinations in Alameda County, Marin, and Contra Costa County. These trips are provided by the East Bay Paratransit Consortium and Marin Access.
- 4) Group Van – Provides pre-scheduled group trips for ADA-eligible paratransit users who are going to a common destination such as an Adult Day Health Centers, developmentally disabled work sites, senior nutrition programs etc.
- 5) Department of Aging and Adult Services Group Van – Provides pre-scheduled group van services to senior centers funded by the Department of Disabled and Aging Services.
- 6) Essential Trip Card Program – Provides a limited taxi service to seniors and people with disabilities to get to and from essential services in San Francisco
- 7) Shop-a-Round/Van Gogh – Provides transportation services for seniors and people with disabilities to grocery stores or social/recreational activities
- 8) Mobility Management – Provides a one-stop information and referral center, including assistance in trip planning and applying for fare assistance programs, to help seniors and people with disabilities make the best decisions for your travel needs
- 9) Ramp Taxi Incentives– Provides a monthly stipend for eligible ramp taxi drivers who purchase and operate a wheelchair accessible vehicle

Service Impacts Due to the COVID-19 Pandemic

The total number of trips performed for the SF Paratransit program is expected to continue to slightly increase from the previous year, at about 75% of pre-pandemic trip figures. SFMTA expects ridership to increase with slight ebbs as individuals continue to evaluate their comfort level in engaging in non-essential activities.

For the SF Access service, ridership is at about 60% of pre-pandemic levels. The majority of trips continue to be for medical purposes or dialysis. SF Paratransit Taxi is approximately at 65% of pre-pandemic service levels to ADA Paratransit clients. However, when ETC taxi trips are included, the number of taxi trips completed are comparable to pre-pandemic trip levels. SFMTA Group Van service gradually resumed service as agencies reopen their centers to in-person activities, operating at 60% of pre-pandemic levels. SFMTA and SF Paratransit continue to regularly communicate with these agencies and develop routes for their clients as schedules normalize.

In addition to the ADA Paratransit service, the Paratransit program continues to operate several non-ADA transportation services, including the Essential Trip Card, Shop-a-Round van and taxi service as well as the Van Gogh service.

Paratransit FY 26/27 Detailed Scope

Budget and Funding Plan Changes

In FY 25/26, SFMTA adjusted its paratransit budget to more closely reflect anticipated actual costs. The revised budget accounts for post-COVID ridership levels, negotiated cost reductions with the contractor for FY 25/26, and wage increases resulting from union agreements for all non-management SF Access contractor employees. As part of an agencywide directive, SFMTA identified cost-saving measures with the paratransit contractor, including reductions to management fees, General and Administrative (G&A) rates, and lease costs. These savings are not expected to affect the delivery of paratransit services.

As a result, the project budget decreased compared to the Project Information Form developed for the Five Year Prioritization Program in 2023. This revision reflects recent ridership trends since 2023 and incorporates the negotiated FY 26/27 cost reductions. The updated budget also represents the expected actual cost of providing paratransit services, rather than the not-to-exceed contract amount, as the budget was presented in prior years. Overall ridership remains at approximately 75 percent of pre-pandemic trip levels.

SFMTA requested \$2,812,954 in STA Block Grant funding for FY 26/27, to be considered by the Transportation Authority Board at its May 19, 2026 meeting. This amount is less than the amount of STA Block Grant funding programmed to Paratransit in recent years due to reduced diesel fuel sales tax revenues statewide that resulted in lower than anticipated FY 26/27 STA revenues. The STA programming for the FY 26/27 Paratransit program is also lower than in recent years because some FY 26/27 STA programming was needed to make up for lower than anticipated STA revenues in FY 24/25, which left the Treasure Island Electric Ferry Service project short of programming.

Several other anticipated Paratransit funding sources are also lower in FY 26/27 than last Fiscal Year, including Federal 5307 formula funding, BART's ADA Contribution, and funding from the Department of Disabilities and Aging Recovery. Altogether, these funding sources are contributing \$716,733 less than in FY 25/26.

Some of this decrease is expected to be made up by SFMTA Operating Funds, which will contribute 19.7% of the FY 26/27 Paratransit budget as compared to 18.6% in FY 2025/26. Another portion of the decrease will be made up by this request for the full \$14.329 million in Prop L funds programmed for Paratransit in FY 26/27, which is \$418,000 more than was programmed in FY2025/26, increasing the Prop L reimbursement percentage from 44.6% in FY 25/26 to 46% in FY 26/27, as compared with 39% in FY 24/25.

Maintaining an increased Proposition L reimbursement percentage for FY 26/27 will help to reduce pressure on SFMTA operating funds, as any shortfall in Prop L funding for paratransit must otherwise be covered by SFMTA general funds. Given the agency's significant projected budget shortfall, this funding approach would free up SFMTA general funds to support staff costs and other transportation services. A higher reimbursement rate would also allow SFMTA to fully utilize the FY 26/27 Prop L allocation. Historically, paratransit expenditures have come in below budget, leaving a portion of Prop L funds unspent. Adjusting the reimbursement percentage would maximize use of the annual Prop L allocation while helping stabilize funding for Muni operations, benefiting all riders, including seniors and people with disabilities.

**Paratransit FY 26/27
Detailed Scope**

Work to Be Completed During the Extension Years 7/1/2026 to 6/30/2028

During the contract extension period, staff will complete several in-progress local and regional technology modernization efforts and pilot programs that rely on contractor-specific platforms, knowledge, and processes that cannot be transferred or replaced without substantial cost, delay, and service disruption. These programs include:

- **Paratransit Taxi Debit Card Update:** The current swipe debit card technology needs to be updated as it will be obsolete within two years. This extension time will allow experienced Transdev staff, who helped develop and implement the current debit card system, to evaluate the options, make a recommendation, and develop and implement a feasible rollout plan for all Paratransit taxi users.
- **Clipper Card Pilot** (not funded by Prop L): SF Paratransit will be the pilot agency for the implementation of Clipper Card for ADA Paratransit van service. Spearheaded and funded by the Metropolitan Transportation Commission (MTC), Transdev has been involved from the beginning and has extensive experience working with Trapeze in the current software configuration. This pilot will require the continuity of knowledge from the Paratransit contractor to ensure successful launch to SF Access van riders. This pilot is expected to commence in Spring 2026.
- **One Seat/One Ride Pilot** (not funded by Prop L): As part of several regional pilot projects being funded by MTC, SF Paratransit will be coordinating with RediWheels, the Paratransit system for San Mateo County, to provide direct trips to and from our service areas. This should improve the rider experience by allowing Paratransit riders to take one vehicle for trips to/from San Mateo County while allowing MTC to determine the long-term feasibility of this service model. Continuity of the service provider will ensure a seamless pilot experience and evaluation. This pilot is expected to start in Spring 2026 and is expected to run for 12 months.

**San Francisco County Transportation Authority
Prop L Allocation Request Form**

Key Paratransit Performance Trends FY 2021-2026

YTD
(January 2026)

Paratransit Performance Indicators	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 Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Geary Boulevard Pavement Renovation Phase 2
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Street Resurfacing
Current PROP L Request:	\$1,800,000
Supervisorial Districts	District 01, District 02

REQUEST

Brief Project Description

The Prop L funds requested will fund the paving scope of work of the Geary Boulevard Improvements Phase 2 project, which includes demolition and pavement renovation of 69 blocks, construction and retrofit of approximately 116 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits on Geary Boulevard from Stanyan Blvd to 32nd Ave in Districts 1 and 2.

Detailed Scope, Project Benefits and Community Outreach

Public Works requests Prop L funds to partially fund the paving scope of the Geary Boulevard Improvements Project Phase 2, which includes demolition, pavement renovation of 69 blocks, curb ramp construction and retrofit of approximately 116 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits on Geary Boulevard from Stanyan Blvd to 32nd Ave in Districts 1 and 2.

The project is joined to an SFMTA project and the project schedule will be coordinated with other projects and agencies as work programs are determined to minimize construction impacts to the City. SFPUC is currently leading a utility contract to replace the aging sewer and water infrastructure. Once underground work is complete, the SFPW-managed surface contract will construct the remaining surface upgrades along the corridor, including SFMTA's transit reliability and traffic safety improvements such as traffic signals and bulbouts, as well as SFPW's corridor paving, which is the subject of this request. The SFMTA will lead outreach during the surface contract, in coordination with SFPUC and SFPW. More information on the broader project can be found at <https://www.sfmta.com/projects/geary-boulevard-improvement-project>.

The Public Works Street Resurfacing Program regularly surveys each street segment and assigns a Pavement Condition Index (PCI) score, ranging from 0 to 100. These scores support the program's pavement management approach of applying the right treatment to the right road at the right time for the right price. Streets are selected based on PCI scores as well as factors such as the presence of transit and bicycle routes, utility coordination needs, and geographic equity. The average PCI score within the project limits is in the 60's.

All candidates shown are subject to substitution and schedule changes pending visual confirmation, utility clearances, and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.

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Project Location

Geary Blvd from Stanyan Blvd to 32nd Ave

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

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$1,800,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Geary Boulevard Pavement Renovation Phase 2
Primary Sponsor:	Department of Public Works

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	2023	Apr-May-Jun	2026
Advertise Construction	Apr-May-Jun	2026		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2026		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2028
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2029

SCHEDULE DETAILS

SFMTA is leading community outreach and engagement component of the project. Project is being coordinated with SFMTA and SFPUC, as detailed in the scope.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Geary Boulevard Pavement Renovation Phase 2
Primary Sponsor:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-215: Street Resurfacing	\$0	\$1,800,000	\$0	\$1,800,000
Certificates of Participation	\$0	\$2,400,000	\$0	\$2,400,000
Phases In Current Request Total:	\$0	\$4,200,000	\$0	\$4,200,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$1,800,000	\$0	\$1,800,000
Certificates of Participation	\$0	\$2,400,000	\$0	\$2,400,000
General Fund	\$0	\$0	\$60,000	\$60,000
Funding Plan for Entire Project Total:	\$0	\$4,200,000	\$60,000	\$4,260,000

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	\$60,000		Actuals
Construction	\$4,200,000	\$1,800,000	Engineer's Estimate
Operations	\$0		
Total:	\$4,260,000	\$1,800,000	

% Complete of Design:	100.0%
As of Date:	04/15/2026
Expected Useful Life:	20 Years

San Francisco County Transportation Authority

Prop L/Prop AA/TNC Tax Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of contract	SFPW	Contractor
1. Contract				
Traffic Control/ Pavement Markings	\$ 370,000			\$ 370,000
Planing	\$ 321,000			\$ 321,000
Asphalt Concrete	\$ 670,000			\$ 670,000
Concrete Base/Pavement	\$ 1,600,000			\$ 1,600,000
Concrete Sidewalk/Curb	\$ 121,000			\$ 121,000
Misc items	\$ 26,000			\$ 26,000
Subtotal	\$ 3,108,000			\$ 3,108,000
2. Construction Management/Support	\$ 780,000	25%	\$ 780,000	
3. Contingency	\$ 312,000	10%		
TOTAL CONSTRUCTION PHASE	\$ 4,200,000		\$ 780,000	\$ 3,108,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Geary Boulevard Pavement Renovation Phase 2
Primary Sponsor:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$1,800,000	Total PROP L Recommended	\$1,800,000

SGA Project Number:		Name:	Geary Boulevard Pavement Renovation Phase 2
Sponsor:	Department of Public Works	Expiration Date:	12/31/2029
Phase:	Construction	Fundshare:	42.86%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	FY2028/29	Total
PROP L EP-215	\$300,000	\$1,200,000	\$300,000	\$1,800,000

Deliverables

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

2. With the first QPR (July 2026) SFPW shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

Special Conditions

1. The Transportation Authority will not reimburse SFPW for the construction phase until Transportation Authority staff releases the funds (\$1,800,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	57.14%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	57.75%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Geary Boulevard Pavement Renovation Phase 2
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$1,800,000
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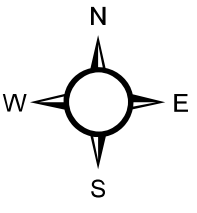
1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
JLY

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Paul Barradas	Victoria Chan
Title:	Project Manager	Budget Manager
Phone:	(415) 554-8249	(415) 205-6316
Email:	paul.barradas@sfdpw.org	victoria.w.chan@sfdpw.org

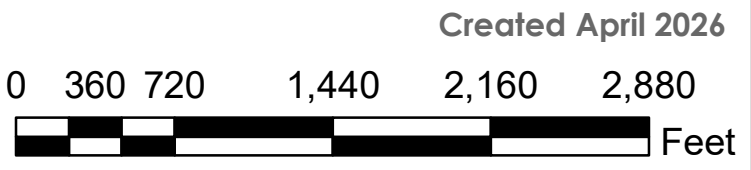
46 Geary Boulevard Improvements Project Phase 2



Legend

 Project Block

NOTES:
 All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Mission SoMa Improvements and Pavement Renovation
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Street Resurfacing
Current PROP L Request:	\$1,400,000
Supervisorial District	District 06

REQUEST

Brief Project Description

The Prop L funds requested will fund the paving portion of the Mission SoMa Improvements project, in coordination with SFMTA. The scope of this request includes demolition, pavement renovation of 17 blocks, construction and retrofit of 35 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits on Mission Street between and 4th and 11th streets and on 4th Street from Mission to Howard streets.

Detailed Scope, Project Benefits and Community Outreach

Public Works requests Prop L funds to partially fund the paving scope of the Mission SoMa Improvements project, which includes demolition, pavement renovation of 17 blocks, curb ramp construction and retrofit of approximately 35 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits on Mission Street between and 4th St and 11th St and 4th St from Mission St to Howard St.

SFMTA is joined to the project, and the project schedule will be coordinated with other projects and agencies as work programs are determined to minimize construction impacts to the City. SFMTA has submitted a request for \$700,000 in Prop L funds for the Mission Street SoMa Transit Improvements project, which is a separate request on this agenda. The SFMTA transit project and the SFPW paving project, which is the subject of this request, will be constructed through the same construction contract.

The Public Works Street Resurfacing Program regularly surveys each street segment and assigns a Pavement Condition Index (PCI) score, ranging from 0 to 100. These scores support the program's pavement management approach of applying the right treatment to the right road at the right time for the right price. Streets are selected based on PCI scores as well as factors such as the presence of transit and bicycle routes, utility coordination needs, and geographic equity. The average PCI score within the project limits is in the 60's.

All candidates shown are subject to substitution and schedule changes pending visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.

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Project Location

Mission St from 4th St to 11th St, 4th St from Mission St to Howard St

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

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$1,400,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Mission SoMa Improvements and Pavement Renovation
Primary Sponsor:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2024	Apr-May-Jun	2026
Advertise Construction	Apr-May-Jun	2026		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2026		
Operations (OP)				
Open for Use			Apr-May-Jun	2029
Project Completion (means last eligible expenditure)			Apr-May-Jun	2030

SCHEDULE DETAILS

Public Works will administer the contract (advertise and manage the construction). The project is planned to be advertised this Summer 2026. The construction is currently estimated to start in Spring 2027 and will last approximately 2 years. SFMTA is leading community outreach and engagement component of the project. Project is being coordinated with SFMTA and SFPUC. The full project, including SFPW paving scope, SFMTA transit improvements, and SFPUC work, is estimated to be open for use in 2029.

SFPW is working to advance two other paving projects on Mission Street, adjacent to the project limits for the requested project: Mission Street Pavement and Sewer Rehabilitation in the Mission District (Mission Street from Erie Street to Santa Marina Street), and Mission Street Safety Improvements (Mission Street from Embarcadero to Third Street). Both are being coordinated with this project.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Mission SoMa Improvements and Pavement Renovation
Primary Sponsor:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-215: Street Resurfacing	\$0	\$1,400,000	\$0	\$1,400,000
Certificates of Participation	\$0	\$2,700,000	\$0	\$2,700,000
Phases In Current Request Total:	\$0	\$4,100,000	\$0	\$4,100,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$1,400,000	\$0	\$1,400,000
Certificates of Participation	\$0	\$2,700,000	\$0	\$2,700,000
General Fund	\$0	\$0	\$450,000	\$450,000
Funding Plan for Entire Project Total:	\$0	\$4,100,000	\$450,000	\$4,550,000

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	\$450,000		Actuals
Construction	\$4,100,000	\$1,400,000	Engineer's estimate at 95% design
Operations	\$0		
Total:	\$4,550,000	\$1,400,000	

% Complete of Design:	95.0%
As of Date:	04/15/2026
Expected Useful Life:	20 Years

San Francisco County Transportation Authority

Prop L/Prop AA/TNC Tax Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of contract	SFPW	Contractor
1. Contract				
Traffic Control/ Pavement Markings	\$ 370,000			\$ 370,000
Planing	\$ 300,000			\$ 300,000
Asphalt Concrete	\$ 1,000,000			\$ 1,000,000
Concrete Base/Pavement	\$ 1,014,000			\$ 1,014,000
Concrete Sidewalk/Curb	\$ 75,000			\$ 75,000
Pull Box/Adjust Manhole	\$ 4,000			\$ 4,000
Hydrant and Watermain Valve Box	\$ 2,000			\$ 2,000
Mobilization/Demobilization	\$ 133,000			\$ 133,000
Misc (electrical and sewer items)	\$ 130,000			\$ 130,000
Subtotal	\$ 3,028,000			\$ 3,028,000
2. Construction Management/Support	\$ 772,000	25%	\$ 772,000	
3. Contingency	\$ 300,000	10%		
TOTAL CONSTRUCTION PHASE	\$ 4,100,000		\$ 772,000	\$ 3,028,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Mission SoMa Improvements and Pavement Renovation
Primary Sponsor:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$1,400,000	Total PROP L Recommended	\$1,400,000

SGA Project Number:		Name:	Mission SoMa Improvements and Pavement Renovation
Sponsor:	Department of Public Works	Expiration Date:	06/30/2030
Phase:	Construction	Fundshare:	34.15%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	FY2028/29	Total
PROP L EP-215	\$200,000	\$1,000,000	\$200,000	\$1,400,000

Deliverables

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

2. With the first QPR (July 2026) SFPW shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

Special Conditions

1. The Transportation Authority will not reimburse SFPW for the construction phase until Transportation Authority staff releases the funds (\$1,400,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	65.85%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	69.23%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Mission SoMa Improvements and Pavement Renovation
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$1,400,000
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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:

JLY

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Paul Barradas	Victoria Chan
Title:	Project Manager	Budget Manager
Phone:	(415) 554-8249	(415) 205-6316
Email:	paul.barradas@sfdpw.org	victoria.w.chan@sfdpw.org

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Inner Sunset Bike Connection
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	\$150,000
Supervisorial District	District 07

REQUEST

Brief Project Description

The Inner Sunset Bike Connection project will design and implement bike lanes on 7th Ave between Lincoln Way and Judah St, as recommended in the SFCTA's Inner Sunset Transportation Study (pending Board action in June 2026). This project will also conduct a feasibility study to examine opportunities to provide a comfortable bike connection in the study area bounded by 5th Ave, Kirkham St, 7th Ave, and Lincoln Way. The feasibility study will deliver a preferred conceptual plan, cost estimate, and outreach summary memo.

Detailed Scope, Project Benefits and Community Outreach

To help accelerate the delivery of safer streets and connect the District 7 neighborhood to Golden Gate Park, the SFMTA seeks funding to conduct outreach and design for bike lanes on 7th Avenue between Lincoln Way and Judah Street and study alternative bicycle connections in the Inner Sunset. This allocation request supports the implementation of the program as described below.

As recommended in the SFCTA's Inner Sunset Transportation Study, this project will design Class II bike facilities on 7th Avenue between Lincoln Way and Judah Street. There are two design alternatives at the intersections. This project will conduct outreach, design, and implement (with Prop B General Funds) the bike lanes on 7th Avenue. Additionally, this project will advance the recommendation in the Inner Sunset Transportation Study to conduct a study to explore the feasibility of improving bicycle facilities in the study area bounded by 5th Avenue, Kirkham Street, 7th Avenue, and Lincoln Way to establish a strong bicycle connection linking Golden Gate Park, the Inner Sunset, and points south. The feasibility study will collect existing conditions and conduct outreach and planning to explore specific routes and facilities, delivering a preferred conceptual design and a recommendation for implementation. Final design and construction of the preferred neighborhood connection is not funded in this request.

Background

The Inner Sunset Transportation Study recommends a near-term implementation of a bike connection on 7th Avenue, continuing a Class II painted bike lane on 7th Avenue between Judah Street and Lincoln Way. While a Class II painted bike lane provides a direct north-south connection to the Park, it is not an all ages and abilities facility. The study also recommends a long-term improvement to bike facilities by exploring opportunities on nearby streets. The Biking and Rolling Plan's North Star map recommends 7th Avenue as a fully calmed, shared street. 6th Avenue and 5th Avenue are also noted as potential corridors for future planning. Considering recent collisions in the neighborhood, challenges around parking demand and curb access, and District 7 Supervisor support, the SFMTA proposes studying alternative routes and facilities to connect bicyclists north-south into Golden Gate Park in addition to the implementation of Class II bike lanes on 7th Avenue between Judah Street and Golden Gate Park.

Potential concepts for bicycle facilities in the area could include slow-street-type tools. The study will explore the feasibility of various facility types, considering community feedback, engineering constraints, and topography. For

example, numerous driveways on 7th Avenue provide challenges to separated bike facilities on 7th Avenue, and steeper grades and narrower widths on 5th and 6th avenues do not provide enough roadway space for dedicated bicycle lanes and parking.

The feasibility study will include community outreach that could include direct stakeholder and neighborhood group meetings and community meetings, such as open houses or pop-up tabling events.

Task Descriptions

The proposed scope of work for this study includes:

Task 1. Project Management - This task includes biweekly project team meetings, interagency (e.g., Fire Department) meetings, project administration, and reporting.

Deliverable: Quarterly progress updates

Task 2. Outreach - This task includes stakeholder and broader community outreach to understand public interests and circulation needs. Outreach will seek input on two design alternatives at the Irving and Judah intersections for implementing the Class II bike lanes on 7th Avenue. Outreach will also allow SFMTA staff to hear feedback on proposed circulation changes and conceptual plans for a bike connection in the Inner Sunset. Outreach will build on previous efforts and contacts made from the Inner Sunset Study. Outreach activities could include two rounds with initial listening sessions and then presentations of concepts with:

-1-2 Direct stakeholder and neighborhood group meetings

-1-2 open houses

-Email updates

Deliverables: Outreach collateral and summary report

Task 3: Design of 7th Avenue Bike Lanes - This task includes:

- Detailed design
- SFMTA legislation and approval

Deliverables: Implementable design of 7th Avenue bike lanes including environmental approval and project legislation

Task 4: Construction of 7th Avenue Bike Lanes (funded with Prop B General Funds) - This task includes:

- Project implementation by SFMTA Shops

Deliverable: 7th Avenue bike lanes

Task 5: Bicycle Connection Feasibility Assessment - This task includes:

- A study of existing conditions, including collisions, bicycle and traffic counts, preferred travel routes, color curbs, and engineering constraints bounded by 5th Ave, Kirkham St, 7th Ave, and Lincoln Way.
- Alternatives' development, including opportunities and constraints of specific routes and facilities
- Development of a memo documenting the feasibility of bike connections within the Inner Sunset study area. The memo will identify opportunities and tradeoffs for alternatives and a conceptual plan for the preferred option. The final study will include recommendations for implementation next steps, including a cost estimate and funding options for an all ages and abilities connection.

Deliverables: Final study and one conceptual plan (10% PS&E) recommended for implementation (Note: implementation would require additional funds for design and construction)

See attached scope for budget and schedule by task.

Project Location

5th Ave, Kirkham St, 7th Ave, and Lincoln Way

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

Project Phase(s)

Planning/Conceptual Engineering (PLAN), Design Engineering (PS&E)

Justification for Multi-phase Request

We recommend a multi-phase allocation given the overlapping schedules for the project's planning phase for the feasibility assessment for long-term improvements to bike facilities in the project area, and the design phase of near-term improvements for the 7th Avenue bike lanes.

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	\$150,000.00

Justification for Necessary Amendment

This request includes an amendment to the Safer and Complete Streets 5YPP to add the subject project with \$150,000 in funds reprogrammed from the 7th Avenue Bikeway design phase.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Inner Sunset Bike Connection
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)	Oct-Nov-Dec	2026	Apr-May-Jun	2028
Environmental Studies (PA&ED)	Oct-Nov-Dec	2026	Apr-May-Jun	2027
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2026	Jul-Aug-Sep	2027
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2027		
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Apr-May-Jun	2028

SCHEDULE DETAILS

Task 1: Project Management- Fall 2026 to Spring 2028 (ongoing)

Task 2: Outreach - Winter 2026 to Winter 2027

Task 3: Design of 7th Avenue Bike Lanes - Winter 2026 to Summer 2027

Task 4: Construction of 7th Avenue Bike Lanes - Summer 2027

Task 5: Bicycle connection feasibility assessment - Fall 2026-Spring 2028

Note that the Project Delivery Milestones listed above reflect the planning schedule for the feasibility study and the environmental, design, and construction schedules for the 7th Ave Bikeway.

Construction schedule for 7th Avenue Bike Lanes:

Start: Jul-Aug-Sept 2027, End Oct-Nov-Dec 2027

Note that the 7th Avenue bike lanes will require SFMTA Board approval.

SFMTA will provide updates on planning, outreach, conceptual design schedules on a quarterly basis as they become available.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Inner Sunset Bike Connection
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$0	\$150,000	\$0	\$150,000
Phases In Current Request Total:	\$0	\$150,000	\$0	\$150,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$150,000	\$0	\$150,000
Prop B General Fund	\$0	\$0	\$54,000	\$54,000
Funding Plan for Entire Project Total:	\$0	\$150,000	\$54,000	\$204,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$125,000	\$125,000	Estimates based on previous planning projects
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$25,000	\$25,000	Estimates based on similar projects
Construction	\$54,000		Estimates based on similar projects
Operations	\$0		
Total:	\$204,000	\$150,000	

% Complete of Design:	0.0%
As of Date:	05/13/2026
Expected Useful Life:	20 Years

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

MAJOR LINE ITEM BUDGET- PLANNING

BUDGET SUMMARY				
Agency	Task 1 - Project Management	Task 2 - Outreach	Task 5 - Bicycle Connection Feasibility Assesment	Total
SFMTA	\$ 15,000	\$ 40,000	\$ 62,500	\$ 117,500.00
Consultant	\$ -	\$ -	\$ 7,500	\$ 7,500.00
Total	\$ 15,000	\$ 40,000	\$ 70,000	\$ 125,000

DETAILED LABOR COST ESTIMATE - BY AGENCY						
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
5502 Project Manager 1 - Streets	22	\$ 92.21	2.5	\$ 233.01	0.01	\$ 5,126
5290 Transportation Planner 4 - Streets	72	\$ 88.47	2.5	\$ 224.22	0.04	\$ 16,144
5289 Transportation Planner 3 - Streets	130	\$ 74.63	2.6	\$ 191.72	0.07	\$ 24,923
5288 Transportation Planner 2 - Streets	160	\$ 62.88	2.6	\$ 164.60	0.08	\$ 26,336
1314 Public Relations Officer	16	\$ 67.70	2.6	\$ 175.97	0.01	\$ 2,816
5408 Communications Manager	6	\$ 78.86	2.6	\$ 201.66	0.00	\$ 1,210
5207 Associate Engineer	90	\$ 87.98	2.5	\$ 223.07	0.13	\$ 20,077
5241 Engineer	36	\$ 99.95	2.5	\$ 251.20	0.07	\$ 9,043
Contingency (10%)						\$ 11,750
Total	384				0.20	\$ 117,424

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

MAJOR LINE ITEM BUDGET- DESIGN

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 23,000	
4. Contingency	\$ 2,000	9%
TOTAL PHASE	\$ 25,000	

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

MAJOR LINE ITEM BUDGET- CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)			
Budget Line Item	Totals	% of phase	SFMTA
1. 7th Avenue Bike Lanes	\$ 54,000	100%	\$ 54,000
4. Other Direct Costs *	Included		
5. Contingency	Included		
TOTAL CONSTRUCTION PHASE	\$ 54,000		\$ 54,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Inner Sunset Bike Connection
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:	Inner Sunset Bike Connection
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2028
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-218	\$90,000	\$35,000	\$125,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter including a summary of outreach performed and feedback received, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon completion of Task 2 (anticipated Winter 2027), provide outreach collateral and summary report.

Special Conditions

1. This request includes an amendment to the Safer and Complete Streets 5YPP to add the subject project with \$150,000 in funds reprogrammed from the 7th Avenue Bikeway design phase. See attached 5YPP amendment for details.

Notes

1. Reminder: All flyers, brochures, posters, websites and other similar materials prepared with Proposition L funding shall comply with the attribution requirements established in the Standard Grant Agreement.

SGA Project Number:		Name:	Inner Sunset Bike Connection
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2028
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year			
Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-218	\$20,000	\$5,000	\$25,000
Deliverables			
1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter including a summary of outreach performed and feedback received, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.			
2. Upon completion of Task 3 (anticipated Summer 2027), provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar) for 7th Avenue bike lanes, including environmental approval and project legislation.			
3. Upon completion of Task 4 (anticipated Summer 2027), provide 2-3 photos of completed construction for 7th Avenue bike lanes.			
Special Conditions			
1. This request includes an amendment to the Safer and Complete Streets 5YPP to add the subject project with \$150,000 in funds reprogrammed from the 7th Avenue Bikeway design phase. See attached 5YPP amendment for details.			

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	26.47%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Inner Sunset Bike Connection
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:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Matt Lasky	Kathryn Studwell
Title:	Project Manager	Grant Administration Manager
Phone:	(415) 646-2265	(415) 517-7015
Email:	matt.lasky@sfmta.com	kathryn.studwell@sfmta.com

Inner Sunset Bike Connection Task Budget and Schedule

Task 1 – Project Management

Cost: \$15,000

Task Timeline: Fall 2026 to Spring 2028 (ongoing)

Primary Responsible Party: SFMTA Staff

Task 2 - Outreach

Cost: \$40,000

Task Timeline: Winter 2026 to Winter 2027

Primary Responsible Party: SFMTA Staff, Consultant (for outreach support)

Task 3 - Design of 7th Avenue Bike Lanes

Cost: 25,000

Task Timeline: Winter 2026 to Summer 2027

Primary Responsible Party: SFMTA Staff

Task 4: Construction of 7th Avenue Bike Lanes

Cost: \$54,000

Task Timeline: Summer 2027

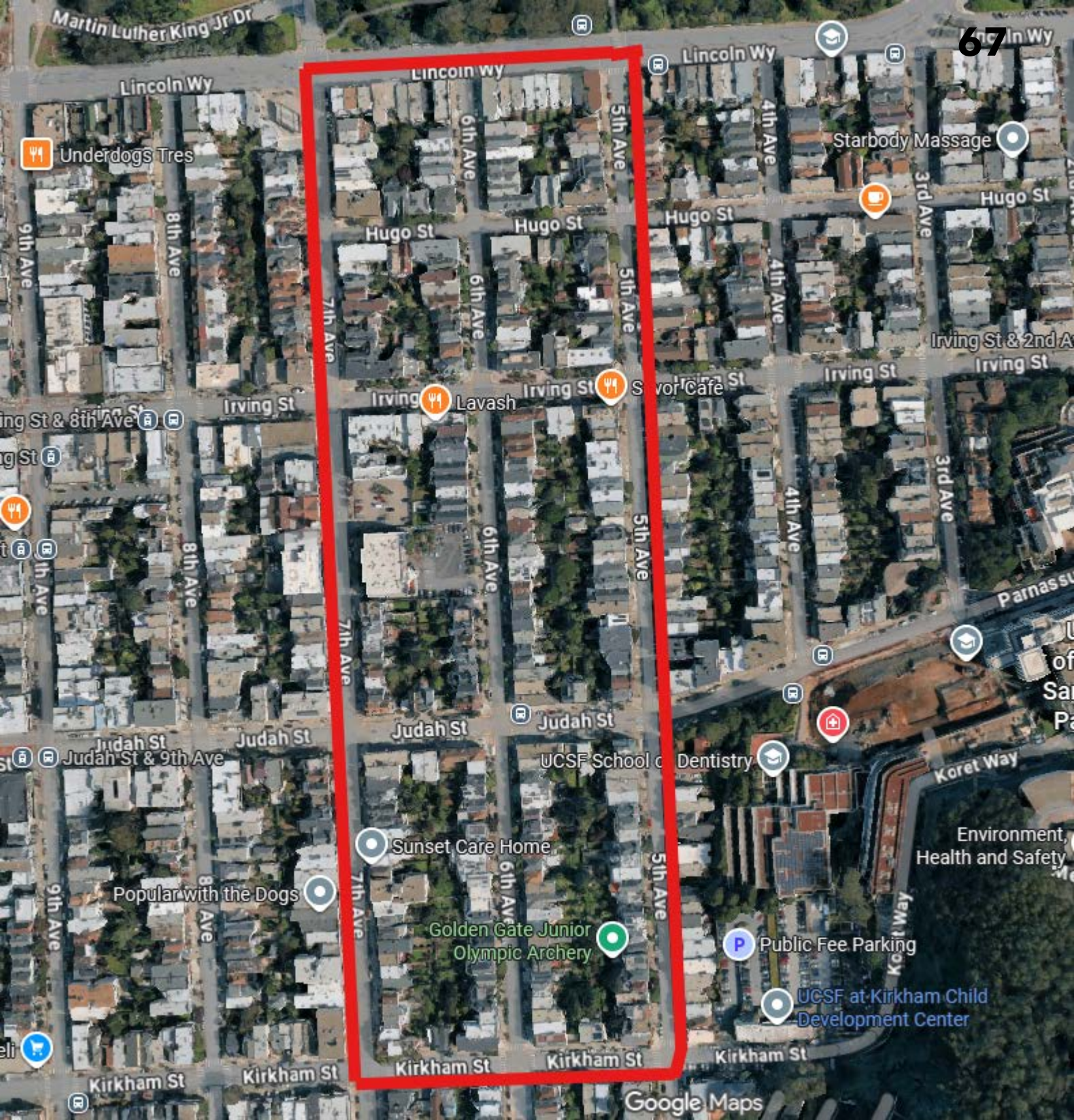
Primary Responsible Party: SFMTA Staff

Task 5: Bicycle connection feasibility assessment

Cost: \$70,000

Task Timeline: Fall 2026-Spring 2028

Primary Responsible Party: SFMTA Staff, Consultant (for traffic counts)



67

Lincoln Wy

Lincoln wy

Lincoln Wy

Lincoln Wy

Underdogs Tres

Starbody Massage

Hugo St

Hugo St

Hugo St

Hugo St

9th Ave

8th Ave

6th Ave

5th Ave

4th Ave

3rd Ave

Irving St & 8th Ave

Irving St

Irving St

Irving St

Irving St

Irving St

Irving St & 2nd Ave

Irving St

9th Ave

8th Ave

8th Ave

6th Ave

5th Ave

4th Ave

3rd Ave

Parnassus

Judah St & 9th Ave

Judah St

Judah St

Judah St

Judah St

UCSF School of Dentistry

Sunset Care Home

Popular with the Dogs

Golden Gate Junior Olympic Archery

Public Fee Parking

Environment Health and Safety

UCSF at Kirkham Child Development Center

Kirkham St

Kirkham St

Kirkham St

Kirkham St

Kirkham St

Google Maps

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending June 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
Subprogram: Capital Projects									
SFMTA	5th Street Corridor Improvements	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	7th Ave Bikeway	9	PS&E	Programmed		\$0			\$0
SFMTA	7th Ave Bikeway	9	CON	Programmed			\$0		\$0
SFMTA	Active Communities Plan Implementation	4,5	TBD	Programmed		\$1,256,000			\$1,256,000
SFMTA	Active Communities Plan Implementation	5	TBD	Programmed			\$3,750,000		\$3,750,000
SFMTA	Active Communities Plan Implementation		TBD	Programmed				\$3,750,000	\$3,750,000
SFMTA	Active Communities Plan Implementation		TBD	Programmed				\$3,750,000	\$3,750,000
SFMTA	13th Street Safety Project	4	CON	Allocated		\$2,350,000			\$2,350,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds	5	PS&E	Allocated		\$284,000			\$284,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds	5	CON	Allocated		\$460,000			\$460,000
SFMTA	Central Embarcadero Enhancement (OBAG Match)		PS&E	Allocated	\$200,000				\$200,000
SFMTA	District 4 Street Improvements	3	CON	Programmed	\$268,000				\$268,000
SFMTA	District 4 Street Improvements - Kirkham Street	3	CON	Allocated		\$352,000			\$352,000
SFMTA	District 4 Street Improvements - 41st Avenue	3	PS&E	Allocated		\$80,000			\$80,000
SFMTA	Golden Gate Greenway (Tenderloin)	1	PS&E	Allocated	\$140,000				\$140,000
SFMTA	Golden Gate Greenway (Tenderloin)	1	CON	Programmed		\$960,000			\$960,000
SFMTA	Howard Streetscape		CON	Programmed		\$2,000,000			\$2,000,000
SFPW	Market Octavia Living Alleys Phase 1B		CON	Programmed			\$700,000		\$700,000
SFMTA	Page Slow Street		PS&E	Programmed		\$407,000			\$407,000
SFMTA	Page Slow Street		CON	Programmed			\$593,000		\$593,000
SFMTA	Safe Streets Evaluation Program		PLAN	Allocated		\$450,000			\$450,000
SFMTA	Safe Streets Evaluation Program		PLAN	Programmed			\$400,000		\$400,000
SFMTA	School Traffic Calming Program	2	PS&E	Programmed	\$0				\$0
SFMTA	School Traffic Calming Program	2	PLAN	Allocated	\$220,000				\$220,000
SFMTA	School Traffic Calming Program	2	CON	Allocated	\$1,780,000				\$1,780,000
SFMTA	School Traffic Calming Program FY26	8	PS&E	Allocated			\$246,354		\$246,354
SFMTA	School Traffic Calming Program FY26	8	CON	Allocated			\$1,753,646		\$1,753,646
SFMTA	School Traffic Calming Program		PS&E	Programmed			\$220,000		\$220,000
SFMTA	School Traffic Calming Program		CON	Programmed			\$1,780,000		\$1,780,000
SFMTA	School Traffic Calming Program		PS&E	Programmed			\$220,000		\$220,000
SFMTA	School Traffic Calming Program		CON	Programmed			\$1,780,000		\$1,780,000

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending June 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	School Traffic Calming Program	PS&E	Programmed					\$220,000	\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed					\$1,780,000	\$1,780,000
SFPW	Sickles Avenue Streetscape	CON	Programmed		\$1,300,000				\$1,300,000
SFMTA	Slow Streets Implementation	^{1,7} CON	Programmed		\$0				\$0
SFMTA	Slow Streets Implementation	⁷ CON	Programmed		\$0				\$0
SFMTA	Slow Streets Implementation	⁷ CON	Programmed			\$0			\$0
SFMTA	Slow Streets Implementation	⁷ PS&E	Allocated			\$600,000			\$600,000
SFMTA	Slow Streets Implementation	CON	Programmed				\$200,000		\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed					\$200,000	\$200,000
SFMTA	SoMa Arterial Traffic Calming	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	Tenderloin Protected Intersections	CON	Programmed			\$250,000			\$250,000
SFMTA	Valencia Street Bikeway Improvements	CON	Programmed				\$1,000,000		\$1,000,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Allocated	\$100,000					\$100,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Programmed		\$100,000				\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Allocated	\$100,000					\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed			\$100,000			\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed					\$100,000	\$100,000
SFCTA	Yerba Buena Island Multi-Use Path	CON	Appropriated			\$1,000,000			\$1,000,000
SFMTA	Inner Sunset Bike Connection	⁹ PLAN	Pending				\$125,000		\$125,000
SFMTA	Inner Sunset Bike Connection	⁹ PS&E	Pending				\$25,000		\$25,000
Subprogram: Outreach and Education Projects									
SFMTA	Bicycle Education and Outreach	CON	Allocated	\$200,000					\$200,000
SFMTA	Bicycle Education and Outreach	CON	Allocated		\$200,000				\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed			\$200,000			\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed				\$200,000		\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed					\$200,000	\$200,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated	\$230,000					\$230,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated		\$236,000				\$236,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Pending			\$243,000			\$243,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed				\$251,000		\$251,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed					\$258,000	\$258,000

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
 Safer and Complete Streets (EP 18)
 Programming and Allocations to Date
 Pending June 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Vision Zero Education and Communications: Speed Safety Cameras FY24	CON	Allocated	\$150,000					\$150,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed		\$200,000				\$200,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed				\$200,000		\$200,000
Subprogram: New Traffic Signals									
SFMTA	Contract 66 New Traffic Signals ⁵	CON	Programmed	\$3,300,000					\$3,300,000
SFMTA	Contract 67 New Traffic Signals ⁶	PS&E	Programmed		\$0				\$0
SFMTA	Skyline and Sloat Intersection Improvements	CON	Allocated	\$800,000					\$800,000
SFMTA	New Traffic Signal Contract 66 - Additional Funds ⁶	PS&E	Allocated			\$1,100,000			\$1,100,000
Total Programmed in 2023 5YPP				\$7,488,000	\$12,635,000	\$12,536,000	\$8,151,000	\$6,508,000	\$47,318,000
Total Allocated and Pending				\$3,920,000	\$4,412,000	\$4,943,000	\$150,000	\$0	\$13,425,000
Total Unallocated				\$3,568,000	\$8,223,000	\$7,593,000	\$8,001,000	\$6,508,000	\$33,893,000
Total Programmed in 2023 Strategic Plan				\$8,080,000	\$15,593,000	\$9,136,000	\$8,001,000	\$6,508,000	\$47,318,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$592,000	\$3,550,000	\$150,000	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- 5YPP amendment to fund Golden Gate Greenway (Tenderloin) with \$140,000 in FY2023/24 for design (Resolution 2024-041, 5/21/2024):
 Slow Streets Implementation: Reduced from \$200,000 to \$0 in Fiscal Year 2023/24 for design and increased from \$0 to \$200,000 in FY24/25 for design.
 Golden Gate Greenway (Tenderloin): Reduced from \$1,000,000 to \$960,000 in FY2024/25 for construction.
 Golden Gate Greenway (Tenderloin): Increased from \$100,000 to \$140,000 in FY2023/24 for design.
- 5YPP amendment to fund School Traffic Calming Program with \$220,000 in FY2023/24 for planning and update cash flow in School Traffic Calming Program construction in FY23/24 (Resolution 2024-046, 6/25/2024):
 School Traffic Calming, FY2023/24 Design: Reduced from \$220,000 to \$0 in FY23/24.
 School Traffic Calming, FY2023/24 Planning: Added project with \$220,000 in FY23/24. Delayed \$30,000 cash flow from FY24/25 to FY25/26.
 School Traffic Calming, FY2023/24 Construction: Advanced \$30,000 in FY24/25 cash flow and reduced FY25/26 cash flow from \$700,000 to \$670,000.
- 5YPP amendment to fund District 4 Street Improvements (Resolution 2025-015, 10/22/2024)
 District 4 Street Improvements: Reduced placeholder FY2023/24 programming line from \$700,000 to \$268,000
 District 4 Street Improvements - Kirkham Street: Added project in FY2024/25 programming line for \$352,000 for construction
 District 4 Street Improvements - 41st Avenue: Added project in FY2024/25 programming line for \$80,000 for design
- 5YPP amendment to fund 13th Street Safety Project (Resolution 2025-021, 11/19/2024)
 Active Communities Plan Implementation (FY25): Reduced from \$4,350,000 to \$2,000,000 in FY2024/25

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
 Safer and Complete Streets (EP 18)
 Programming and Allocations to Date
 Pending June 2026 Board

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

13th Street Safety Project: Added project with \$2,350,000 in FY2024/25 for construction.

⁵ 5YPP amendment to fund Northern Embarcadero and Jefferson Quick-Builds (Resolution 2025-046, 5/20/2025)

Active Communities Plan Implementation (FY25): Reduced programming from \$2,000,000 to \$1,256,000 in FY2024/25.

Northern Embarcadero and Jefferson Quick-Builds: Added project in FY2024/25 with \$744,000 in programming (\$284,000 design, \$460,000 construction). Cash flow capacity made available through a cost-neutral cash flow exchange with Contract 66 New Traffic Signals and Active Communities Plan Implementation FY25 and FY26 placeholders as described below:

Contract 66 New Traffic Signals: Reduced cash flow from \$1,100,000 to \$356,000 in FY 2024/25 and increased from \$0 to \$744,000 in FY 2027/28.

Active Communities Plan Implementation (FY26): Reduced cash flow from \$750,000 to \$6,000 in FY2027/28; increased from \$1,000,000 to \$1,744,000 in FY2028/29.

Active Communities Plan Implementation (FY25): Increased cash flow from \$0 to \$744,000 in FY2027/28; reduced from \$1,000,000 to \$256,000 in FY2028/29.

⁶ 5YPP amendment to fund New Signal Contract 66 - Additional Funds (Resolution 2026-012, 9/30/2025)

Contract 67 New Traffic Signals: Reduced from \$1,100,000 to \$0 in FY2024/25 for design.

New Traffic Signal Contract 66 - Additional Funds: Added project with \$1,100,000 in FY2025/26 for design.

⁷ 5YPP amendment to fund design of Slow Streets Implementation in FY2025/26 (Resolution 2026-012, 9/30/2025)

Slow Streets Implementation: Reduced construction in FY2024/25 and FY2025/26 by \$400,000 and \$200,000, respectively, to \$0. Added \$600,000 in FY2025/26 for design.

⁸ 5YPP amendment to fully fund design of School Traffic Calming Program FY26 (Resolution 2026-023, 11/18/2025)

School Traffic Calming Program FY26: Reduced construction funds in FY2024/25 by \$26,354 to \$1,753,646. Added \$26,354 in design funds in FY2024/25 for a total of \$246,354.

TA Note: We are recommending allocation of FY2024/25 in FY2025/26 for the School Traffic Calming Program FY26.

⁹ 5YPP amendment to fund Inner Sunset Bike Connection (Resolution 2027-XXX, 6/XX/2026)

7th Ave Bikeway: Reduced from \$50,000 to \$0 in FY2024/25 for design and \$100,000 to \$0 in FY2025/26 for construction.

Inner Sunset Bike Connection: Added project with \$125,000 in FY2026/27 for planning.

Inner Sunset Bike Connection: Added project with \$25,000 in FY2026/27 for design.

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Safe Routes to School Non-Infrastructure
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	\$243,000
Supervisorial District	Citywide

REQUEST

Brief Project Description

The San Francisco Safe Routes to School Non-Infrastructure Program delivers educational, encouragement, and experiential activities aimed at decreasing commuting in single-family vehicles to San Francisco's 113 public schools, improving safety of walking and bicycling, reducing city congestion and air pollution, and inspiring the next generations of walkers, bicyclists, and transit users. Prop L funds would provide the local matching funds to the federal One Bay Area Grant 3 grant for San Francisco's SRTS Non-Infrastructure Program for Fiscal Year 2026/27.

Detailed Scope, Project Benefits and Community Outreach

The San Francisco Safe Routes to School (SRTS) Non-Infrastructure Program works to reduce single-family vehicle trips and dependence on personal vehicles for trips made by students and their caretakers to and from schools by providing resources, organizational support, and skill-building events and activities that support walking, rolling, carpooling, and taking transit to school, as well as directly leading groups of students on regular walks and rides to school. Reducing student car-trips reduces congestion in and around school drop-off areas and reduces the risk of student-vehicle collisions and car-generated pollution in school zones which is linked to negative health impacts including higher rates of asthma. Students who walk and roll to school as part of program events and activities benefit both physically and mentally from the physical activity involved, with families who participate in regular group walks and rides or adopt walking and rolling as a regular part of their school routine beyond program-supported events benefitting the most. Increased physical activity in youth is linked to lower rates of childhood obesity and improved academic performance, with studies showing even single sessions of physical activity produce measurable improvements in memory and focus. Group walks to school have also been reported to reduce absenteeism and improve consistency in arriving to school on-time for walk participants.

In 2022, the Transportation Authority approved \$7,082,400 in federal One Bay Area Grant (OBAG) Cycle 3 funds for four years of the SF SRTS Non-Infrastructure Program. SFMTA provided the required local matching funds for the first year of the program (FY 2023/24). Previously allocated Prop L funds provided the required local match to the federal grant for FY 2024/25 and FY 2025/26. SFMTA is now requesting Prop L funds for the required local matching funds for FY 2026/27 which is the fourth and final year of the OBAG 3 project period.

Specific tasks to be accomplished through the OBAG 3 and Prop L funds include:

- Identify and implement opportunities for in-school education related to transportation safety and choices
- Hold neighborhood skill building, encouragement, and outreach events to help reach and support parent/guardian champions, including weekend bike classes at shared schoolyards; parent-led walking school buses and bike trains; annual Walk and Roll to School, Bike and Roll to School, and Transit Day events
- Identify clusters of schools with common routes to school and connect parents and community members to joint

resources for walking, bicycling, carpooling, and transit use

- Provide technical assistance and education on personal safety in school communities where real and perceived environmental hazards are barriers to families walking, biking, or taking transit to school
- Coordinate between SFUSD and SFMTA's school-serving programs to streamline communication and agency response to traffic and safety needs on and around school sites, including receiving and responding to parent and community concerns, participating in safety assessments related to existing infrastructure, identifying needs for improvements, and engaging in ongoing planning processes
- Evaluation of program impacts on safety and mode-shift of children travelling to and from school

Participating Schools:

The SRTS Non-Infrastructure Program will encompass SRTS efforts at all of the SFUSD elementary, middle and high schools in various capacities. Schools will be equitably prioritized based on baseline and changes in school performance related to mode shift, safety concerns and equity considerations.

Public non-charter schools are prioritized in the program. Private schools who reach out to the SRTS Program will primarily be supported with resources such as how-to guides. All schools can participate in citywide events (Walk and Roll to School Week, Bike and Roll to School Week, and Ride Muni to School Week).

Roles and Responsibilities:

- SFMTA - Program administration and oversight, strategic planning and goal setting, establishing workplans and deliverables, targeting of activities in collaboration with SFUSD and Consultant, new activity design in collaboration with Consultant, directing communication and promotion activities, overseeing program evaluation and reporting
- SFUSD - Communication and coordination with school staff, communication to students and families through school communication pathways, collaboration and support for activities held on school sites, collaboration with SFMTA and Consultant on determining activities best suited to individual schools, supporting the development and delivery of educational material on multi-modal transportation
- Contractor/subcontractors - Subject matter experts in bicycling, pedestrian safety, personal safety, and/or transit use. Communication and activity promotion, implementation of program activities (including annual events, bicycle classes, supervised group walks and bicycle rides, guided student field trips on Muni, and workshops on safely navigating to and from school), collecting and reporting event and activity metrics, procurement of services and materials needed for program activities and promotion, supporting annual program evaluation and reporting

Evaluating Program Metrics:

The SFMTA employs a variety of metrics to track program impact and progress towards goals. The SRTS Program performs a transportation tally at every SFUSD public non-charter school every two years to measure district-wide mode split for school trips. The SFMTA compiles and analyzes collision data to determine the number of incidents within ¼ mile of school sites. Many factors outside of the program influence both mode choice and traffic incidents near schools, so the SFMTA also gathers metrics on the outcomes of events and activities and employs a Theory of Change for how these events and activities support behavior change. For individual program events and activities, metrics can include number of participants, mode counts, and measuring skill, knowledge, and perceptions of transportation mode choices after participation in the activity.

Project Location

Citywide

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

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$243,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Safe Routes to School Non-Infrastructure
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)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2026		
Operations (OP)				
Open for Use			Apr-May-Jun	2027
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2027

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Safe Routes to School Non-Infrastructure
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$0	\$243,000	\$0	\$243,000
OBAG 3 (FY 2026/27)	\$0	\$0	\$1,770,500	\$1,770,500
Phases In Current Request Total:	\$0	\$243,000	\$1,770,500	\$2,013,500

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$243,000	\$466,000	\$709,000
OBAG 3 (FY 2023/24 - FY 2025/26)	\$0	\$0	\$5,311,500	\$5,311,500
OBAG 3 (FY 2026/27)	\$0	\$0	\$1,770,500	\$1,770,500
SFMTA Operating	\$0	\$0	\$229,400	\$229,400
Funding Plan for Entire Project Total:	\$0	\$243,000	\$7,777,400	\$8,020,400

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	\$0		
Construction	\$8,020,400	\$243,000	Recent project costs and funds available
Operations	\$0		
Total:	\$8,020,400	\$243,000	

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 contract	SFUSD	SFMTA	Contractor
SFMTA Program Management	\$ 508,968	37%		\$ 508,968	
SFUSD Outreach and Coordination	\$ 144,000	11%	\$ 144,000		
Contractor					
Task 1 Project Management	\$ 367,357				\$ 367,357
Task 2 Communications	\$ 52,700				\$ 52,700
Task 3 School Site Engagement	\$ 288,441				\$ 288,441
Task 4 Program Activity Implementation	\$ 498,584				\$ 498,584
Task 5 Evaluation	\$ 108,800				\$ 108,800
Task 6 Purchasing**	\$ 17,000				\$ 17,000
Contract mark-up and profit	\$ 27,650				\$ 27,650
TOTAL CONSTRUCTION PHASE	\$ 2,013,500		\$ 144,000	\$ 508,968	\$ 1,360,532

* Professional Services Contract includes project management, communication and promotion, school assessment and engagement, activity implementation, program evaluation, other direct costs, and negotiated profit and mark-up. Contract task amounts are estimates with specific budgets set based on program need through task orders.

** Purchasing budget includes event/activity collateral production, outreach materials, and activity/event incentives (reflective stickers, high viz vests, bike helmets/lights, etc.)

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Safe Routes to School Non-Infrastructure
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$243,000	Total PROP L Recommended	\$243,000

SGA Project Number:		Name:	Safe Routes to School Non-Infrastructure
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2028
Phase:	Construction	Fundshare:	12.1%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	Total
PROP L EP-218	\$243,000	\$243,000

Deliverables

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

2. SFMTA staff will provide an annual report for the 2026/27 school year evaluating the effectiveness of the SRTS Non-Infrastructure Program with respect to achieving the established goals of reducing single family vehicle trips by 30% and school-related collisions by 50% by 2030. The annual report is expected in December 2027.

Notes

1. Reminder: All flyers, brochures, posters, websites and other similar materials prepared with Proposition L funding shall comply with the attribution requirements established in the Standard Grant Agreement.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	87.93%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	91.16%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Safe Routes to School Non-Infrastructure
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$243,000
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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:	Ben Frazier	Kathryn Studwell
Title:	Transportation Planner III	Grant Administration Manager
Phone:		(415) 517-7015
Email:	ben.frazier@sfmta.com	kathryn.studwell@sfmta.com

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Treasure Island On-Island Shuttle Start-up Phase 1
Primary Sponsor:	Treasure Island Mobility Management Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Transportation Demand Management
Current PROP L Request:	\$84,000
Supervisorial District	District 06

REQUEST

Brief Project Description

This project will support planning for start-up and evaluation of a new shuttle that will only serve trips on Treasure Island and Yerba Buena Island, including service to areas not covered by existing Muni service and providing first/last mile connections to the ferry terminal and Muni bus stops. Phase 1 tasks include service design, outreach, and evaluation plan. Developer funds will cover initial operating expenses, with long-term operations to be funded by TIMMA's congestion pricing program.

Detailed Scope, Project Benefits and Community Outreach

Background

The Treasure Island Transportation Implementation Plan (TITIP) defined the transportation program for the redevelopment of Treasure Island and Yerba Buena Island (referred to together as Treasure Island or TI) as a transit-oriented neighborhood. The TITIP is a Transportation Demand Management (TDM) strategy that includes providing sustainable transportation options for new and existing residents to meet the Island's transportation goal to have at least 50% of trips made by walking, biking, bus, and ferry. The TITIP called for an expansion of transit services, a congestion pricing program, and other TDM measures including an on-island shuttle. Today, over 1,000 new homes have now been built and traffic on the islands is increasing. The Treasure Island Mobility Management Agency (TIMMA) is working to implement transit improvements to address this growing need, including the on-island shuttle, a permanent electric ferry service, and bikeshare. It is critical to offer transit alternatives in the early stages of the redevelopment so that new residents do not have to rely on automobiles to get around.

During outreach for the Treasure Island Supplemental Transportation Study in 2021-2022 (a Prop K-funded Neighborhood Transportation Plan for District 6), TI residents expressed the desire for an on-demand shuttle service to destinations on Treasure Island and Yerba Buena Island to supplement existing Muni bus service. Existing Muni bus service completes a loop on Treasure Island but experiences delays and unreliability due to congestion on the Bay Bridge and ongoing construction on the islands. The on-island portion of the Muni route, which is completed in a loop, may also be inconvenient for residents who want direct service from one part of the island to another.

Detailed Scope

This project will outline the desired operations and service design for an on-island shuttle serving only trips on TI and YBI, including service to areas not currently covered by existing Muni service, such as the Treasure Island Sailing Center and destinations on YBI. The on-island shuttle would provide first mile/last mile connections to the ferry terminal and Muni bus stops for transit riders and access to open spaces, retail commercial zones, and residential neighborhoods. An on-island shuttle system, called for in the TITIP, is part of TIMMA's long-term strategy of transportation options for TI residents. It could also enable the existing Muni 25 bus line to avoid circling on-island,

making the Muni service more efficient and reliable.

Implementation of this shuttle service will be conducted in two phases. This request is to fund the first phase of the on-island shuttle start-up: to finalize the operating parameters and service design, service performance criteria, and draft a request for proposals (RFP) for release to potential shuttle operators. The second phase, to be funded separately (a future allocation request will be submitted), will include procurement of a shuttle operator, service launch and promotion. The Treasure Island Development Authority (TIDA) is supportive of this two-phase effort and is providing matching funds for this phase.

Initially, the operating cost of the on-island shuttle will be funded using the Treasure Island developer's Operating Subsidy as provided for in the Disposition and Development Agreement (DDA). In the long term, the on-island shuttle will be supported with revenue from the Treasure Island congestion pricing program.

The project includes stakeholder outreach to finalize the parameters of the on-island shuttle system (e.g., operating hours). Before and after travel surveys will be conducted to estimate the impacts of on-demand shuttle service on transportation mode shift and overall accessibility.

The project's scope of work is described below.

Task 1. Project Management

TIMMA will conduct ongoing management of the project, including monitoring schedule and budget and coordination with internal agency staff and management and external partners. This task includes mobilization to initiate the project.

Deliverables:

- Regular reporting on project status (budget and schedule)

Task 2. Initial Service Design

Staff will develop requirements for the service and operation of an on-island shuttle. These requirements include the proposed service area and any potential off-limits areas, service hours, special events service, service type (i.e., curb-to-curb, corner-to-corner), maximum wait time, estimated program cost, funding constraints, a potential fare, and other key service and operating parameters (e.g., number and type of vehicles, operating hours, driver contracting modality and compensation, etc.).

To develop the initial service design, this task will build on lessons learned from the District 4 Community Shuttle study, the Bayview Community Shuttle, and the developer's Bristol shuttle. Demand estimates will follow a basic methodology consistent with that used in the D4 study using available data from the Bayview and Bristol services. The task will not include travel demand modeling, but staff will develop a preliminary assessment of potential mode shift, which can be compared to observed data gathered in Task 3.

To understand specific service needs on Treasure Island, this task will include a discussion with key stakeholders on TI, including TIDA and One Treasure Island. The task will also include discussion with other stakeholders, including SFMTA and labor groups, to gather input on service design and operating needs.

Deliverables:

- Draft and final service design memo

Task 3. Data & Evaluation Plan

Staff will develop an evaluation plan, which will define the goals of the on-island shuttle program, evaluation metrics, data collection methods, and performance data to be collected from the shuttle operator. The evaluation plan will quantify the impacts of the on-island shuttle on overall accessibility, mode shift, reduction in vehicle miles traveled, and reduction in greenhouse gas emissions. The evaluation plan will also assess the cost-effectiveness of the shuttle, and will take into account the evaluations of the Bayview Shuttle and other comparable programs.

This task includes a survey of residents, workers and visitors (e.g. focus groups, household surveys, intercept surveys). To ascertain changes in travel behavior, the task will consider "before" surveys conducted during the service design phase and "after" shuttle on-board surveys that ask how the shuttle changed riders' travel behavior. The "after" and/or

on-board surveys will occur three to six months after the launch of the service and will be coordinated with overall TIMMA data collection efforts.

Deliverables:

- Draft and final evaluation plan
- Draft and final surveys
- Summary memo of "before" survey results

Task 4. RFP Development

This task will draft a request for proposals (RFP) that outlines service parameters, data requirements, marketing strategy, performance targets, insurance and other risk management requirements, etc. The RFP will be shared internally and with partners, including SFMTA and TIDA, for review. At this point, TIMMA, in consultation with TIDA, will determine next steps and timing for the second phase of this project, including procurement of an operator and launch of shuttle service.

Deliverables:

- Draft and final RFP

Project Location

Treasure Island and Yerba Buena Island

Is this project in an Equity Priority Community?	Yes
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?	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	\$1,555,000.00

Justification for Necessary Amendment

This request includes an amendment to the Transportation Demand Management (TDM) 5-Year Prioritization Program (5YPP) to reprogram funds from the Placeholder - TDM Strategic Plan Implementation project to the subject project. The placeholder was established to fund projects that are consistent with the recommended actions to be identified through the TDM Strategic Plan Update. The TDM Strategic Plan Update was anticipated to be completed by June 2025 but has been delayed and recommendations have not yet been drafted.

TIMMA requests funds for this Treasure Island Shuttle project in advance of the TDM Strategic Plan recommendations since, in terms of TDM, the TI Transportation Program (which includes the on-island shuttle) is a single, comprehensive TDM effort required by an approved development agreement. TIMMA requests consideration of the subject funding request now given that traffic on the islands is already increasing, and ongoing construction of additional development will continue to generate vehicular traffic unless alternatives to private automobiles are in place. The TDM Strategic Plan scope does not anticipate modifying the TI TDM package.

In the absence of Strategic Plan recommendations, placeholder funds can be allocated to projects that score well against the 5YPP Prioritization Criteria for Prop L TDM Program, including supporting mode shift and/or time shift and demonstrated cost effectiveness. These criteria are addressed below and the Prioritization Criteria Scoring table is attached to this funding allocation request.

Project Readiness:

The Treasure Island On-Island Shuttle launch project is ready to proceed. This service is part of the core Treasure Island Transportation Implementation Plan adopted with the development project in 2011, and is environmentally cleared. The developer has agreed to fund a portion of the cost for this start-up project and the developer's subsidy will support the operations, once the shuttle service is launched.

Relative Level of Need or Urgency:

The Treasure Island On-Island Shuttle is intended to be coordinated with the start of permanent ferry service (expected to begin Summer 2027, pending funding). It is necessary to launch the service as soon as possible to address the growing congestion on the island as development progresses and congestion builds.

Benefits to Disadvantaged Populations and Equity Priority Communities:

The on-island shuttle will benefit residents of Treasure Island, which is an Equity Priority Community. Residents of Treasure Island are largely low income and people of color, and there are numerous affordable housing developments recently opened and under construction. An affordable building for seniors is currently under construction. The affordable housing buildings were built with very low parking ratios, so the residents are more likely to be dependent on transit. The on-island shuttle serves areas not served by Muni currently and has the potential to improve Muni's reliability if the 25-Treasure Island bus does not have to circulate around the island.

Prior Community Engagement/Level and Diversity of Community Support:

During outreach for the Treasure Island Supplemental Transportation Study, TI residents expressed the desire for an on-demand shuttle service to destinations on TI and YBI to supplement existing Muni bus service. TIDA and the developer have also expressed support for an on-island service. One Treasure Island, a nonprofit community organization, strongly supported TIMMA's application for EPA Community Change Grant funding to start this service. The EPA grant was awarded in 2024 but terminated in early 2025, so it is important to fulfill the community's expectations for this service.

Leveraging:

The developer will fund half of the cost for this start-up project. Importantly, once this Prop L-funded project is complete, the developer's operating subsidy will support ongoing operations until the congestion pricing program is implemented.

Safety:

N/A

Mode Shift and/or Time Shift:

Currently, Muni's 25 line makes 13 stops on Treasure Island and none on Yerba Buena Island and the developer provides a private van shuttle for residents of certain buildings. There is no other transit service on the island, sidewalks and pedestrian facilities in the navy-era areas of the island are degraded, YBI is characterized by steep grades, and many current residents have unlimited parking, so driving is the easiest way for many people to get to destinations around the islands. The on-island shuttle will provide a new sustainable transportation option for Island residents, workers, and visitors, and supplement existing Muni service on the island. Providing a convenient and sustainable way to get around the islands, including first/last mile connections to the ferry, will facilitate transit use for trips to, from and around the islands, and reduce private vehicle trips.

Examples of microtransit and shuttle programs indicate high potential for these programs to facilitate connections to transit and decrease private vehicle use. For example, the most popular pick up and drop off location for the Bayview shuttle in San Francisco is the 24th St BART Station. Since the service launched in November 2024, approximately 9% of all trips started at 24th St BART and 16% of trips ended at 24th St BART. In LA, the majority of microtransit riders (58%) said they would have used a car-based mode (e.g., driving, riding in a car as a passenger, or TNC/taxi) on their last trip if they had not taken Metro Micro. In 2022, Via, a microtransit operator in the US, reported that 41% of microtransit rides replaced trips previously served by private vehicles.

Cost-Effectiveness:

The on-island shuttle is part of the overall Treasure Island Mobility Management Program, a comprehensive, financially self-sustaining package of transit expansion, TDM strategies and congestion pricing. The Treasure Island program is a high performer in Plan Bay Area 2050 and included in the current PBA 2050+ update.

Compatibility with Land Use, Design Standards, and Planned Growth:

Yes

San Francisco Transportation Plan Alignment (SFTP):

SFTP Goals: Equity, Environmental Sustainability, Economic Vitality, Safety and Livability

The on-island shuttle is part of the Treasure Island Transportation Program, which is included under the Investment Plan in the SFTP. The Treasure Island Transportation Program is a Transportation Demand Management strategy that includes providing sustainable transportation options for new and existing residents to meet the Island's transportation goal to have at least 50% of trips made by walking, biking, bus, and ferry. It also furthers the SFTP goal of equity by serving this EPC.

Pilot Program Funding Plan:

This service is intended to be permanent and is not a pilot. The operating expenses of this shuttle service will be supported by the Treasure Island developer's operating subsidy, and in the future, by revenues from the congestion pricing program. The cost of the first phase of start-up work is \$168,000. This request is for 50% of that amount, or \$84,000. TIMMA expects to submit a second funding allocation request to support Phase 2.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Treasure Island On-Island Shuttle Start-up Phase 1
Primary Sponsor:	Treasure Island Mobility Management 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	2026	Jan-Feb-Mar	2027
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)	Jul-Aug-Sep	2027		
Open for Use				
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2027

SCHEDULE DETAILS

Since this is not a conventional capital project, all activities are included in the Planning phase. The service is expected to launch in 2027; timing will depend on the timing and scope of Phase 2. There is no expected end date for Operations.

Community Outreach is anticipated to occur during Tasks 2 and 3.

- Task 1 - Project Management: July 2026 --> January 2027
- Task 2 - Initial Service Design: July 2026 --> October 2026
- Task 3 - Data & Evaluation Plan: July 2026 --> October 2026
- Task 4 - RFP Development: October 2026 --> January 2027

Operations Launch - Anticipated Summer 2027 (Pending Phase 2)

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Treasure Island On-Island Shuttle Start-up Phase 1
Primary Sponsor:	Treasure Island Mobility Management Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-224: Transportation Demand Management	\$84,000	\$0	\$0	\$84,000
Treasure Island Developer Funds	\$101,218	\$0	\$0	\$101,218
Phases In Current Request Total:	\$185,218	\$0	\$0	\$185,218

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$185,218	\$84,000	Cost for Phase 1 of start-up, based on prior projects and studies
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$185,218	\$84,000	

% 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 - Project Management	Task 2 - Initial Service Design	Task 3 - Data & Evaluation Plan	Task 4 - RFP Development	Total
SFMTA	\$ -	\$ -	\$ -	\$ -	\$ -
SFCTA	\$ 38,434	\$ 47,232	\$ 19,694	\$ 14,572	\$ 119,932
Consultants *	\$ -	\$ -	\$ 30,000	\$ 15,000	\$ 45,000
Other Direct Costs	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ 5,765	\$ 7,085	\$ 2,954	\$ 4,482	\$ 20,286
Total	\$ 44,199	\$ 54,317	\$ 52,648	\$ 34,054	\$ 185,218

* Consultant services include support for data collection and legal services.

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	44	\$ 123.00	2.51	\$297.30	0.02	\$ 13,081
Assistant Deputy Director	115	\$ 85.40	2.51	\$206.43	0.06	\$ 23,739
Principal Transportation Planner	130	\$ 77.85	2.51	\$188.16	0.06	\$ 24,461
Transportation Planner	164	\$ 57.88	2.51	\$139.90	0.08	\$ 22,944
Communications Manager	94	\$ 60.30	2.51	\$145.75	0.05	\$ 13,701
Senior Graphic Designer	20	\$ 52.58	2.51	\$127.09	0.01	\$ 2,542
Principal Transportation Modeler	94	\$ 85.67	2.51	\$207.07	0.05	\$ 19,465
Total	661					\$ 119,932

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Treasure Island On-Island Shuttle Start-up Phase 1
Primary Sponsor:	Treasure Island Mobility Management Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$84,000	Total PROP L Recommended	\$84,000

SGA Project Number:		Name:	Treasure Island On-Island Shuttle Start-up
Sponsor:	Treasure Island Mobility Management Agency	Expiration Date:	06/30/2028
Phase:	Planning/Conceptual Engineering	Fundshare:	50.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	Total
PROP L EP-224	\$84,000	\$84,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. QPRs shall include a summary of outreach performed the prior quarter including feedback received.
3. Upon completion of Task 2 (anticipated October 2026), provide service design memo.
4. Upon completion of Task 3 (anticipated October 2026), provide evaluation plan and summary of survey results.
5. Upon completion of Task 4 (anticipated January 2027), provide final RFP.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Prop L Transportation Demand Management 5YPP. See scope and attached 5YPP amendment for details.

Notes

1. Reminder: All flyers, brochures, posters, websites and other similar materials prepared with Proposition L funding shall comply with the attribution requirements established in the Standard Grant Agreement.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	54.65%

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - This Project	No PROP AA	No TNC TAX	54.65%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Treasure Island On-Island Shuttle Start-up Phase 1
Primary Sponsor:	Treasure Island Mobility Management Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$84,000
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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:
SC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Suany Chough	Suany Chough
Title:	Assistant Deputy Director for Planning	Assistant Deputy Director for Planning
Phone:		
Email:	suany@sfcta.org	suany@sfcta.org

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
 Transportation Demand Management (EP 24)
 Programming and Allocations to Date
 Pending June 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFCTA	TDM Strategic Plan Update	PLAN	Appropriated	\$108,000					\$108,000
SFMTA	TDM Strategic Plan Update	PLAN	Allocated	\$40,000					\$40,000
TBD	Placeholder - TDM Strategic Plan Implementation ¹	CON	Programmed		\$1,471,000				\$1,471,000
SFCTA	Treasure Island On-Island Shuttle Start-Up ¹	PLAN	Pending				\$84,000		\$84,000
Total Programmed in 2023 5YPP				\$148,000	\$1,471,000	\$0	\$84,000	\$0	\$1,703,000
Total Allocated and Pending				\$148,000	\$0	\$0	\$84,000	\$0	\$232,000
Total Unallocated				\$0	\$1,471,000	\$0	\$0	\$0	\$1,471,000
Total Programmed in 2023 Strategic Plan				\$148,000	\$1,555,000	\$0	\$0	\$0	\$1,703,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$84,000	\$84,000	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ 5YPP amendment to fund Treasure Island On-Island Shuttle Start-Up (Resolution 2027-0XX, 6/XX/2026):
 Placeholder - TDM Strategic Plan Implementation: Reduced from \$1,555,000 to \$1,471,000
 Treasure Island On-Island Shuttle Start-Up: Added project with \$84,000 for planning in FY2026/27.

Prop L Project Submissions Evaluation - EP 24 Transportation Demand Management

		Prop L-Wide Criteria					Program Specific Criteria			
District	Projects	Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging	Safety	Mode Shift and/or Time Shift	Cost-Effectiveness	Total
Citywide	TDM Strategic Plan Update	5	0	1	1	0	0	2	2	11
6	Treasure Island On-Island Shuttle Start-up	5	0	5	5	2	0	3	2	22
TBD	TDM Strategic Plan Update - Placeholder	<i>This is a placeholder. Projects will be scored at time of allocation.</i>								0
Total Possible Score		5	4	5	5	4	2	4	4	33

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

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

Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.

Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.

Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process.

Five points for a project that 1) is in an adopted community based plan or with evidence of diverse (neighborhood level and citywide) community support and 2) has documented support from disadvantaged populations.
 Three points for a project not in an adopted community based plan, but with evidence of support from *both* neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations.
 One point for a project not in an adopted community based plan, but with evidence of support from *either* neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations.
 Zero points for a project that was neither developed out of a community-based planning process nor has other forms of demonstrated community support.

Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources. For pilot programs, must identify potential source for ongoing funding should the program prove successful.

Safety: Highest possible score is 2. Project addresses documented safety issue and/or security issue. Points are based on the safety information presented in the Project Information Form.

Mode Shift and/or Time Shift: Highest possible score is 4. Project will lead to a shift in single-occupancy vehicle trips to more sustainable modes such as transit, biking and walking, and/or shifts trips to less congested times. Priority will be given to projects with evidence that benefits of program continue after program completion. Evidence may be from evaluation of other similar projects or research and must be provided in the Project Information Form.

Cost-Effectiveness: Highest possible score is 4. Cost effectiveness can be demonstrated by status as Plan Bay Area high-performer, cost per single-occupancy vehicle trip reduced, or cost-effectively increasing person throughput. Projects that can provide evidence of cost-effectiveness from other similar TDM project types or research will score higher. Evidence must be provided in the Project Information Form.

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Fulton Street Safety Improvements [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Neighborhood Transportation Program
Current PROP L Request:	\$449,000
Supervisory District	District 01

REQUEST

Brief Project Description

The SFCTA's District 1 Multimodal Transportation Study (2024) identified near- to medium-term concepts to improve transit reliability and pedestrian and bicycle safety. This project would implement some of the study's recommendations, based on currently available funding, by designing and implementing pedestrian safety improvements at three intersections (40th, 20th, and 12th Avenues) on Fulton Street. Improvements are anticipated to include "side islands," crosswalk upgrades, beacons, and other elements to improve pedestrian visibility.

Detailed Scope, Project Benefits and Community Outreach

In November 2024, the SFCTA Board adopted the District 1 Multimodal Transportation Study (Resolution 25-23). This proposed project would design and implement pedestrian safety improvements at three intersections along Fulton Street, to begin implementation of some of the study's recommended projects based on currently available funding. These improvements are anticipated to include side islands, crosswalk upgrades, flashing beacons, and other elements to improve pedestrian visibility on Fulton Street at 40th Ave, 20th Ave, and 12th Ave/Funston Ave. The final scope will depend on additional site evaluations that will occur at the start of the design process, such as investigating utilities that may affect feasible locations for islands. Side islands are a quick build form of a pedestrian bulbout that prevents parking in the daylight area of the curb to improve pedestrian visibility to drivers. While the SFCTA study's original recommendation was to pilot a center island at one location, the SFMTA has worked in partnership with SFCTA staff and the District 1 office to evolve the concept from center islands to side islands based on design and implementation considerations. The three proposed locations were chosen based on proximity to Muni stop locations and collision history.

The SFMTA will lead the outreach, concept design, legislation and construction of the design concept for safety improvements on Fulton Street to deliver recommendations from the District 1 Multimodal Transportation Study. Prop L funds will be used for planning, public engagement, technical review, engineering design, and implementation to facilitate a streamlined effort to go from concept to construction. All work will be led by SFMTA unless noted. The scope of the request includes:

Planning Phase:

Task 1: Project Management

Develop, confirm and monitor scope, schedule and budget. Manage funds, reporting, and strategy through duration of project.

Task 2: Concept Design

Conduct field visits of all three intersections to confirm feasibility of desired improvements depending on physical constraints such as utility conflicts and electrical sources. Develop drawings and visuals, anchored in engineered design, in preparation for public outreach.

The initial concept to investigate at these three locations on Fulton includes, but is not limited to, the following elements. Note that final improvements will depend on site assessments.

- 40th Ave: 1 Rectangular Rapid Flashing Beacon (RRFB), 2 side islands, crosswalk upgrades, lane hardening, signage
- 20th Ave: 1 Rectangular Rapid Flashing Beacon (RRFB), 2 side islands, crosswalk upgrades, lane hardening, signage
- 12th Ave/Funston Ave: Given the complexity of this area due to its close distance to Park Presidio (Highway 1), the Project does not propose specific improvements at the start of this project. The initial site visit will identify elements such as beacons, side islands, lane hardening, crosswalk upgrades, signage, etc. that could be feasible to improve the visibility of pedestrians for this segment of Fulton between Park Presidio and 12th Avenue.

Deliverable: 1) Final visuals ready for presentation to the public, final list of treatments by location

Task 3: Outreach and Legislation

SFMTA will conduct outreach to community stakeholders to provide opportunity to weigh in on project details prior to SFMTA Board of Directors approval such as posting hearing notices in the affected areas and providing the opportunity to provide feedback at the SFMTA's Engineering Hearing. Other potential strategies include pop up open houses, mailers, one-on-one meetings with community organizations, and other proven methods to reach broad audiences. Outreach will seek to address potential neighborhood concerns such as potential reduction in parking or potential impacts during construction. This task will also cover completing environmental clearance.

Deliverable: 1) SFMTA Board Resolution legislating the project (which will include public outreach summary)

Detailed Design Phase:

Upon approval by the SFMTA Board of Directors, initiate the detailed design phase taking into account the physical environment where construction will take place. This includes engagement with utility companies and San Francisco Public Works for elements like curb ramps, if needed, to finalize engineering drawings for construction.

Deliverables: 1) Evidence of 100% completion of design

Construction Phase:

This task will construct the project, following standard SFMTA practices. Submit work orders to internal SFMTA paint and signage shops as well as Public Works, if needed, for scope involving concrete. Project team will monitor construction progress and function as community liaison between residents and the implementation teams.

Deliverables: 1) Photos of project open for use

The Transportation Authority's Neighborhood Transportation Program (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

Three locations on Fulton Street at 40th Ave, 20th Ave, and 12th Ave/Funston Ave in District 1

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

Project Phase(s)

Planning/Conceptual Engineering (PLAN), 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 planning phase (approximately 9 months) and design phase (approximately 3 months). While concepts have been defined, further outreach and detailed design is needed to confirm final improvements before the construction phase.

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	\$3,754,855.00

Justification for Necessary Amendment

This request includes an amendment to the Neighborhood Transportation Program 5-Year Prioritization Program 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:	FY2026/27
Project Name:	Fulton Street Safety Improvements [NTP]
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)	Jul-Aug-Sep	2026	Jan-Feb-Mar	2027
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2027	Apr-May-Jun	2027
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2027		
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2028

SCHEDULE DETAILS

Project Management: July 2026 to March 2028
 Concept Design: July 2026 to September 2026
 Community Outreach and Legislation: October 2026 to March 2027
 Detailed Design: April 2027 to June 2027
 Construction: July 2027 to March 2028

Anticipated Environmental Clearance: The SFMTA intends to obtain CEQA clearance for the Fulton Street Safety Improvements through Public Resources Code Section 21080.25, which provides a statutory exemption for projects that include pedestrian and bicycle safety, accessibility, and mobility improvements.

Other Projects in Vicinity: Arguello Safety Project (ongoing). New Traffic Signals on Fulton at 4th and 39th Ave (late 2027). No other active projects at this time.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Fulton Street Safety Improvements [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	\$449,000	\$0	\$0	\$449,000
Phases In Current Request Total:	\$449,000	\$0	\$0	\$449,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$80,000	\$80,000	Labor estimates based on anticipated staffing, hourly rates, and staff hours per task based on previous experience with projects of similar size and scope.
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$31,000	\$31,000	Labor estimates based on anticipated staffing, hourly rates, and staff hours per task based on previous experience with projects of similar size and scope.
Construction	\$338,000	\$338,000	Labor estimates based on anticipated staffing, hourly rates, and staff hours per task based on previous experience with projects of similar size and scope.
Operations	\$0		
Total:	\$449,000	\$449,000	

% Complete of Design:	0.0%
As of Date:	04/27/2026
Expected Useful Life:	20 Years

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

MAJOR LINE ITEM BUDGET- PLANNING

BUDGET SUMMARY				
Agency	Task 1 - Project Management	Task 2 - Concept Design	Task 3 - Outreach and Legislation	Total
SFMTA*	\$ 11,299	\$ 21,406	\$ 43,691	\$ 71,396
Contingency (5%)	\$ 565	\$ 1,070	\$ 2,185	\$ 3,570
TOTAL PLANNING PHASE	\$ 11,864	\$ 22,476	\$ 45,876	\$ 79,966

*Costs include mailing, reproduction costs room rental fees.

DETAILED LABOR COST ESTIMATE - BY AGENCY						
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
5502 Project Manager 1 - Streets	30	\$ 92.21	2.5	\$ 233.01	0.01	\$ 6,990
5290 Transportation Planner 4 - Streets	80	\$ 88.47	2.5	\$ 224.22	0.04	\$ 17,937
5288 Transportation Planner 2 - Streets	55	\$ 62.88	2.6	\$ 164.60	0.03	\$ 9,053
1314 Public Relations Officer	100	\$ 67.70	2.6	\$ 175.97	0.05	\$ 17,597
5408 Communications Manager	30	\$ 78.86	2.6	\$ 201.66	0.01	\$ 6,050
5211 Senior Engineer	20	\$ 115.68	2.5	\$ 288.15	0.01	\$ 5,763
5241 Engineer	35	\$ 99.95	2.5	\$ 251.20	0.02	\$ 8,792
5207 Associate Engineer	130	\$ 87.98	2.5	\$ 223.07	0.06	\$ 28,999
5203 Assistant Engineer	60	\$ 74.17	2.6	\$ 190.62	0.03	\$ 11,437
Contingency (5%)						\$ 3,570

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

MAJOR LINE ITEM BUDGET- DESIGN

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 29,462	
5. Contingency	\$ 1,473	5%
TOTAL DESIGN PHASE	\$ 30,935	

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

MAJOR LINE ITEM BUDGET- CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)			
Budget Line Item	Totals	% of phase	SFMTA
Construction			
40th Ave/ Fulton*			
RRFB and signage	\$ 75,000		
Lane hardening	\$ 5,000		
Side island treatment	\$ 20,000		
20th Ave/ Fulton*			
RRFB and signage	\$ 75,000		
Lane hardening	\$ 5,000		
Side island treatment	\$ 20,000		
12th Ave/ Fulton*			
RRFB and signage	\$ 75,000		
Side island treatment	\$ 20,000		
Install crosswalks	\$ 15,000		
Construction Subtotal:	\$ 310,000		\$ 310,000
Construction Management/Support	\$ 11,760	4%	\$ 11,760
Contingency	\$ 16,088	5%	\$ 16,088
TOTAL CONSTRUCTION PHASE	\$ 337,848		\$ 337,848

*Final scope and locations to be validated during engineering and planning assessment

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Fulton Street Safety Improvements [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$449,000	Total PROP L Recommended	\$449,000

SGA Project Number:		Name:	Fulton Street Safety Improvements [NTP]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2027
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	Total
PROP L EP-225	\$80,000	\$80,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter including a summary of outreach performed and feedback received, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion of Task 2 (anticipated September 2026), submit final visuals ready for presentation to the public.
3. Upon completion of Task 3 (anticipated March 2027), submit final list of improvements by location and improvement type reflecting input from the District 1 Supervisor, and SFMTA Board Resolution including public outreach summary.

Notes

1. Progress reports will be shared with the District 1 Supervisor.

SGA Project Number:		Name:	Fulton Street Safety Improvements [NTP]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2027
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2027/28	Total
PROP L EP-225	\$31,000	\$31,000

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.
2. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
3. Upon completion, Sponsor 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 Transportation Authority will not reimburse SFMTA for design phase expenses until Transportation Authority staff releases the funds (\$31,000) pending receipt of a list of improvements by location and improvement type, reflecting input from the District 1 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 1 Supervisor.

SGA Project Number:		Name:	Fulton Street Safety Improvements [NTP]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2028
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2027/28	Total
PROP L EP-225	\$338,000	\$338,000

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. Upon completion of the project Sponsor shall provide 2-3 photos of completed work.

Special Conditions

1. The Transportation Authority will not reimburse SFMTA for construction phase expenses until Transportation Authority staff releases the funds (\$338,000) pending receipt of a list of improvements by location and improvement type, reflecting input from the District 1 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 1 Supervisor.

2. Reminder: All construction signage, project fact sheets, websites and other similar materials shall comply with the attribution requirements established in the Standard Grant Agreement.

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:	FY2026/27
Project Name:	Fulton Street Safety Improvements [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$449,000
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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

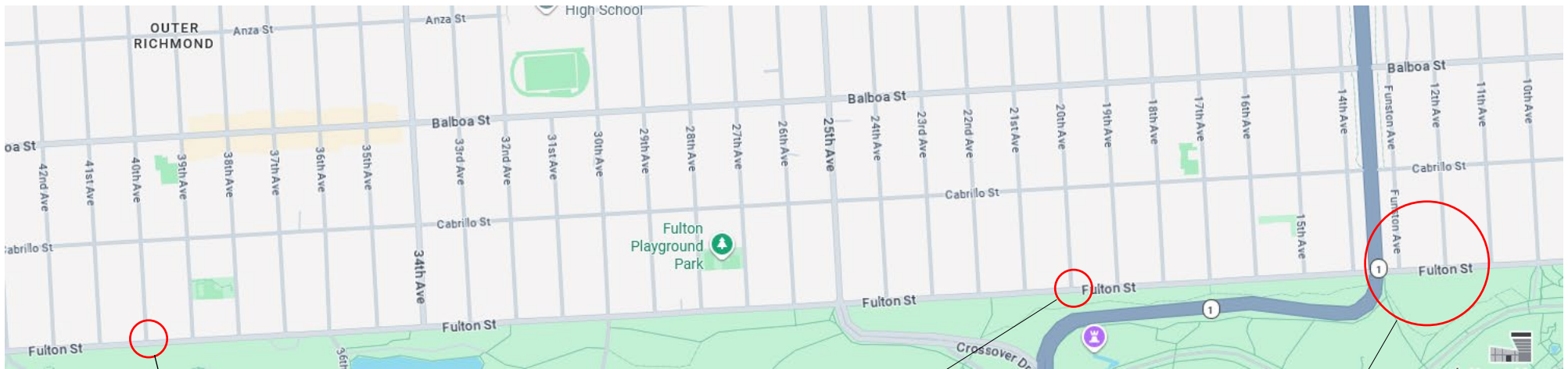
CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jean Long	Kathryn Studwell
Title:	Transportation Planner	Grant Administration Manager
Phone:	(415) 646-2391	(415) 517-7015
Email:	jean.long@sfmta.com	kathryn.studwell@sfmta.com

Map of Project Area for **Fulton Street Safety Improvements**

Potential improvements at three intersections: Fulton at 40th Ave, at 20th Ave, and at 12th Ave/Funston Ave

Drafted: 5/1/2026 by J.Long



Fulton at 40th Ave:
1 Rectangular Rapid Flashing Beacon (RRFB), 2 side islands, crosswalk upgrades, lane hardening, signage

Fulton at 20th Ave:
1 Rectangular Rapid Flashing Beacon (RRFB), 2 side islands, crosswalk upgrades, lane hardening, signage

Fulton 12th Ave and Funston: *Given the complexity of this area due to its close distance to Park Presidio (Highway 1), the Project does not propose specific improvements until an initial site visit is completed. Potential improvements include elements such as beacons, side islands, lane hardening, crosswalk upgrades, signage, etc.*

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
 Neighborhood Transportation Program (EP 25)
 Programming and Allocations to Date
 Pending June 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	10,11	TBD	Programmed		\$1,455,855			\$1,455,855
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 June 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
SFMTA	Fulton Street Safety Improvements Study [NTP] ¹¹	PLAN/CER	Pending				\$80,000		\$80,000
SFMTA	Fulton Street Safety Improvements Study [NTP] ¹¹	PS&E	Pending				\$31,000		\$31,000
SFMTA	Fulton Street Safety Improvements Study [NTP] ¹¹	CON	Pending				\$338,000		\$338,000
Total Programmed in 2023 5YPP				\$900,000	\$3,857,500	\$3,093,500	\$649,000	\$200,000	\$8,700,000
Total Allocated and Pending				\$900,000	\$2,301,645	\$1,243,500	\$449,000	\$0	\$4,894,145
Total Unallocated				\$0	\$1,555,855	\$1,850,000	\$200,000	\$200,000	\$3,805,855
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	\$575	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$3,150,000	\$1,492,500	\$449,575	\$575	\$575	\$575
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- 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.
- 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.

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

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
	³ SYPP 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.								
	⁴ SYPP 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 SYPP 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 SYPP 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 SYPP 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 SYPP 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 SYPP 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 SYPP 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.								
	¹¹ SYPP amendment to fund Fulton Street Safety Improvements Study [NTP] (Resolution 2026-XX, 5/19/2026): Neighborhood Program (NTP) Project Placeholder: Reduced \$1,904,855 to \$1,455,855 in FY2024/25 Fulton Street Safety Improvements Study [NTP]: Added project with \$80,000 for planning, \$31,000 for design, and \$338,000 for construction in FY2026/27.								

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Front St and Sansome St Pavement Renovation
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP AA Expenditure Plans	Prop AA Streets Projects
Current PROP AA Request:	\$1,860,572
Supervisory District	District 03

REQUEST

Brief Project Description

The Prop AA funds requested will fund demolition and pavement renovation of 21 blocks, construction and retrofit of approximately 34 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits on Front St, Sansome St, Halleck St, Montgomery St and Trenton St in District 3.

Detailed Scope, Project Benefits and Community Outreach

San Francisco Public Works (SFPW) inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist SFPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities) and geographic equity.

The requested Prop AA grant will partially fund the paving scope of work which includes demolition, pavement renovation of 21 blocks, new sidewalk construction, construction and retrofit of approximately 34 curb ramps, traffic control, and all related and incidental work within project limits. The average Pavement Condition Index (PCI) score within the project limits is mid 50's. Streets with a PCI between 50 and 69 are considered "at-risk" and are quickly deteriorating and would require larger scale repair work if they are not treated soon. Residential streets make up two-thirds of San Francisco's street network.

Project candidates:

- Front Street from Fremont Street to Pine Street, California Street to Clay Street
- Sansome Street from California Street to Sacramento Street, Washington Street to Chestnut Street
- Halleck Street from Sansome Street to Leidesdorff Street
- Montgomery Street from Jackson Street to Pacific Street
- Trenton Street from Washington Street to end

All candidates shown are subject to substitution and schedule changes pending visual confirmation, utility clearances, and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.

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Project Location

Various locations in District 3

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

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP AA Amount	\$1,860,572.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Front St and Sansome St Pavement Renovation
Primary Sponsor:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2023	Apr-May-Jun	2026
Advertise Construction	Apr-May-Jun	2026		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2026		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2028
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2029

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Front St and Sansome St Pavement Renovation
Primary Sponsor:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-701: Prop AA Streets Projects	\$0	\$1,860,572	\$0	\$1,860,572
SB1 Road Maintenance and Rehabilitation Account	\$0	\$2,639,428	\$0	\$2,639,428
Phases In Current Request Total:	\$0	\$4,500,000	\$0	\$4,500,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	\$0	\$1,860,572	\$0	\$1,860,572
CA Highway User Tax Account	\$0	\$0	\$450,000	\$450,000
SB1 Road Maintenance and Rehabilitation Account	\$0	\$2,639,428	\$0	\$2,639,428
Funding Plan for Entire Project Total:	\$0	\$4,500,000	\$450,000	\$4,950,000

COST SUMMARY

Phase	Total Cost	PROP AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$450,000		Actuals and engineer's estimate to complete
Construction	\$4,500,000	\$1,860,572	Engineer's estimate
Operations	\$0		
Total:	\$4,950,000	\$1,860,572	

% Complete of Design:	95.0%
As of Date:	04/15/2026
Expected Useful Life:	20 Years

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

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	% of contract	SFPW	Contractor
1. Contract				
Traffic Control/ Pavement Markings	\$ 330,000			\$ 330,000
Planing	\$ 240,000			\$ 240,000
Asphalt Concrete	\$ 790,000			\$ 790,000
Concrete Base/Pavement	\$ 1,400,000			\$ 1,400,000
Concrete Sidewalk/Curb	\$ 350,000			\$ 350,000
Pull Box/Adjust Manhole	\$ 40,000			\$ 40,000
Hydrant and Watermain Valve Box	\$ 15,000			\$ 15,000
Mobilization/Demobilization	\$ 160,000			\$ 160,000
Subtotal	\$ 3,325,000			\$ 3,325,000
2. Construction Management/Support	\$ 842,500	25%	\$ 842,500	
3. Contingency	\$ 332,500.00	10%		
TOTAL CONSTRUCTION PHASE	\$ 4,500,000		\$ 842,500	\$ 3,325,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Front St and Sansome St Pavement Renovation
Primary Sponsor:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP AA Requested:	\$1,860,572	Total PROP AA Recommended	\$1,860,572

SGA Project Number:		Name:	Front St and Sansome St Pavement Renovation
Sponsor:	Department of Public Works	Expiration Date:	09/30/2029
Phase:	Construction	Fundshare:	41.35%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	FY2028/29	Total
PROP AA EP-701	\$500,000	\$1,200,000	\$160,572	\$1,860,572

Deliverables

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

2. With the first QPR (July 2026) SFPW shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop AA attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

Special Conditions

1. The Transportation Authority will not reimburse SFPW for the construction phase until Transportation Authority staff releases the funds (\$1,860,572) pending receipt of evidence of completion of design (e.g. copy of certifications page).

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	58.65%	No TNC TAX	No PROP L
Actual Leveraging - This Project	62.41%	No TNC TAX	No PROP L

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Front St and Sansome St Pavement Renovation
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP AA Request:	\$1,860,572
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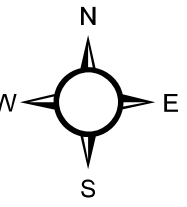
1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
JLY

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Edmund Lee	Victoria Chan
Title:	Project Manager	Budget Manager
Phone:	555-5555	(415) 205-6316
Email:	edmund.lee@sfdpw.org	victoria.w.chan@sfdpw.org

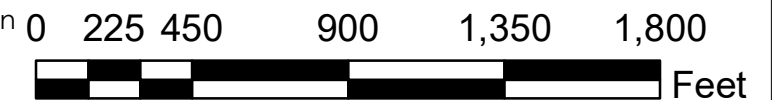
Front St and Sansome St Pavement Renovation



Legend

█ Project Block

Created April 2026



NOTES:

All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.