



Memorandum

AGENDA ITEM 8

DATE: May 28, 2026

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director of Policy & Programming

SUBJECT: 6/9/2026 Board Meeting: Allocate \$180,800 in Prop L Funds, with Conditions, to the San Francisco Municipal Transportation Agency and Appropriate \$49,900 in Prop L Funds, with Conditions, for the Central Subway North Beach Extension Study

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Allocate \$180,800 in Prop L funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for the Central Subway North Beach Extension Study (Study) • Allocate \$180,800 in Prop L funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for the Central Subway North Beach Extension Study (Study) • Appropriate \$49,900 in Prop L funds, with conditions, for the Study <p>SUMMARY</p> <p>In 2016, the Transportation Authority allocated \$540,000 in Prop K sales tax funds to the SFMTA's T-Third Phase 3 Feasibility Study to determine the feasibility of an extension of light rail transit service from Chinatown to North Beach and the Fisherman's Wharf area in San Francisco. After starting work on the study, the project team determined that the public would be better served by a more focused study on a North Beach extension. SFMTA has requested an amendment to the Prop K grant to use about \$370,000 in remaining funds for the subject Central Subway North Beach Extension Study</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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<p>(Study) and concurrent allocation of \$180,800 in Prop L sales tax funds to fully fund the revised scope of work. We are also requesting \$49,900 in Prop L sales tax funds to fund Transportation Authority support (ridership forecasting and planning) and oversight. The Study will aid decisionmakers by providing cost information and strategic considerations to inform a potential path forward on the next phase for the Central Subway. SFMTA anticipates completing the final report in May 2028 and would provide an informational update to the Board and Community Advisory Committee.</p>	
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DISCUSSION

Attachment 1 summarizes the subject request, 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 a brief project description. Attachment 3 summarizes the staff recommendations for this request, highlighting special conditions and other items of interest. An Allocation Request Form for the project is attached, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

Other Major Transit Expansion Projects and Prioritization. The Central Subway Extension is one of five major rail and transit enhancements identified in the ConnectSF Transit Strategy (2021) and the 2050 San Francisco Transportation Plan (2022), San Francisco’s long-range planning document for the transportation system. Each project will require substantial funding to advance from concept to final construction and delivery. At this point in project development, responsible agencies have the capacity to advance initial planning for multiple efforts in parallel. For example, in a separate item on this agenda, the Board will consider adoption of the Geary/19th Ave Subway and Regional Connections Study Final Report. Through that effort, the partner agencies (Transportation Authority, with SFMTA and the Planning Department) have undertaken initial planning for the subway and prepared for subsequent phases of project development including prioritizing Alternatives Analysis tasks as a next phase of work.

While the ConnectSF Transit Strategy and 2050 SFTP laid out the initial concept for each project, these plans did not prioritize the order in which major expansion projects should advance or be implemented. Project prioritization is planned to be considered through the next major update to the San Francisco Transportation Plan,



SFTP 2060, which is anticipated to kick off in 2027. This plan will use updated information about each project's performance, as well as other effectiveness and readiness criteria, including public and policy support along with local and regional financial commitment, to make recommendations regarding how San Francisco's full vision for long-range transit and rail expansion should advance.

FINANCIAL IMPACT

The recommended action would amend the Prop K SGA (116-910014) for the T-Third Phase 3 Feasibility Study to allow approximately \$370,000 in Prop K funds to be used for the Central Subway North Beach Extension Study. There is no impact on the proposed Fiscal Year 2026/27 budget since these funds were previously allocated and sufficient funds are included in the budget to accommodate the recommended action.

The recommended action would also allocate and appropriate a total of \$230,700 in Prop L funds. The allocation and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Form. There are sufficient funds in the proposed Fiscal Year 2026/27 budget to accommodate the recommended allocation and the recommended appropriation would be incorporated into the Fiscal Year 2026/27 budget amendment.

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

CAC POSITION

The CAC considered this item at its May 27, 2026 meeting and adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Request
- Attachment 2 - Project Description
- Attachment 3 - Staff Recommendation
- Attachment 4 - Prop L Allocations Summary - FY26/27
- Attachment 5 - Allocation Request Form
- Attachment 6 - Resolution

Attachment 1: Summary of Requests Received

Source	EP Line No./ Program ¹	Project Sponsor ²	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	13	SFMTA, SFCTA	Central Subway North Beach Extension Study	\$ 230,700	\$ 650,700	73%	8%	Planning	Citywide
TOTAL				\$ 230,700	\$ 650,700				

Footnotes

¹

"EP Line No./Program" is the Prop L Expenditure Plan line number referenced in the Prop L Strategic Plan (e.g. Next Generation Transit Investments).

²

Acronyms: SFCTA (San Francisco County Transportation Authority) and SFMTA (San Francisco Municipal Transportation Agency).

³

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

⁴

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

Attachment 2: Brief Project Descriptions¹

EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
13	SFMTA, SFCTA	Central Subway North Beach Extension Study	\$230,700	<p>SFMTA has requested \$180,800 to study an extension of light rail transit service from Chinatown to North Beach and a concurrent amendment to the Prop K-funded T-Third Phase 3 Feasibility Study to allow SFMTA to use approximately \$370,000 in remaining Prop K funds to fully fund the proposed study. The study will provide a range of potential costs for a station, including information about how station design and construction methods may affect costs, and will determine how a North Beach extension would affect the costs and feasibility of further extension. This request also includes \$49,900 for SFCTA staff to provide project support (forecasting and planning) and oversight of the study. This study will benefit decisionmakers by providing cost information and strategic considerations for a potential path forward on the next phase for the Central Subway. The final report is anticipated to be presented to the Board for approval by May 2028.</p>

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
13	SFMTA, SFCTA	Central Subway North Beach Extension Study	\$ 230,700	<p>Special condition: The recommended allocation is contingent upon amendment of the Next Generation Transit Investments 5YPP to add the subject project with funds from the ConnectSF and SFTP Follow-on Studies Placeholder. See attached 5YPP amendment for details.</p> <p>Special condition: The recommendation is contingent upon an amendment to the Prop K T-Third Phase 3 Feasibility Study (SGA 116-910014) to update the scope, schedule, cost, and funding plan to allow SFMTA to use approximately \$370,000 in remaining Prop K funds for the Central Subway North Beach Extension Study. See attached allocation request form for details.</p> <p>Deliverable: Upon completion, SFMTA shall provide an informational update to the Transportation Authority CAC and Board.</p>
TOTAL			\$ 230,700	

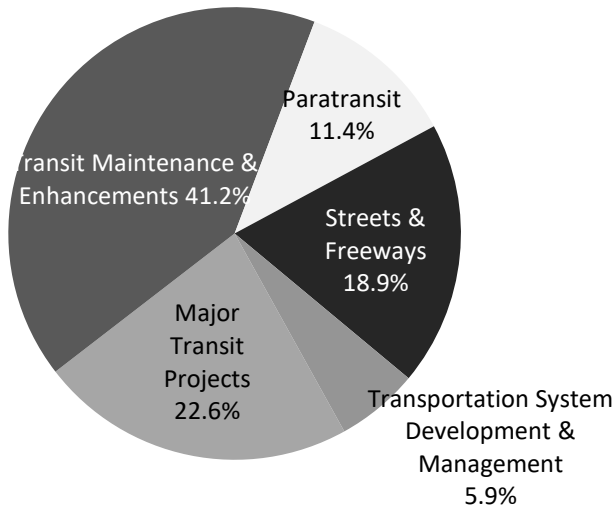
¹ See Attachment 1 for footnotes.

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

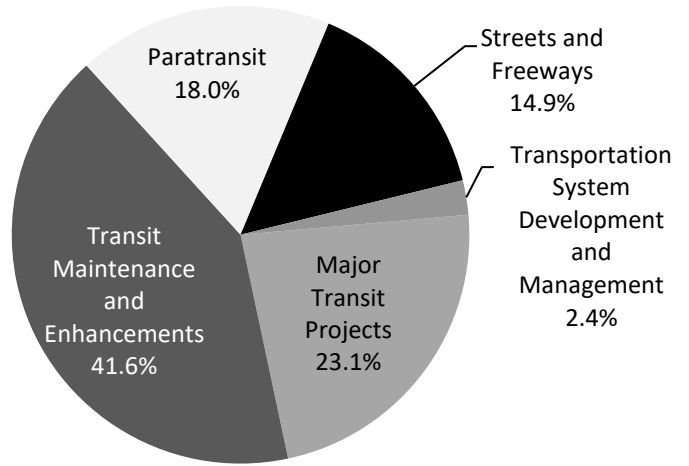
PROP L SALES TAX						
FY 2026/27	Total	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY2030/31
Prior Allocations	\$ 22,651,000	\$ 12,414,000	\$ 8,837,000	\$ 1,400,000	\$ -	\$ -
Current Request(s)	\$ 230,700	\$ 25,000	\$ 205,700	\$ -	\$ -	\$ -
New Total Allocations	\$ 22,881,700	\$ 12,439,000	\$ 9,042,700	\$ 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 and appropriation.

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



ATTACHMENT 5
San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Central Subway North Beach Extension Study
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Next Generation Transit Investments
Current PROP L Request:	\$230,700
Supervisory District	Citywide

REQUEST

Brief Project Description

This study will document the benefits and tradeoffs of pursuing a North Beach-only extension versus a longer extension for the Central Subway. SFMTA will develop conceptual engineering for a North-Beach only extension, estimate system and station type costs, and compare a North Beach-only extension versus a longer extension. This request will also fund SFCTA support (forecasting and planning) and oversight of the study. This study will benefit decisionmakers by providing cost information and strategic considerations for a potential path forward on the next phase for the Central Subway.

Detailed Scope, Project Benefits and Community Outreach

See attached.

Project Location

Stockton & Washington to Stockton & Columbus, Stockton & Columbus to Washington Sq.; plus an area of approximately one block radius around Washington Sq.

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	\$750,000.00

Justification for Necessary Amendment

This request includes an amendment to the Next Generation Transit Investments 5-Year Prioritization Program to add the subject project with funds from the ConnectSF and SFTP Follow-on Studies Placeholder. The Central Subway Extension is a recommendation of the ConnectSF Transit Strategy and SFTP 2050.

Central Subway North Beach Extension Study – SFMTA Scope

Background & Past Public Engagement

North Beach has been under consideration for significant transit expansion since the Four Corridors Plan (1994) recommended the “North Beach corridor” as one of four priority areas for future transportation investment. While the construction of the Central Subway was underway, the T Third Phase 3 Concept Study (2014) explored a future potential expansion beyond Chinatown. The study conducted a technical feasibility analysis of various North Beach and Fisherman’s Wharf alignments and stations and concluded that most were feasible. Most recently, the Central Subway Extension Alternatives Study (2018) sought to further develop T Third extension alternatives, including potential North Beach and Fisherman’s Wharf stations as well as potential alignment and station location options in District 2, with community input. This outreach culminated in [documented key community priorities for an extension](#). The project was put on hold due to the pandemic and subsequent fiscal austerity measures.

In January 2026, District 3 Supervisor Danny Sauter convened a hearing on a variety of topics related to the T Third line and a potential Central Subway Extension. During the hearing, many public commenters expressed support for a Central Subway Extension, including many interested in a next phase to North Beach to make use of the existing tunnel as an interim phase.

Amendment Justification

In December 2016, the Transportation Authority allocated \$540,000 in Prop K sales tax funds towards the T-Third Phase 3 Feasibility Study (SGA 116-910014) to study the feasibility of an extension of light rail transit service from Chinatown to North Beach and the Fisherman's Wharf area in San Francisco. After starting work on the larger extension study, the project team determined that the public would be better served by a more focused study on a North Beach extension for several reasons. First, as many stakeholders have identified, a key component of the necessary infrastructure for a North Beach extension is already in place through the existing tunnel. Second, with the limited availability of funding for major railway expansion at present, an extension to a single station in the North Beach Area rather than extending to several stations in the vicinity of Fisherman’s Wharf, Van Ness and beyond – as scoped in SGA 116-910014 - makes near-term growth of the T Third Street line potentially more feasible. Third, with costs continuing

to rise, the study might find that expanding the Central Subway in piecemeal fashion as funding becomes available may prove to be most cost-effective. Most importantly, the SFMTA needs to study the benefits and tradeoffs of a one-station extension to North Beach or a larger extension to answer the important questions asked about building a station at North Beach near the current tunnel alignment.

SFMTA therefore now requests that the previously approved deliverables for grant 116-910014 be canceled and the grant be amended so that the remaining balance of \$369,294.85 can be used for the scope of the current request, namely a feasibility study for an extension of the Central Subway to North Beach.

The approximately \$170,000 in funds already expended under SGA 116-910014 were primarily used to conduct outreach about potential extension alignments and station locations. The results of that outreach are summarized in the following blog post: <https://www.sfmta.com/blog/results-are-how-should-we-explore-extending-central-subway>. The rescope study (funded through this allocation request) focuses only on the technical elements of a North Beach extension. However, the previously-performed outreach funded through SGA 116-910014 will still be valuable for future alternatives development of the extension, regardless of phasing.

Project benefits

Extension of the Central Subway to North Beach would provide rapid transit service to a dense residential and commercial neighborhood. It would connect North Beach with Union Square, Market Street, SoMa, Mission Bay and the Bayview, including regional connections to BART and Caltrain. Pursuing this extension separately from further extension has the potential to deliver service to North Beach sooner than otherwise possible.

By analyzing a possible North Beach station, this project will provide additional clarity and position the agency for future decisions about a potential Central Subway extension. The study will provide a range of potential costs for a station, including information about how station design and construction methods may affect costs, and will determine how a North Beach extension would affect the costs and feasibility of further extension. This will provide crucial background for future policy decision-making.

SFMTA Tasks and Deliverables

Task Outline

1. Project management
2. Internal and interagency coordination and communication
3. Conceptual engineering, design and cost estimate for a North Beach-only extension phase
4. Comparative analysis of a 3 phase (build North Beach station along with additional new stations/tunnel) vs 4 phase (first build North Beach station and begin operation, then build additional new stations/tunnel) extension approach
5. Next steps

Scoped Tasks

1. Project management

June 2026 to May 2028

This task covers ongoing project management including the management of scope, schedule and budget, convening internal meetings and directing consultant professional services anticipated to support some of this scope of work. This task also covers project accounting, including the submission of regular invoices and progress reporting.

Deliverables: Regular project reporting and invoices, consultant task order

2. Internal and interagency coordination and communication

June 2026 to May 2028

The study requires coordination with a range of agencies as well as stakeholder communication.

Internal coordination: this subtask allows for regular coordination with internal subject matter experts within the SFMTA, such as Engineering, Project Delivery, Transit Operations, Transit Maintenance of Way, among others, providing time for their review and comment on key study inputs and deliverables.

Interagency coordination: this subtask covers coordination with select other

agencies that have a role in long-range transit planning, including the SFCTA and the SF Planning Department. Partner involvement would be tied to deliverables, including the opportunity to review and provide comment on draft versions of the Task 3, 4, and 5 deliverables. Meetings would be held with partner agencies on an as-needed basis.

Stakeholder communication and consultation: this subtask covers limited outreach to inform key stakeholders that the study is being conducted as well as share findings of the study. The specific outreach methods will be determined after the Study launches.

Deliverables: Communications plan; communication materials, such as website update and presentation slides; meeting summaries

3. Conceptual engineering, design and cost estimate for a North Beach-only extension phase

June 2026 to October 2027

This task will entail engineering and high-level design to develop rough cost estimates for an extension of the subway to North Beach-only as a potential next phase. This will include the following technical work:

- Representative conceptual station design for a lower and higher cost station type.
- Conceptual design and costing of systems that would need to be installed in the current tunnel such as track, a potential crossover, OCS, ventilation and train control.
- Conceptual design and costing of the connection of the existing rail line to the extended segment.

This work will be compiled into a technical memo.

Deliverables: Technical memo on North Beach extension, including cost estimate.

4. Comparative analysis of a 3-phase vs 4-phase extension approach

January 2027 to December 2027

This task will assess the benefits, tradeoffs and considerations of extending the T line in two more phases – to North Beach now, then beyond in a later extension – or to build just one more extension, concluding in three phases. In analyzing the phases, the project team will apply the goals of ConnectSF featured in the countywide San Francisco Transportation Plan: Equity, Economic Vitality, Environmental Sustainability, Safety & Livability, and Accountability and Engagement. Potential considerations include the following:

- Constructability implications
- Construction impacts on the community
- Local transit operations
- System performance
- Passenger experience
- Cost, calculated at a rough order of magnitude
- Fundability
- Implementation timing

Deliverables: Technical memo documenting the benefits, tradeoffs and considerations of phasing options

5. Next steps

October 2027 to May 2028

The project team will document its findings in a final report. The final report will document the findings from the prior tasks and provide a roadmap of next steps. It will include cost estimate and feasibility information that can be integrated into future citywide efforts to evaluate and prioritize the next round of transportation investments. The report will also synthesize key findings from the earlier Concept Study to provide a useful reference document for policy-makers and members of the public interested in understanding next steps.

Deliverables: Final report incorporating technical memos from Task 2,3,4

Project map



Central Subway Extension Study

SFCTA Ridership Forecasting and Planning Coordination

SFCTA Scope of Work

Context and Purpose

This scope of work describes SFCTA activities (SFCTA Scope) to support the SFMTA Central Subway Extension Study (Study).

The SFCTA Scope includes the preparation of preliminary ridership forecasts, to aid the evaluation of options in the Study and to prepare for subsequent long-range planning efforts including the next major update of the San Francisco Transportation Plan (SFTP 2060). The SFCTA Scope also provides for SFCTA staff's input into the Study's tasks related to forecasting and planning.

Task A - Ridership Forecasting for Central Subway Extension Options

January 2027-December 2027

Through this Task, the SFCTA Data & Forecasting Division will prepare a limited set of preliminary ridership forecasts utilizing the agency's regional SF-CHAMP travel model. This task corresponds with SFMTA Task 4.

Specific activities for Task A are anticipated as follows:

- Define baseline/no-project assumptions, including planning horizon, land use forecasts, and transportation network assumptions.
- Define "with-project" assumptions for "build" scenarios, including rail alignment, service parameters (e.g., frequency, capacity), and transportation network assumptions.
- Prepare standard and project-specific forecasting outputs, sufficient to support both the Study's performance assessment and standard/SFTP project evaluation frameworks.
- Work collaboratively throughout with the SFMTA Study Team to develop assumptions, review model inputs and outputs, and summarize results.

Task A provides for the preparation of forecasts for up to five "with-project" scenarios.

Deliverables:

- Documentation: Forecasting Methodology and Assumptions
- Forecasting Outputs for up to five "with-project" scenarios

Task B - Planning Coordination and Input

June 2026- May 2028

This Task will support Task A and will support development of the Study to facilitate subsequent long-range planning efforts, namely SFTP 2060. Project-level information prepared through the Study (and through parallel efforts for other projects) will support local and regional prioritization efforts through designated long-range plans. The SFCTA will initiate SFTP 2060, the next major/comprehensive update to San Francisco's countywide transportation plan, in FY 2027/28.

Specific activities for Task B are anticipated as follows:

- SFCTA input to the Study's planning approach, including review/comment on Study methodologies (e.g., evaluation framework), early drafts of Study deliverables, SFCTA staff participation in Study Team workshops, and other mutually agreed approaches for SFCTA's engagement.
- SFCTA review and input of the comparative assessment of Central Subway Extension options prepared through Task #4 of the core Study scope led by SFMTA.

SFCTA will prepare written comments, where appropriate, and meet with SFMTA staff in advance of key milestones in the progression of the Study's technical scope.

Deliverables:

- SFCTA comments on Study planning deliverables

Task C - Project Management and Coordination

June 2026- May 2028

This Task provides for basic project management and coordination, including grant reporting, schedule management, and internal coordination/briefings.

Deliverables:

- Quarterly grant reporting

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Central Subway North Beach Extension Study
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)	Apr-May-Jun	2026	Apr-May-Jun	2028
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2028

SCHEDULE DETAILS

SFMTA Schedule:

SFMTA Task 1: Project management - June 2026 to May 2028

SFMTA Task 2: Internal and interagency coordination and communication - June 2026 to May 2028

SFMTA Task 3: Conceptual engineering, design and cost estimate for a North Beach-only extension phase - June 2026 to October 2027

SFMTA Task 4: Comparative analysis of a 3 phase (build North Beach station along with additional new stations/tunnel) vs 4 phase (first build North Beach station and begin operation, then build additional new stations/tunnel) extension approach - January 2027 to December 2027

SFMTA Task 5: Next steps - October 2027 to May 2028

Because this is primarily a technical study and not a decision-making process, we are planning for limited outreach to inform key stakeholders that the study is being conducted as well as the results of the study. The particular outreach tactics will be determined after the Study launches. No coordination with specific projects identified. No dependencies or relevant funding deadlines.

SFCTA Schedule:

Task A: Ridership Forecasting for Central Subway Extension Options- January 2027 to December 2027 (Same as SFMTA Task 4)

Task B: Planning Coordination and Input- June 2026 to May 2028

Task C: Project Management and Coordination- June 2026 to May 2028

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Central Subway North Beach Extension Study
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-213: Next Generation Transit Investments	\$230,700	\$0	\$0	\$230,700
Prop B	\$0	\$0	\$50,000	\$50,000
Prop K	\$0	\$0	\$370,000	\$370,000
Phases In Current Request Total:	\$230,700	\$0	\$420,000	\$650,700

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$650,700	\$230,700	Staff developed cost estimates
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$650,700	\$230,700	

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

		Task 1: Project management	Task 2: Coordination / Communication	Task 3: North Beach station cost / feasibility	Task 4: Phasing comparative analysis	Task 5: Next steps	Total Hours	Total Cost
Duration		June 2026 to May 2028	June 2026 to May 2028	June 2026 to October 2027	January 2027 to December 2027	October 2027 to May 2028		
Months		24 months	24 months	17 months	12 months	8 months		
	Rate	Hours	Hours	Hours	Hours	Hours		
SFMTA Staff								
5502 Project Manager 1 - Streets	\$ 233	45	20	50	20	16	151	\$ 35,185
5289 Transportation Planner 3 - Streets	\$ 192	170	62	400	120	55	807	\$ 154,716
5288 Transportation Planner 2 - Streets	\$ 165	60	20	175	50	21	326	\$ 53,659
5211 Senior Engineer - CP&C	\$ 380		5	40	20	5	70	\$ 26,566
5241 Engineer - CP&C	\$ 331		5	30	20		55	\$ 18,197
5408 Public Affairs Manager	\$ 202		23				23	\$ 4,638
1314 Public Relations Officer	\$ 176		40				40	\$ 7,039
							0	\$ -
		Hours	275	175	695	230	97	
SFMTA staff subtotal	Cost	\$ 52,953	\$ 35,067	\$ 142,249	\$ 50,104	\$ 19,627	1472	\$ 300,000
Consultants								
Project Manager	\$ 250	15	15	125	20	42	217	\$ 54,250
Senior Engineer	\$ 250	11		320	55	40	426	\$ 106,500
Planner	\$ 150	15	30	320	55	50	470	\$ 70,500
Specialized Engineer (e.g. geotech)	\$ 350		15	150	20		185	\$ 64,750
Project Finance Assistant	\$ 80	50					50	\$ 4,000
							0	\$ -
							0	\$ -
							0	\$ -
							0	\$ -
							0	\$ -
		Hours	91	60	915	150	132	
Consultant subtotal	Cost	\$ 12,750	\$ 13,500	\$ 211,750	\$ 34,000	\$ 28,000	1348	\$ 300,000
Prop K funded SGA 116-910014								Already expended FY 2016/17 to FY 2024/25 \$ 169,140
								Already expended in FY 2025/26 (bills sent recently to be reimbursed) \$ 1,565
Prop B General Fund SGA 116-910014								Already expended FY 2016/17 to FY 2024/25 \$ 74,356
								Already expended in FY 2025/26 \$ 2,058
		Hours	366	235	1610	380	229	
SFMTA + Consultant Subtotal	Cost	\$ 65,703	\$ 48,567	\$ 353,999	\$ 84,104	\$ 47,627		\$ 847,119

MAJOR LINE ITEM BUDGET- SFCTA Planning							
		Deputy Director for Planning	Principal Planner	Principal Modeler	Transportation Modeler		
	Task Hours	\$307.75	\$217.65	\$250.62	\$173.23	Total Hours	Total Cost
	Task A - Ridership Forecasting	10	15	50	75	150	\$31,866
	Task B - Planning Coordination	12	25	15	8	60	\$14,279
	Task C - Project Management		8	8		16	\$3,746
	<i>Hours by SFCTA Staff</i>	22	48	73	83	226	
	Total	\$6,771	\$10,447	\$18,295	\$14,378		\$49,900
DETAILED LABOR COST ESTIMATE- SFCTA							
		Base Hourly Rate	Overhead Multiplier	Fully Burdened			
	Deputy Director for Planning	\$118.88	2.5	\$307.75			
	Principal Planner	\$84.07	2.5	\$217.65			
	Principal Modeler	\$96.81	2.5	\$250.62			
	Transportation Modeler	\$66.91	2.5	\$173.23			

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Central Subway North Beach Extension Study
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$230,700	Total PROP L Recommended	\$230,700

SGA Project Number:		Name:	Central Subway North Beach Extension Study
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2028
Phase:	Planning/Conceptual Engineering	Fundshare:	21.33%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2027/28	Total
PROP L EP-213	\$180,800	\$180,800

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.
2. SFMTA shall include SFCTA in development of the Task 3, 4, and 5 deliverables. After project kickoff and consultant selection, SFMTA and SFCTA staff will identify the appropriate interim deliverables and/or project meetings to provide meaningful opportunity for SFCTA guidance and will report out in quarterly progress reports.
3. Upon completion of Task 4 (anticipated December 2027), SFMTA shall provide technical memo documenting benefits, tradeoffs and considerations of phasing options.
4. Upon completion of Task 2 (anticipated May 2028), SFMTA shall provide communications plan, communication materials such as website update and presentation slides, and meeting summaries.
5. Upon completion of Task 3 (anticipated October 2027), SFMTA shall provide final technical memorandum on North Beach extension.
6. Upon completion of project (anticipated May 2028), SFMTA shall provide an informational update to the Transportation Authority CAC and Board.

Special Conditions

1. The recommended allocation is conditioned upon amendment of the Next Generation Transit Investments 5YPP to add the subject project with funds from the ConnectSF and SFTP Follow-on Studies Placeholder. See attached 5YPP amendment for details.

2. The recommended allocation is contingent upon amendment of the Standard Grant Agreement (SGA 116-910014) for the T-Third Phase 3 Feasibility Study to allow approximately \$370,000 in remaining Prop K funds to be used for the Central Subway North Beach Extension Study as detailed in this allocation request form.

Notes

1. Previously allocated Prop K funds shall be spent prior to requested Prop L funds.

SGA Project Number:		Name:	Central Subway North Beach Extension Study
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	12/31/2028
Phase:	Planning/Conceptual Engineering	Fundshare:	23.45%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-213	\$25,000	\$24,900	\$49,900

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 of Task A (anticipated December 2027), SFCTA shall provide forecasting methodology and assumptions and forecasting outputs.

3. Upon completion of Task B (anticipated May 2028), SFCTA shall provide comments on Study planning deliverables.

Special Conditions

1. The recommended allocation is conditioned upon amendment of the Next Generation Transit Investments 5YPP to add the subject project with funds from the ConnectSF and SFTP Follow-on Studies Placeholder. See attached 5YPP amendment for details.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	64.55%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	64.55%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2026/27
Project Name:	Central Subway North Beach Extension Study
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$230,700
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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:

EL

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	David Sindel	Kathryn Studwell
Title:	Senior Transit Planner	Grant Administration Manager
Phone:	(415) 646-4297	(415) 517-7015
Email:	david.sindel@sfmta.com	kathryn.studwell@sfmta.com

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
Next Generation Transit Investments (EP 13)
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	
TBD	ConnectSF and SFTP Follow-on Studies Placeholder ¹	PLAN/CER	Programmed		\$519,300				\$519,300
TBD	ConnectSF and SFTP Follow-on Studies Placeholder	PLAN/CER	Programmed			\$1,500,000			\$1,500,000
TBD	Geary/19th Avenue Subway Project Development	PLAN/CER	Programmed		\$1,500,000				\$1,500,000
SFMTA	Central Subway North Beach Extension Study ¹	PLAN	Pending				\$180,800		\$180,800
SFCTA	Central Subway North Beach Extension Study ¹	PLAN	Pending				\$49,900		\$49,900
Total Programmed in 2023 5YPP				\$0	\$2,019,300	\$1,500,000	\$230,700	\$0	\$3,750,000
Total Allocated and Pending				\$0	\$0	\$0	\$230,700	\$0	\$230,700
Total Unallocated				\$0	\$2,019,300	\$1,500,000	\$0	\$0	\$3,519,300
Total Programmed in 2023 Strategic Plan				\$0	\$2,250,000	\$1,500,000	\$0	\$0	\$3,750,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$230,700	\$230,700	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ 5YPP amendment to fund Central Subway North Beach Extension Study (Resolution 2027-0XX, 6/X/2026)
- ConnectSF and SFTP Follow-on Studies Placeholder: Reduced FY2024/25 programming from \$750,000 to \$519,300.
- Central Subway North Beach Extension Study: Added project with \$180,800 to SFMTA for planning in FY2026/27.
- Central Subway North Beach Extension Study: Added project with \$49,900 to SFCTA for planning in FY2026/27.



RESOLUTION ALLOCATING \$180,800 IN PROP L FUNDS, WITH CONDITIONS, TO THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY AND APPROPRIATING \$49,900 IN PROP L FUNDS, WITH CONDITIONS, FOR THE CENTRAL SUBWAY NORTH BEACH EXTENSION STUDY

WHEREAS, In 2016, the Transportation Authority allocated \$540,000 in Prop K sales tax funds to the San Francisco Municipal Transportation Agency (SFMTA) for the T-Third Phase 3 Feasibility Study (Standard Grant Agreement (SGA) 116-910014) to determine the feasibility of an extension of light rail transit service from Chinatown to North Beach and the Fisherman's Wharf area in San Francisco; and

WHEREAS, After starting work on the study, the project team determined that the public would be better served at this time by a more focused study on a North Beach extension; and

WHEREAS, SFMTA and Transportation Authority staff jointly submitted a request for \$230,700 in Prop L funds for a proposed Central Subway North Beach Extension Study (Study) and SFMTA concurrently requested amendment of the aforementioned Prop K grant to use about \$370,000 in remaining funds to fully fund the proposed Study; and

WHEREAS, The Study is intended to aid decisionmakers by providing cost information and strategic considerations to inform a potential path forward on the next phase for the Central Subway; and

WHEREAS, The study will provide a range of potential costs for a station, including information about how station design and construction methods may affect costs, and will determine how a North Beach extension would affect the costs and feasibility of further extension; and

WHEREAS, The Prop L request requires amendment of the Prop L Next Generation Transit Investments 5-Year Prioritization Program (5YPP) to add the



proposed Study, as detailed in the attached allocation request form, with funds from the ConnectSF and SFTP Follow-on Studies Placeholder; and

WHEREAS, After reviewing the request, Transportation Authority staff recommended allocating \$180,800 in Prop L funds, with conditions, and appropriating \$49,900 in Prop L funds, with conditions for the subject request, as described in Attachment 3 and detailed in the enclosed allocation request form, which includes staff recommendations for 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 was briefed on the subject request and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, The Transportation Authority hereby amends the Prop K Standard Grant Agreement for SFMTA's T-Third Phase 3 Feasibility Study (SGA 116-910014) to update the scope, schedule, cost, and funding plan to allow SFMTA to use approximately \$370,000 in remaining Prop K funds for the Central Subway North Beach Extension Study as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop L Next Generation Transit Investments 5YPP to add the subject project with funds from the ConnectSF and SFTP Follow-on Studies Placeholder as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$180,800, with conditions, and appropriates \$49,900 in Prop L funds, with conditions, for the Central Subway North Beach Extension Study, as detailed in Attachment 3; 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 Plans, the Prop L Strategic Plan, and the relevant 5YPP; 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 Attachment 2; 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 SGAs 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:

- Attachment 1 - Summary of Request
- Attachment 2 - Project Description
- Attachment 3 - Staff Recommendation
- Attachment 4 - Prop L Allocations Summary - FY26/27
- Attachment 5 - Allocation Request Form