



Memorandum

AGENDA ITEM 5

DATE: May 28, 2026
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director of Policy & Programming
SUBJECT: 6/9/2026 Board Meeting: Allocate \$22,651,000 in Prop L Funds and Allocate \$1,860,572 in Prop AA Funds, with Conditions, for Ten Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$19,367,000 in Prop L funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. Mission Street SoMa Transit Improvements (\$700,000) 2. Cable Car Barn Rehabilitation - Electrical System Upgrade (\$3,496,000) 3. Paratransit (\$14,329,000) 4. Inner Sunset Bike Connection (\$150,000) 5. Safe Routes to School Non-Infrastructure (\$243,000) 6. Fulton Street Safety Improvements [NTP] (\$449,000) <p>Allocate \$3,200,000 in Prop L funds, with conditions, to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> 7. Geary Boulevard Improvements Phase 2 (\$1,800,000) 8. Mission SoMa Improvements and Pavement Renovation (\$1,400,000) <p>Allocate \$84,000 in Prop L funds, with conditions, to Treasure Island Mobility Management Agency (TIMMA) for:</p> <ol style="list-style-type: none"> 9. Treasure Island On-Island Shuttle Start-Up Phase 1 <p>Allocate \$1,860,572 in Prop AA funds, with conditions, to SFPW for:</p> <ol style="list-style-type: none"> 10. Front St and Sansome Pavement Renovation 	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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SUMMARY

Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.

DISCUSSION

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

FINANCIAL IMPACT

The recommended action would allocate \$22,651,000 in Prop L funds and \$1,860,572 in Prop AA funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the Prop L Fiscal Year 2026/27 allocations approved to date, with associated annual cash flow commitments as well as the recommended allocations and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Transportation Authority's proposed Fiscal Year 2026/27 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The CAC considered this item at its May 27, 2026, meeting and adopted a motion of support for all the projects as recommended by staff except for the SFMTA's Inner Sunset Bike Connection request, which would implement two of the



recommendations from the Inner Sunset Transportation Study, which is the subject of a separate request on this same agenda. The CAC approved a motion to amend the Inner Sunset Bike Connection request to advance only the feasibility study to examine opportunities to provide a comfortable bike connection in the study area bounded by 5th Avenue, Kirkham Street, 7th Avenue, and Lincoln Way and not to advance portion of the scope that would design and implement Class II bicycle facilities on 7th Avenue between Lincoln Way and Judah Street on a vote of six ayes, two nays, and one abstention. CAC member comments generally reflected the sentiment that the Class II bicycle facilities would not go far enough to provide safe and comfortable facilities. The CAC approved the amended motion on a vote of nine ayes.

We and SFMTA appreciate the CAC's input, which reflects some of the feedback the project team heard during outreach. We are maintaining the staff recommendation to allocate funds as requested by SFMTA to advance both the 7th Avenue bicycle improvements and the feasibility study which we see as a 'yes, and' approach that can deliver near-term improvements while concurrently working with the community to explore other opportunities and deliver a preferred conceptual design and recommendation for their implementation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L Allocations Summary - FY26/27
- Attachment 5 - Resolution
- Enclosure - Allocation Request Forms (10)

Attachment 1: Summary of Requests Received

Source	EP Line No./Program ¹	Project Sponsor ²	Project Name	Current Prop L Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	1	SFMTA	Mission Street SoMa Transit Improvements	\$ 700,000		\$ 6,291,871	90%	89%	Construction	6
Prop L	6	SFMTA	Cable Car Barn Rehabilitation - Electrical System Upgrade	\$ 3,496,000		\$ 5,496,000	90%	36%	Design	Citywide
Prop L	14	SFMTA	Paratransit	\$ 14,329,000		\$ 31,162,769	81%	54%	Operations	Citywide
Prop L	15	SFPW	Geary Boulevard Pavement Renovation Phase 2	\$ 1,800,000		\$ 4,200,000	95%	57%	Construction	1, 2
Prop L	15	SFPW	Mission SoMa Improvements and Pavement Renovation	\$ 1,400,000		\$ 4,100,000	95%	66%	Construction	6
Prop L	18	SFMTA	Inner Sunset Bike Connection	\$ 150,000		\$ 150,000	83%	0%	Planning, Design	7
Prop L	18	SFMTA	Safe Routes to School Non-Infrastructure	\$ 243,000		\$ 2,013,500	83%	88%	Construction	Citywide
Prop L	24	TIMMA	Treasure Island On-Island Shuttle Start-Up Phase 1	\$ 84,000		\$ 168,000	87%	50%	Planning	6
Prop L	25	SFMTA	Fulton Street Safety Improvements [NTP]	\$ 449,000		\$ 449,000	78%	0%	Planning, Design, Construction	1
Prop AA	Streets	SFPW	Front St and Sansome St Pavement Renovation		\$ 1,860,572	\$ 4,500,000	NA	59%	Construction	3
TOTAL				\$ 22,651,000	\$ 1,860,572	\$ 58,531,140				

Footnotes

¹ "EP Line No./Program" is the Prop L or Prop AA Expenditure Plan line number referenced in the Prop L Strategic Plan (e.g. Muni Reliability and Efficiency Improvements, Muni Maintenance, Paratransit, Street Resurfacing, Rehabilitation, and Maintenance, Safer and Complete Streets, Transportation Demand Management, and Neighborhood Transportation Program) or Prop AA Strategic Plan (e.g. Street Repair and Construction).

² Acronyms: SFMTA (San Francisco Municipal Transportation Agency), SFPW (San Francisco Public Works), and TIMMA (Treasure Island Mobility Management Agency).

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

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

Attachment 2: Brief Project Descriptions¹

EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Requested	Prop AA Funds Requested	Project Description
1	SFMTA	Mission Street SoMa Transit Improvements	\$700,000		This 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. Requested funds are for construction of improvements including colorization of transit lanes, a transit bulb, transit signals, fiber network connections, and bus pad updates to reduce delay on Muni Routes 14 and 14R and on Golden Gate Transit and SamTrans routes that operate on Mission. SFPW will administer the construction contract for the larger Mission SoMa Improvements project which includes the scope of SFPW's concurrent request for \$1,400,000 in Prop L funds for the paving scope. The entire project is expected to be open for use in mid-2029.
6	SFMTA	Cable Car Barn Rehabilitation - Electrical System Upgrade	\$3,496,000		Requested funds will support design of upgrades to the Cable Car Barn's 12kV electrical power system, including a new Main Electrical Room and replacing obsolete equipment that is currently operating past the end of its useful life. This work is essential to safeguarding operations of the Cable Car Barn and fleet from electrical system failure. 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 Cable Car Barn Rehabilitation Project, including the electrical system upgrade and other capital improvements. SFMTA anticipates completing the environmental studies phase in 2027, and the design of the electrical system upgrade can begin while this work is underway. The project is expected to be open for use by June 2032, subject to funding availability.
14	SFMTA	Paratransit	\$14,329,000		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 Fiscal Year 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. On May 19, the Board approved \$2.8 million in State Transit Assistance Block Grant funds for the Fiscal Year 2026/27 Paratransit Budget.
15	SFPW	Geary Boulevard Pavement Renovation Phase 2	\$1,800,000		This request will fund the 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 Boulevard to 32nd Avenue. SFPUC is currently leading a utility contract to replace the aging sewer and water infrastructure in the project area. 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. SFPW expects the project will be open for use by December 2028.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Requested	Prop AA Funds Requested	Project Description
15	SFPW	Mission SoMa Improvements and Pavement Renovation	\$1,400,000		<p>Requested funds will be used for the paving portion of the Mission SoMa Improvements project, in coordination with SFMTA. The scope of this request includes demolition and pavement renovation of 17 blocks, 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 4th and 11th, and on 4th Street from Mission to Howard. SFPW will administer the construction contract for the larger Mission SoMa Improvements project which includes the a portion of the scope of SFMTA's concurrent request for \$700,000 in Prop L funds for transit improvements, as well as SFPUC sewer work. The entire project is expected to be open for use in mid-2029.</p>
18	SFMTA	Inner Sunset Bike Connection	\$150,000		<p>Requested funds will be used to advance two of the recommendations in the SFCTA's Inner Sunset Transportation Study (Study), which is the subject of a separate item on this meeting's agenda. The Study recommends implementation of a painted bike lane on 7th Avenue between Lincoln Way and Judah Street, with two design alternatives at the Irving and Judah intersections. This project includes outreach to understand the public's interests and circulation needs, final design, and construction (with Prop B General Funds) of the bike facility.</p> <p>Additionally, this project includes a feasibility study of the best long-term options for a low-stress bicycle route between 7th Avenue and Lawton and Golden Gate Park, as recommended in the Study. SFMTA will conduct outreach and planning to explore specific routes and facilities, and produce a final memo that will identify opportunities and tradeoffs for alternatives, a conceptual plan for the preferred option, as well as a funding and implementation plan for next steps.</p> <p>The 7th Avenue bike lanes are expected to open for use by December 2027 and the feasibility study is expected to be completed by Spring 2028.</p>
18	SFMTA	Safe Routes to School Non-Infrastructure	\$243,000		<p>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 required local matching funds to the final year of the federal One Bay Area Grant Cycle 3 for Fiscal Year 2026/27.</p>

Attachment 2: Brief Project Descriptions¹

EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Requested	Prop AA Funds Requested	Project Description
24	TIMMA	Treasure Island On-Island Shuttle Start-Up Phase 1	\$84,000		<p>Requested funds will support planning for start-up and evaluation of a new on-demand Treasure Island shuttle, as recommended in the Transportation Authority's Treasure Island Supplemental Transportation Study. The shuttle will be supplement existing Muni service to enhance mobility around the islands, including service to areas not covered by Muni and providing first/last mile connections to the ferry terminal and Muni bus stops. Tasks include service design, outreach, and an evaluation plan.</p> <p>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 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. TIMMA anticipates completing Phase 1 by March 2027, prior to the start of shuttle operation in mid-2027. Operation of the shuttle service will be funded by the Treasure Island developer's operating subsidy, and in the future, by revenues from the congestion pricing system.</p>
25	SFMTA	Fulton Street Safety Improvements [NTP]	\$449,000		<p>Neighborhood Program funds will be used to advance recommendations from the Transportation Authority's District 1 Multimodal Transportation Study to improve pedestrian safety on Fulton Street. SFMTA is proposing potential improvements at 40th Avenue, 20th Avenue, and 12th Avenue/Funston Avenue, including "side islands" which are a quick-build form of a pedestrian bulbout that prevents parking in a daylight area of the curb, crosswalk upgrades, Rectangular Rapid Flashing Beacons, and other elements to improve pedestrian visibility to drivers. This request will provide funding for planning, including site evaluations and public outreach to confirm the feasibility of implementing the proposed scope at the three intersections, followed by design and construction of the final recommended measures. The project is expected to be open for use by March 2028.</p>
Streets	SFPW	Front St and Sansome St Pavement Renovation		\$1,860,572	<p>The Prop AA funds requested will fund the paving scope of work which includes 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 the project's limits (shown in the enclosed allocation request form) on Front, Sansome, Halleck, Montgomery and Trenton streets. The project is expected to be open for use by September 2028.</p>

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Recommended	Prop AA Funds Recommended	Recommendations
1	SFMTA	Mission Street SoMa Transit Improvements	\$ 700,000		<p>Special conditions: The recommended allocation is contingent upon amendment of the Muni Reliability and Efficiency 5YPP to add the subject project with funds deobligated from the project's design phase. The design phase was completed at a lower cost than originally anticipated and funded by non-Prop L sources. See attached 5YPP amendment for details.</p> <p>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).</p>
6	SFMTA	Cable Car Barn Rehabilitation - Electrical System Upgrade	\$ 3,496,000		<p>Note: 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.</p>
14	SFMTA	Paratransit	\$ 14,329,000		<p>Special condition: 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.</p>
15	SFPW	Geary Boulevard Pavement Renovation Phase 2	\$ 1,800,000		<p>Special condition: 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).</p>
15	SFPW	Mission SoMa Improvements and Pavement Renovation	\$ 1,400,000		<p>Special condition: 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).</p>

Attachment 3: Staff Recommendations¹

EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Recommended	Prop AA Funds Recommended	Recommendations
18	SFMTA	Inner Sunset Bike Connection	\$ 150,000		<p>Special conditions: The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5YPP to add the subject project with funds reprogrammed from the 7th Ave Bikeway project. See enclosed 5YPP amendment for details.</p> <p>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 bicycle facilities in the project area, and the design phase of near-term improvements for the 7th Avenue Bicycle Lanes.</p>
18	SFMTA	Safe Routes to School Non-Infrastructure	\$ 243,000		
24	TIMMA	Treasure Island On-Island Shuttle Start-Up Phase 1	\$ 84,000		<p>Special condition: The recommended allocation is conditioned upon amendment of the Transportation Demand Program (TDM) 5YPP to add the subject project with funds from the TDM Strategic Plan Implementation placeholder. The placeholder was created 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. In the absence of TDM Strategic Plan recommendations, the 5YPP allows these placeholder funds to be allocated to projects that score well against the 5YPP prioritization criteria for the Prop L TDM Program, such as project readiness, supporting mode shift and/or time shift, and demonstrated cost effectiveness. See enclosed allocation request and 5YPP amendment for details.</p>

Attachment 3: Staff Recommendations¹

EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Recommended	Prop AA Funds Recommended	Recommendations
25	SFMTA	Fulton Street Safety Improvements [NTP]	\$ 449,000		<p>Special conditions: The recommended allocation is contingent upon amendment of the Neighborhood Transportation Program 5YPP to add the subject project with funds from the Neighborhood Transportation Program (NTP) Project Placeholder. See enclosed 5YPP amendment for details.</p> <p>The Transportation Authority will not reimburse SFMTA for design phase expenses (\$31,000) or construction phase expenses (\$338,000) until Transportation Authority staff releases the funds pending receipt of a list of improvements by location and improvement type, reflecting input from the District 1 Supervisor.</p> <p>Recommendation is for a multi-phase allocation for this Neighborhood Program project given the relatively short duration of the planning phase (approximately 9 months) and design phase (approximately 3 months).</p>
Streets	SFPW	Front St and Sansome St Pavement Renovation		\$ 1,860,572	<p>Special condition: 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).</p>
TOTAL			\$ 22,651,000	\$ 1,860,572	

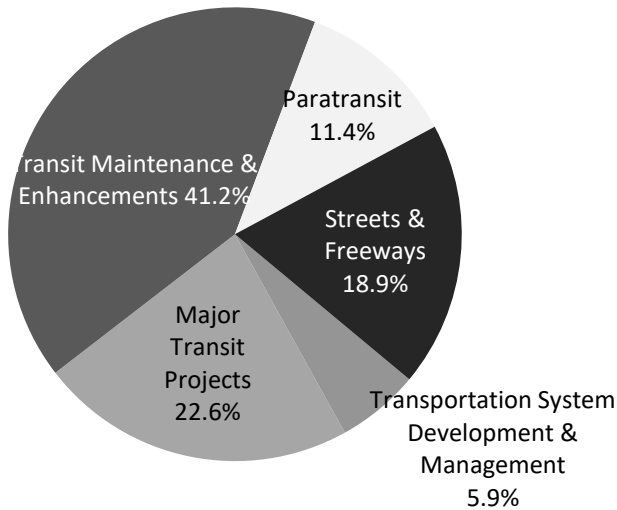
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop L and AA Summaries - FY2026/27**

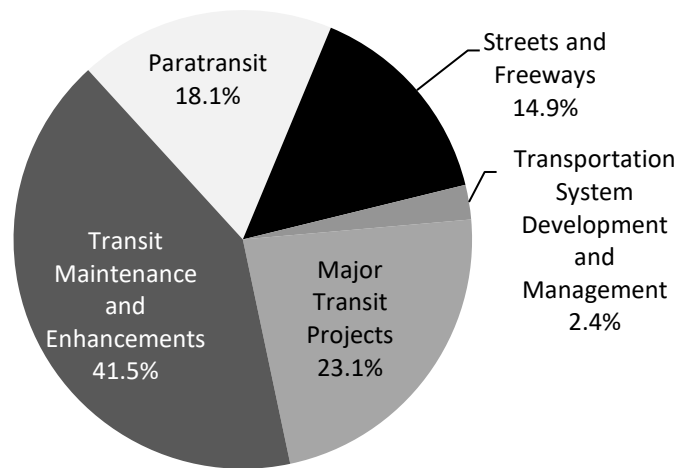
PROP L SALES TAX						
FY 2026/27	Total	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY2030/31
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 22,651,000	\$ 12,414,000	\$ 8,837,000	\$ 1,400,000	\$ -	\$ -
New Total Allocations	\$ 22,651,000	\$ 12,414,000	\$ 8,837,000	\$ 1,400,000	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2026/27 allocations approved to date, along with the current recommended allocations.

Prop L Expenditure Plan



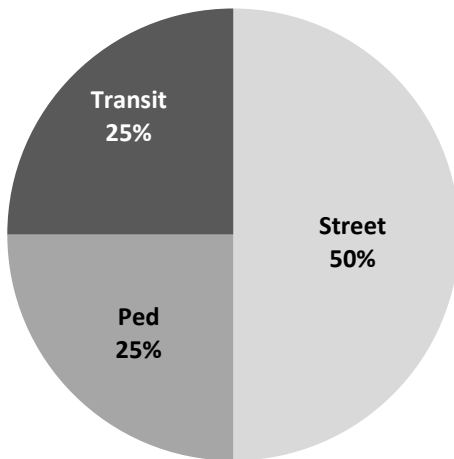
Prop L Investments To Date (Including Pending Allocations)



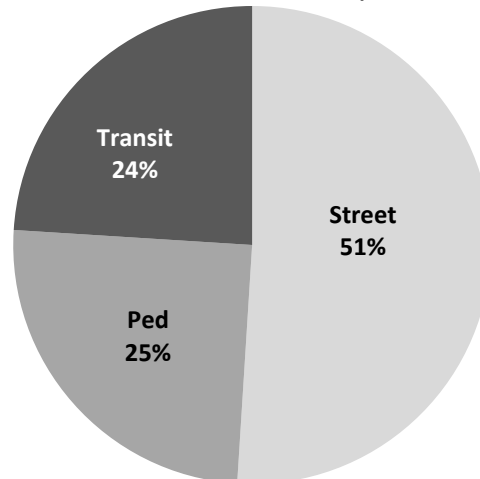
PROP AA VEHICLE REGISTRATION FEE						
FY 2026/27	Total	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY2030/31
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 1,860,572	\$ 500,000	\$ 1,200,000	\$ 160,572	\$ -	\$ -
New Total Allocations	\$ 1,860,572	\$ 500,000	\$ 1,200,000	\$ 160,572	\$ -	\$ -

The above table shows total cash flow for all FY 2026/27 allocations approved to date, along with the current recommended allocations.

Prop AA Expenditure Plan



Prop AA Investments To Date (Including Pending Allocations)



ATTACHMENT 5



**San Francisco
County Transportation
Authority**

BD060926

RESOLUTION NO. 26-XX

RESOLUTION ALLOCATING \$22,651,000 IN PROP L FUNDS, WITH CONDITIONS, AND \$1,860,572 IN PROP AA FUNDS FOR TEN REQUESTS

WHEREAS, The Transportation Authority received ten requests for a total of \$22,651,000 in Prop L transportation sales tax funds and \$1,860,572 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop L Expenditure Plan programs: Muni Reliability and Efficiency Improvements, Muni Maintenance; Paratransit; Street Resurfacing, Rehabilitation, and Maintenance; Safer and Complete Streets; Transportation Demand Management; and Neighborhood Transportation Program; and from the Street Repair and Construction category of the Prop AA Expenditure Plan; and

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

WHEREAS, Five of the nine Prop L requests are consistent with the relevant 5YPPs; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA) request for the Mission SOMA Transit Improvements project requires amendment of the Prop L Muni Reliability and Efficiency Improvements 5YPP to add the subject project with funds deobligated from the project's design phase allocation, as detailed in the enclosed allocation request form; and

WHEREAS, The SFMTA's request for the Inner Sunset Bike Connection project requires amendment of the Prop L Safer and Complete Streets 5YPP to add the subject project with funds reprogrammed from the 7th Ave Bikeway project, as detailed in the enclosed allocation request form; and



WHEREAS, The Treasure Island Mobility Management Agency's (TIMMA) request for the Treasure Island On-Island Shuttle Start-Up project requires amendment of the Prop L Transportation Demand Management (TDM) 5YPP to add the subject project with funds from the TDM Strategic Plan Implementation placeholder, as detailed in the enclosed allocation request form; and

WHEREAS, The SFMTA's request for the Fulton Street Safety Improvements [NTP] project requires amendment of the Prop L Neighborhood Transportation Program 5YPP to add the subject project with funds from the Neighborhood Transportation Program (NTP) Project Placeholder, as detailed in the enclosed allocation request form; and

WHEREAS, The Prop AA request is consistent with the relevant 5YPP; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$22,651,000 in Prop L funds, with conditions, and \$1,860,572 in Prop AA funds, for ten requests, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop L and Prop AA allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's proposed Fiscal Year 2026/27 budget to cover the proposed actions; and

WHEREAS, At its May 27, 2026, meeting, the Community Advisory Committee (CAC) was briefed on the subject requests and adopted a motion of support to approve nine of the ten requests as recommended by staff, severing the SFMTA's Inner Sunset Bike Connection request to act on that separately; and

WHEREAS, The proposed Inner Sunset Bike Connection project includes funding for design and implementation of Class II bicycle facilities on 7th Avenue between Lincoln Way and Judah Street and a for a feasibility study to examine



opportunities to provide a comfortable bike connection in the study area bounded by 5th Avenue, Kirkham Street, 7th Avenue, and Lincoln Way, which are a near-term and mid-term recommendation, respectively, from the Inner Sunset Transportation Study; and

WHEREAS, Following discussion at the CAC meeting where some members expressed sentiments that the 7th Avenue bike lanes would not go far enough to provide safe and comfortable facilities, the CAC approved an amended motion of support for the Inner Sunset Bike Connection project that would only advance the feasibility study portion of the scope and drop the 7th Avenue bike lanes design and implementation scope; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop L Muni Reliability and Efficiency Improvements, Safer and Complete Streets, Transportation Demand Management, and Neighborhood Transportation Program 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$22,651,000 in Prop L funds, with conditions, and \$1,860,572 in Prop AA funds for ten requests as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop L Expenditure Plan, the Prop L Strategic Plan, the relevant 5YPPs, and the 2022 Prop AA Strategic Plan and 5-Year Project List; and be it further

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



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

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

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

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

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop L Allocation Summaries - FY 2026/27

Enclosure - Allocation Request Forms (10)