



Agenda (Revised on 06/30/26)

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

DATE: Tuesday, June 09, 2026, 10:00 a.m.

LOCATION: Legislative Chamber, Room 250, City Hall
Watch SF Local Cable Channels 26, 70, 71, 78, or 99
(depending on your provider)
Watch www.sfgovtv.org

COMMISSIONERS: Melgar (Chair), Sauter (Vice Chair), Chan, Chen, Dorsey,
Fielder, Mahmood, Mandelman, Sherrill, Walton, and Wong

CLERK: Amy Saeyang

Participation

Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF local cable channels 26, 70, 71, 78, or 99 (depending on your provider) or may visit the SFGovTV website (www.sfgovtv.org) to stream the live meeting or may watch them on demand.

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

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

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| 1. | Roll Call | |
| 2. | Approve the Minutes of the May 19, 2026 Meeting – ACTION* | 5 |
| 3. | Community Advisory Committee Report – INFORMATION* | 7 |
| 4. | Adopt the Inner Sunset Transportation Study Final Report – ACTION* | 21 |
| 5. | Allocate \$22,651,000 in Prop L Funds and Allocate \$1,860,572 in Prop AA Funds, with Conditions, for Ten Requests – ACTION* | 95 |



Projects: Prop L: SFMTA: Mission Street SoMa Transit Improvements (\$700,000), Cable Car Barn Rehabilitation – Electrical System Upgrade (\$3,496,000), Paratransit (\$14,329,000), Inner Sunset Bike Connection (\$150,000), Safe Routes to School Non-Infrastructure (\$243,000), Fulton Street Safety Improvements [NTP] (\$449,000). SFPW: Geary Boulevard Improvements Phase 2 (\$1,800,000), Mission SoMa Improvements and Pavement Renovation (\$1,400,000). TIMMA: Treasure Island On-Island Shuttle Start-Up Phase 1 (\$84,000). Prop AA: SFPW: Front St and Sansome Pavement Renovation (\$1,860,572).

6. Amend the Prop K Standard Grant Agreement for the District 2 Safety Study and Implementation [NTIP Planning and Capital] (Project) to Update the Project Scope, Schedule, Cost, and Funding Plan; and Release \$430,000 on Reserve to Implement District 2 Safety Study Near-Term Recommendations – **ACTION*** **111**
7. Adopt the Proposed Fiscal Year 2026/27 Budget and Work Program – **ACTION*** **129**
8. 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 – **ACTION*** **175**
9. Adopt the Geary/19th Ave Subway and Regional Connections Study Final Report – **ACTION*** **205**
10. Authorize an Additional Construction Allotment of \$2,000,000, for a Revised Additional Construction Allotment Not to Exceed \$3,896,564; and Approve a Contract Amendment with GHD Inc. in the Amount of \$324,000 for the Bimla Rhinehart Vista Point Pier Parking Lot Project – **ACTION*** **223**
11. Award a Construction Contract to the Lowest Responsible and Responsive Bidder, Gordon N. Ball, Inc., in an Amount Not to Exceed \$12,351,339; Authorize an Additional Construction Allotment of \$6,051,268, for a Total Construction Allotment Not to Exceed \$18,402,607; Approve a Contract Amendment with WMH Corporation in the Amount of \$750,000 to Provide Design Support During Construction; and Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for Treasure Island Road Improvement - Yerba Buena Island Multi-Use Pathway Segment 4 – **ACTION*** **237**

Other Items

12. Introduction of New Items – INFORMATION

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

13. Public Comment

14. Adjournment



*Additional Materials

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

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San Francisco
County Transportation
Authority



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, May 19, 2026

1. Roll Call

Chair Melgar called the meeting to order at 11:01 a.m.

Present at Roll Call: Commissioners Chan, Chen, Mahmood, Melgar, Sauter, Sherrill, Walton, and Wong (8)

Absent at Roll Call: Commissioners Dorsey, Fielder, and Mandelman (3)

2. Chair's Report - INFORMATION

Chair Melgar reported that May was Bike Month and highlighted Transportation Authority support for bicycle education and infrastructure programs, including \$125 million since 2019 for protected bicycle lanes, Quick Builds, traffic calming, and Safe Routes to School classes. She added that San Francisco marked the one-year anniversary of street safety cameras, stated that the Transportation Authority provided \$150,000 in Prop L sales tax funds for related outreach, and reported reductions in speeding incidents and repeat violations in corridors with the cameras.

Chair Megar reported that the Metropolitan Transportation Commission recommended endorsement of the Transbay Joint Powers Authority's Portal project application for \$750 million in state Transit Intercity Rail Capital Program grant funds and stated that the project would connect regional transit services, reduce greenhouse gas emissions, and support downtown recovery.

There was no public comment.

3. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, presented the Executive Director's Report.

There was no public comment.

4. Approve the Minutes of the May 12, 2026 Meeting - ACTION

There was no public comment.

Vice Chair Sauter moved to approve the minutes, seconded by Commissioner Walton.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Mahmood, Melgar, Sauter, Sherrill, Walton, and Wong (8)

Absent: Commissioners Dorsey, Fielder, and Mandelman (3)

Consent Agenda

5. [Final Approval] Appoint Diana Labaro as the District 11 Representative to the



Community Advisory Committee - ACTION

6. [Final Approval] Allocate \$350,000 in Prop L Funds, with Conditions, for Two Requests - ACTION

Projects: Prop L: SFMTA: District 2 Turk Boulevard Pedestrian Safety [NTP] (\$200,000), Curbside Electric Vehicle Charging (\$150,000)

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

Projects: STA: BART: Elevator Attendant Program (\$1,243,286). SFMTA: Paratransit Program (\$2,812,954). WETA: Treasure Island Electric Ferry Service (\$492,734).

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

9. [Final Approval] Exercise Contract Options for 17 Firms for On-call Project Management and Engineering Services in an Amount Not to Exceed \$2,700,000 for a Combined Total Contract Amount Not to Exceed \$13,400,000; and for 10 Firms for On-call Transportation Planning Services in an Amount Not to Exceed \$1,000,000 for a Combined Total Contract Amount Not to Exceed \$4,000,000 - ACTION

10. [Final Approval] Amend the Adopted Fiscal Year 2025/26 Budget to Decrease Other Financing Sources by \$50,000,000 for a Total Net Decrease in Fund Balance of \$50,000,000 - ACTION

There was no public comment.

Vice Chair Sauter moved to approve the minutes, seconded by Commissioner Chen.

The Consent Agenda approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Mahmood, Melgar, Sauter, Sherrill, Walton, and Wong (8)

Absent: Commissioners Dorsey, Fielder, and Mandelman (3)

Other Items

11. Introduction of New Items - INFORMATION

There were no new items introduced.

12. Public Comment

There was no public comment.

13. Adjournment

The meeting was adjourned at 11:18 a.m.



DRAFT MINUTES

Community Advisory Committee

Wednesday, May 27, 2026

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:04 p.m.

CAC members present at Roll: Clara Baumgarten, Najuwanda Daniels, Phoebe Ford, Jerry Levine, Austin Milford-Rosales, Rachael Ortega, and Kat Siegal (7)

CAC Members Absent at Roll: Sara Barz (entered during Item 7), Sean Kim, Diana Labaro, and Venecia Margarita (entered during Consent Agenda) (4)

2. Chair's Report - INFORMATION

Chair Siegal reported that the May 19 Board Executive Director's Report included several updates on various state and federal legislative matters and noted that all state bills supported by the Transportation Authority advanced except Senate Bill 2276 (Soria) and Senate Bill 1411 (Stern), which died in committee. Given all the legislative activity this time of year, Chair Siegal requested that staff provide a comprehensive state and federal legislative update at the next CAC meeting if time permitted.

Chair Siegal also welcomed and acknowledged new CAC Members Clara Baumgarten and Diana Labaro.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the April 22, 2026 Meeting - ACTION

4. Adopt a Motion of Support to Authorize an Additional Construction Allotment of \$2,000,000, for a Revised Additional Construction Allotment Not to Exceed \$3,896,564; and Approve a Contract Amendment with GHD Inc. in the Amount of \$324,000 for the Bimla Rhinehart Vista Point Pier Parking Lot Project – ACTION

5. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2026 - INFORMATION

6. State and Federal Legislation Update - INFORMATION

Member Milford-Rosales echoed the Chair's request for a more comprehensive presentation next month on state and federal legislative matters, including the status of bills and positions supported by the Transportation Authority, due to how quickly legislative activity had moved in recent weeks, and appreciated that current bill statuses were evolving at this point in the session

During public comment, Edward Mason referenced the legislation under Item 6 regarding



electric bicycles and stated that he hoped future legislation would require licensing for electric and motorized vehicles. He explained that operating these vehicles on sidewalks and in traffic created safety concerns and said that local, regional, or statewide action should address the issue.

Vice Chair Daniels moved to approve the Consent Agenda, seconded by Member Milford-Rosales.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Baumgarten, Daniels, Ford, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (8)

Absent: CAC Members Barz, Kim, and Labaro (3)

End of Consent Agenda

7. Adopt a Motion of Support to Adopt the Inner Sunset Transportation Study Final Report - ACTION

Item 7 was presented after Item 10.

Andrew Heidel, Principal Transportation Planner, presented the item per the staff memorandum.

Member Baumgarten asked whether the reference to competing budget items related to the current budget or a future budget discussion.

Mr. Heidel explained that the recommendations identified potential funding sources and that some projects could be combined with larger SFMTA projects, which may expand funding opportunities. He further clarified that the identified funding sources were competitive and would require agencies to apply when funding opportunities became available.

Member Ortega asked whether shared-use loading zones were considered as part of long-term parking strategies. She noted that the approach could accommodate business parking and loading activities at different times of day.

Mr. Heidel stated that the recommended parking study would address loading zone usage and he added that the study would consider curb access needs, parking demand, and changing transportation patterns.

Member Ortega asked why the parking study timeline was expected to take five years.

Mr. Heidel clarified that the five-year timeline included the timeline for potential implementation of street-level changes. He added that implementation timing would depend on available funding, staffing, and resources.

Member Barz stated that community members and merchant representatives acknowledged the robust outreach efforts and had raised concerns regarding parking, double-parking, neighborhood safety, and traffic safety. She expressed support for the near-term implementation timeline for improvements. Member Barz questioned whether the proposed Class II bike lane on 7th Avenue was appropriate given recent collisions, vehicle speeds, and traffic volumes, and suggested additional consideration of alternative traffic and bicycle circulation approaches.



Member Milford-Rosales supported coordination with mapping software companies to improve traffic routing recommendations. He asked why similar approaches were not more widely implemented and whether policies or guidance could support low-cost traffic management strategies in future traffic studies.

Mr. Heidel stated that coordination with mapping applications had reduced routing through restricted turns by updating navigation guidance with the applications. He added that current efforts focused on providing destination-specific routing information, including directing drivers to appropriate parking facilities. Mr. Heidel stated that the approach would reduce congestion in the Inner Sunset and on Martin Luther King Jr Drive.

Jean Long, Multimodal Planning Manager at SFMTA, stated that navigation company coordination was being considered to address traffic routing through neighborhood streets. She noted that while SFMTA could coordinate with navigation companies to distribute traffic more evenly, the approach was not a complete solution due to routing variables and navigation algorithms.

Chair Siegal stated that she supported stronger improvements for transit reliability and safety along the corridor, particularly on Irving Street between 7th and 9th avenues. She explained that double-parked vehicles and delivery trucks affected N Judah operations and contributed to bicycle safety concerns. She asked whether the studies could result in stronger recommendations to prevent vehicles from obstructing N Judah service.

Mr. Heidel stated that regulations and pavement markings alone were insufficient to address double parking. He explained that medium- and long-term recommendations would consider street cross-section changes, including a bulb-out at 9th and Judah and additional corridor design review along Irving Street.

Ms. Long stated that long-term recommendations included preventing double parking through corner improvements at Irving Street and 9th Avenue and extending buffers along Irving Street between 7th and 9th avenues. She explained that the improvements aimed to prevent double-parked vehicles from interfering with N Judah operations and stated that related long-term projects were being coordinated with recommendations from the Transportation Authority study. She added that the N Judah project was conducting outreach and that additional information would be available later in the year.

Chair Siegal stated that she supported further exploration of roadway buffers. She asked whether the corridor could be considered for earlier implementation of loading and curb management strategies, including designated delivery hubs, due to ongoing double parking and large delivery vehicle activity.

Mr. Heidel stated that he would coordinate with the relevant project teams and follow up regarding the issue discussed.

Member Ford asked about the timeline for the N Judah survey and when it would produce actionable outcomes that would change the street.

Ms. Long stated that the survey for the N Judah project remained open online. Ms. Long stated that she did not have the details to answer the latter question on hand and said she would follow up.

Member Barz stated that she supported the proposal. She also supported feedback requesting faster and more concrete recommendations and asked what would be



required to advance long-term parking access and public space studies into shorter-term recommendations.

Mr. Heidel explained that funding limitations affected the ability to accelerate infrastructure improvements, including protected bicycle facilities and curb modifications along Irving Street. He continued to elaborate saying that additional study also was necessary because the corridor involved competing commercial, transit, bicycle, and parking demands that required evaluating trade-offs and coordinating with multiple agencies. He added that staff considered potential changes along Irving Street following the March collision but were unable to reach a clear recommendation for implementation.

During public comment, Bob Feinbaum, President of SaveMUNI, asked whether staff evaluated or would evaluate accessibility trade-offs for seniors and disabled riders when considering stop consolidation.

Gerald Cauthen of the Bay Area Transportation Working Group asked whether survey responses reflected broad public support for the proposed changes or a more narrow sampling of the population.

Member Margarita moved to approve the item, seconded by Member Milford-Rosales.

The minutes were approved by the following vote:

Ayes: CAC Members Barz, Baumgarten, Daniels, Ford, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (9)

Absent: CAC Members Kim and Labaro (2)

8. Adopt a Motion of Support to Allocate \$22,651,000 in Prop L Funds and Allocate \$1,860,572 in Prop AA Funds, with Conditions, for Ten Requests – ACTION

Rachel Seiberg, Transportation Planner, presented the item per the staff memorandum.

Member Ford asked if SFPW could deliver the Geary Boulevard Pavement Renovation Phase 2 project in an accelerated manner similar to how Caltrans used a series of weekend closures for the 19th Avenue Paving and Rehabilitation project to minimize the construction timeline.

Paul Barradas, Project Manager at SFPW, replied that the 19th Avenue Paving and Rehabilitation project was a straightforward paving-only project, whereas the Geary paving project included sewer work that would take longer to implement. He added that the paving portion of the project would be implemented quickly, at approximately one block per day, and that paving typically occurred at the end of the project.

Member Barz asked what SFPW and SFMTA had learned from the Van Ness Bus Rapid Transit (BRT) project, which included sewer work that had contributed to significant project delays - that could make project delivery on the Geary Boulevard project more likely to be successful.

Liz Brisson, Senior Planning Manager at SFMTA, clarified that the paving allocation request was the second half of the Geary Boulevard Improvement Project, which focused on the western part of the corridor between Stanyan Street and 34th Avenue. In 2021, she said the SFMTA completed a similar scope of work from Stanyan Street east to Market Street, which was also coordinated with underground work that the SFPUC completed first. Ms. Brisson also cited lessons learned from the first phase of the Geary Boulevard



project that were planned to be applied to the second phase of the Geary Boulevard project. She added that the Van Ness BRT project used one contract for all the different infrastructure work, while the Geary Boulevard project used two different contracts. She noted that most of the disruptive utility work, which was part of a separate contract, was already completed and that the remaining work primarily involved transit and safety upgrades at spot locations and did not require extensive demolition.

Member Barz asked why Paratransit operations were eligible under Prop L, even though Prop L was largely for capital expenses.

Maria Lombardo, Chief Deputy Director, responded that Paratransit which provided critical mobility for seniors and persons with disabilities was the exception and that had been the case since the original sales tax was approved in 1989.

Member Barz asked if the funding level for Paratransit operations had remained the same since the inception of the sales tax.

Ms. Lombardo responded that the funding level had increased over time and noted the percentage or share of overall sales tax revenues increased from the prior sales tax to Prop L [8.6% to 11.4%] and that annual revenues were closed to \$115 million currently.

Member Barz asked why the design of painted bike lanes on 7th Avenue was combined with the bicycle connection feasibility assessment for the Inner Sunset Bike Connection project.

Anna LaForte, Deputy Director of Policy and Programming, said that the two scope elements were combined, in part, to achieve economies of scale for outreach.

Mr. Heidel said that there were economies of scale and outreach benefits to combining the two scopes. He explained that the painted bike lanes on 7th Avenue could be implemented quickly, while the evaluation of lower-stress, higher-protection bicycle alternatives potentially on 5th and 6th avenues, Hugo Street, and Judah Street, was not yet developed. He added that there was an opportunity to identify additional improvements that could be implemented alongside additional bike lanes. He clarified that the two scopes were tied together to talk to community members about the two scopes together and to emphasize that while a Class II bike lane on 7th Avenue was not the ideal solution, Transportation Authority and SFMTA staff could communicate what was able to be implemented quickly and what the project team might be able to do better in the future.

Member Barz stated that while the outreach portions seemed to fit together, the solutions did not. She asked why funding proposed for the painted bike lane could not be used for a different option.

Mr. Heidel replied that advancing the 7th Avenue bike lane did not preclude additional work and was not a one-to-one tradeoff. He added that alternative routes involved tradeoffs, such as hillier topography and more turns. He stated that developing an alternative route would have required changing the recommendation from SFMTA's Biking and Rolling Plan North Star Network.

Member Barz stated that the 7th Avenue bike lane seemed to contradict NACTO Street Design Guidelines and that the scope seemed easy but not helpful.

Mr. Heidel replied that cyclists used both routes, with more cyclists using 7th Avenue,



even with the drawbacks Member Barz identified.

Matt Lasky, Project Manager at SFMTA, reiterated Mr. Heidel's comments, and added that 7th Avenue provided the most direct route to the park and that was still used by cyclists. Mr. Lasky emphasized that this work did not preclude changes to the "West Side Wiggle" option. He added that it made more sense to combine outreach, and that the 7th Avenue bike lane would be a predecessor to future work in the area.

Member Milford-Rosales expressed his support for the Mission SoMa repaving and anticipation of a smoother transit ride.

Member Ortega asked why the allocation for the Treasure Island On-Island Shuttle Start-Up Phase 1 was contingent on an amendment of the Transportation Demand Management (TDM) 5YPP.

Ms. Lombardo responded that staff had been working with agency partners such as SFMTA to develop a strategic plan that would help identify potential uses of the Prop L TDM funds. She stated that the plan had not yet been completed and that, in the interim, a provision allowed the placeholder to be used for projects that scored well under the TDM 5YPP criteria. She added that the Treasure Island On-Island Shuttle Start-Up Phase 1 project scored well against the criteria and that staff therefore recommended using a portion of the placeholder to fund the project.

Member Ortega also asked whether this was a second study before implementing shuttle service on Treasure Island.

Alex Pan, Transportation Planner, stated that the study would evaluate shuttle operations and identify vendor options for operating the shuttle.

Ms. Lombardo added that staff was conducting the work necessary to issue a Request for Proposals for a shuttle provider.

Member Baumgarten asked how the different Paratransit programs were audited for utilization and how the Transportation Authority ensured that funds were allocated to the most needed programs.

Jonathan Chang, Associate Engineer at SFMTA, stated that the \$14 million request helped fund the entire Paratransit program, which included operations and administration, shuttles, vans, the Van Gogh service, etc. He stated that administration of the Paratransit program included registering people for the program and providing some non-ADA services such as the Essential Trip Card Program. Mr. Chang added that taxis provided 50% of service, SF Access provided approximately 30-35% of service, and 15% was from group van service.

Member Margarita asked if Paratransit vouchers could be restored as part of this allocation or if vouchers were dependent on the community-based organizations (CBOs) to which they were connected to.

Mr. Chang replied that CBO vouchers were not administered through SFMTA but that SFMTA did administer a subsidized taxi program.

Member Margarita asked if the taxi program would continue as it had been or if it would be augmented beyond the status quo. She also asked whether the \$14 million allocation was only for the current fiscal year.



Mr. Chang also confirmed that the allocation was for Fiscal Year 2027 only.

During public comment, Edward Mason commented that, in the future, staff should include past performance measures, such as the percent of auto trips reduced through the Safe Routes to School program. He opined that students were late to school due to Muni delays and that attendance increased when parents drove. He added that he did not believe the Safe Routes to School program was practical in some instances, such as when young children would have to walk or bike over hills, and urged staff to balance program goals and reality.

At Member Barz's request, Chair Seigal severed the Inner Sunset Bike Connection from the other requests.

Member Milford-Rosales moved to approve all of the other requests as recommended by staff, except for the Inner Sunset Bike Connection project, seconded by Member Margarita.

The item was approved by the following vote:

Ayes: CAC Members Barz, Baumgarten, Daniels, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (8)

Nays: CAC Member Ford (1)

Absent: CAC Members Kim and Labaro (2)

Member Barz stated that she supported a new bike connection but not a painted bike lane on 7th Avenue and said she wanted the Board to consider using funds only for the feasibility assessment.

Member Milford-Rosales moved to amend the Inner Sunset Bike Connection request to only include the scope of work for the feasibility assessment and drop the scope to design and implement Class II bicycle facilities on 7th Avenue, seconded by Member Margarita.

The amendment was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Levine, Margarita, Milford-Rosales, and Ortega (6)

Nays: CAC Members Baumgarten and Ford (2)

Absent: CAC Members Kim and Labaro (2)

Abstention: CAC Member Siegal (1)

Member Barz moved to approve the Inner Sunset Bike Connection request, as amended, seconded by Member Margarita.

The project as amended was approved by the following vote:

Ayes: CAC Members Barz, Baumgarten, Daniels, Ford, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (9)

Absent: CAC Members Kim and Labaro (2)



9. Adopt a Motion of Support to Amend the Prop K Standard Grant Agreement for the District 2 Safety Study and Implementation [NTIP Planning and Capital] (Project) to Update the Project Scope, Schedule, Cost, and Funding Plan; and Release \$430,000 on Reserve to Implement District 2 Safety Study Near-Term Recommendations – ACTION

Rachel Seiberg, Transportation Planner, presented the item per the staff memorandum.

Member Ford asked how the project areas were chosen and why the locations were spot locations.

Alex Pan, Transportation Planner, replied that the study focused on vulnerable road users, and the study areas focused on places where those users gathered. She added that another selection criterion of the study was geographic diversity within the district.

Member Baumgarten requested clarification on which entities were responsible for construction delivery.

Damon Curtis, Project Manager at SFMTA, stated that most improvements would be completed by SFMTA and SF Public Works crews. He explained that some traffic calming work could be contracted out depending on project design development, but he expected the improvements would be delivered by city staff.

There was no public comment.

Member Margarita moved to approve the item, seconded by Member Ford.

The item was approved by the following vote:

Ayes: CAC Members Barz, Baumgarten, Ford, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (8)

Absent: CAC Members Daniels, Kim, and Labaro (3)

10. Adopt a Motion of Support to Adopt the Proposed Fiscal Year 2026/27 Budget and Work Program – ACTION

Item 10 was presented before Item 7.

Lily Yu, Finance Manager, presented the item per the staff memorandum.

During public comment, Edward Mason recommended monitoring autonomous vehicle implementation, establishing autonomous vehicle fees, incorporating autonomous vehicle technology and reservation-based loading zones into micromobility planning, and supporting the regional express bus system.

Member Levine moved to approve the item, seconded by Vice Chair Daniels.

The item was approved by the following vote:

Ayes: CAC Baumgarten, Daniels, Ford, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (8)

Absent: CAC Members Barz, Kim, and Labaro (3)



11. Adopt a Motion of Support to 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 – ACTION

Andrew Heidel, Principal Transportation Planner, presented the item per the staff memorandum.

Member Ortega referenced public comments regarding the Central Subway study, including requests for an audit of prior project spending and support for broader subway expansion planning. She stated that she wanted the study to evaluate multiple expansion options, improve transit transfer reliability, and examine opportunities for additional tunnel construction and northern expansion. She added that she was concerned about the study timeline extending to 2028 and asked whether the proposal involved both reallocating existing funds and allocating additional funding.

Mr. Heidel replied that the funding request description was correct.

Member Ortega requested that the study include additional detail regarding expansion concepts, Central Subway cost escalation, and strategies to avoid similar cost increases in future projects. She stated that she supported extending the subway to Fisherman's Wharf and expressed concerns regarding limited transit service in the area.

Member Baumgarten stated that she supported the proposed infrastructure improvements. She asked whether staff considered collaborating with other cities or reviewing comparable international studies and what would be required to expedite the study before 2028.

Ms. Brisson stated that the proposed study schedule reflected uncertainty related to the timeline for completing required project steps, including consultant procurement and technical analysis. She explained that the study would involve both in-house staff and specialized geotechnical consultants, and that the timeline was conservative to account for potential delays, although staff would aim to complete the work sooner than two years.

Member Baumgarten asked whether requests for proposals were used to procure specialized geotechnical consulting services for the study.

Ms. Brisson explained that SFMTA used as-needed consultant contracts to reduce procurement time by prequalifying firms for commonly needed services. She stated that task orders could be issued to those firms and that multiple contract holders could be invited to submit proposals for specific task orders.

Member Margarita asked about the conditions associated with the proposed Prop L funding allocations and questioned the overall cost of the Central Subway project in light of the budget situation.

Mr. Heidel explained that the funding conditions included approval of amendments to previously programmed funding and requirements for SFMTA to return with informational updates and a final report.

Jesse Koehler, Director of Strategy, stated that the approximately \$1.9 billion Central Subway cost reflected completed construction costs funded through federal, state, regional, and local sources. He stated that any future subway extension would likely



require a similar suite of funding sources and clarified that the proposed extension project did not yet have construction funding. He added that the current effort focused on planning and cost analysis to support future funding and project development decisions.

Maria Lombardo, Chief Deputy Director, explained that the study would provide information to support policymakers, SFMTA, and other stakeholders in prioritizing future transit investments and project advancement decisions.

Member Margarita asked whether advancing the project would guarantee implementation and whether additional requirements and approvals would need to be completed before the project could move forward.

Mr. Koehler stated that completion of the next phase of planning did not guarantee project construction but was a necessary step in considering future project advancement.

Member Ford asked whether the proposed study had sufficient political support to advance beyond planning and whether key stakeholders supported the project. She questioned whether pursuing the study was appropriate if the project lacked support to secure future funding, approvals, coordination, and implementation.

Ms. Brisson explained that the study was initiated in response to public testimony at a Board of Supervisors Land Use Committee hearing supporting extension of the Central Subway. She stated that the study would evaluate the costs and considerations of extending the line to North Beach and compare that approach with longer extension options. She added that the study was intended to assess whether a phased extension strategy could provide a more practical approach to future expansion.

Member Milford-Rosales stated that he supported transit expansion but cited concerns regarding T Third service reliability, crowding, and capacity constraints. He explained that increasing ridership through a Central Subway extension should be paired with increased service frequency and additional transit improvements. He added that future planning should consider the capacity needed to accommodate additional riders generated by the extension.

Member Margarita stated that she remained concerned about the approximately \$2 billion cost of the Central Subway project and suggested that improving existing transit service, including increasing bus service and frequency, should be considered. She expressed concern about potential impacts on SFMTA staffing during the budget crisis.

During public comment, Edward Mason stated that the proposed effort involved a study rather than construction and argued that long-term operations and maintenance costs should also be considered. He referenced the Santa Clara County light rail system as an example of a project with low ridership and questioned whether additional investment in the Central Subway extension would be justified. He added that he had reservations about spending additional funds on further studies and expansion planning.

Howard Wong stated that he opposed further investment in the Central Subway extension, citing concerns regarding project costs, cost overruns, operating expenses, ridership, and maintenance issues. He argued that transit investments should prioritize improvements throughout the city rather than concentrating resources in the northeastern portion of San Francisco. He added that existing transit infrastructure in the area should be improved and made more resilient to flooding.

Gerald Cauthen commented that future extension of the Central Subway would require



substantial federal funding and questioned the likelihood of securing such support. He argued that Central Subway ridership projections were overstated and capital and operating cost estimates were understated. He added that project costs increased significantly from original estimates and that actual ridership was substantially lower than projected.

Tom Kearney commented that the study should evaluate extensions beyond North Beach, including Phase 3 and Phase 4 concepts identified in the T Third Concept Study, as part of the analysis. He added that funding availability should not limit the scope of the study. He stated that the T line had the second-highest ridership in the Metro system and that combined ridership on the T, 30, and 45 routes exceeded that of the 38 and 38R, supporting the need for improved transit capacity through the Stockton Street corridor.

Chair Siegal asked whether expanding the scope of the study to include additional areas would require significantly more funding or primarily a change in direction.

Ms. Brisson stated that expanding the study scope would require significantly more funding due to the engineering resources needed to develop conceptual alignments and stations. She explained that the study focused on potential station costs and comparisons of two extension options connected to the existing tunnel. She added that a broader extension study would require significant public outreach with affected neighborhoods and would not be feasible within the funding allocation under consideration.

Member Baumgarten asked whether the need for the study was driven by updated cost estimates or by structural differences that previous Phase 3 conceptual studies did not address.

Ms. Brisson stated that previous studies did not specifically evaluate a single-station extension to North Beach. She explained that a 2014 concept study developed several conceptual alignments and station locations for an extension to Fisherman's Wharf and was conducted as a technical study without public outreach.

Member Ford moved to approve the item, seconded by Member Baumgarten.

The item was approved by the following vote:

Ayes: CAC Members Barz, Baumgarten, Ford, Milford-Rosales, Ortega, and Siegal (6)

Nays: CAC Member Margarita (1)

Absent: CAC Members Daniels, Kim, Labaro, and Levine (4)

12. Adopt a Motion of Support to Adopt the Geary/19th Ave Subway and Regional Connections Study Final Report – ACTION

Andrew Heidel, Principal Transportation Planner, presented the item per the staff memorandum.

Member Barz stated that she supported the project and believed it would be important to support implementing the Family Zoning Plan on the west side and in District 7. She asked whether the project would compete for funding with the project discussed in the previous agenda item.

Mr. Heidel stated that staff and fiscal capacity existed to continue advancing multiple major transit projects, refining cost estimates, and evaluating benefits ahead of the next San Francisco Transportation Plan update in 2027. He explained that the plan update



would provide an opportunity to prioritize investments among the major transit projects under consideration. He added that project readiness, funding competitiveness, and community and political support would be factors in that evaluation.

Mr. Heidel continued by stating that the characterization made by Member Barz was fair and explained that individual project efforts would help inform the evaluation process. He added that the San Francisco Transportation Plan would bring the projects together for a comparable evaluation.

Member Barz stated that major infrastructure projects could generate economic benefits through jobs and related economic activity and that project costs did not fully capture the value of such investments. She stated that evaluating project benefits was as important as evaluating costs and supported measuring outcomes such as the number of people served. She added that ridership represented people whose lives benefited from transit service and project benefits should not be overlooked during the evaluation process.

Member Margarita questioned the equity benefits of the project given the proposed investment and the impacts of the current budget crisis on SFMTA workers and their families. She asked whether an analysis had been conducted regarding occupational segregation and the workforce affected by job cuts, and stated that equity impacts should be examined more closely. She added that investment priorities should focus on improving pedestrian and bicycle safety and preserving existing transportation services. She stated that project benefits for workers and residents should be weighed against future benefits when evaluating the investment.

Chair Siegal stated value capture was an important consideration for any future project advancement. She supported including an alternatives analysis as a next step and suggested evaluating the benefits of significantly increasing service on the 38 and 28 routes as both an alternative and a potential incremental approach. She stated that such analysis could help assess what improvements could be achieved with existing resources and additional operational funding.

During public comment, Roland Lebrun stated that previous transit planning efforts incurred significant costs and cited the Central Subway extension and Link21 as examples. He explained that residents in Santa Clara County studied tunnel projects and developed alternative proposals. He suggested creating a grassroots effort in San Francisco to engage residents with relevant expertise to help inform projects such as the Central Subway and Geary/19th corridor.

Howard Wong commented that the Transportation Authority should study emerging transit technologies, including artificial intelligence, digital traffic management, automated trackless trains, microbuses, and automated train control systems. He explained that such technologies could be incorporated into existing systems and implemented more quickly than major capital projects. He added that San Francisco's transit mode share had declined despite significant investment and stated that transit funding should prioritize improvements that delivered benefits sooner. He also stated that Central Subway ridership was concentrated on the Third street segment of the T Line while several subway stations experienced lower ridership.

Member Barz moved to approve the item, seconded by Member Baumgarten.

The item was approved by the following vote:



Ayes: CAC Members Barz, Baumgarten, Ford, Milford-Rosales, Ortega, and Siegal (6)

Nays: CAC Member Margarita (1)

Absent: CAC Members Daniels, Kim, Labaro, and Levine (4)

Other Items Minutes:

13. Introduction of New Business - INFORMATION

Member Milford Rosales stated that more than 100 days had passed since the Mayor's Street Safety Executive Directive and that the only visible action was high-visibility enforcement. He stated that community discussions following a fatal traffic collision indicated that processes outlined in the directive for community engagement and street safety improvements were not yet in place. He stated that he had not heard a clear Vision Zero plan and requested that a representative from the Mayor's Office attend a future meeting to discuss implementation efforts.

There was no public comment.

14. Public Comment

During public comment, Edward Mason stated that he observed a significant decline in corporate commuter bus ridership, particularly on Mondays and Fridays, which he attributed to employees working from home and a Tuesday-through-Thursday workweek pattern. He referenced a Transportation Authority survey conducted through CHAMP and stated that the program was justified in part by findings that riders would otherwise drive. He added that the buses continued operating despite reduced patronage and stated that they generated pollution and consumed fuel.

Roland Lebrun commented that the 2026 High-Speed Rail Business Plan was presented to the Senate Transportation Committee and rejected after the estimated cost between Los Angeles and San Francisco increased from \$133 billion to \$231 billion. He added that the Governor replaced the chair and vice chair of the High-Speed Rail Authority with Jason Elliott and Steve Kawa. He stated that high-speed rail appeared likely to reach the Transbay Terminal at least a decade before reaching Bakersfield.

15. Adjournment

The meeting was adjourned at 9:14 p.m.

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 4

DATE: May 28, 2026
TO: Transportation Authority Board
FROM: Rachel Hiatt – Deputy Director for Planning
SUBJECT: 6/9/2026 Board Meeting: Adopt the Inner Sunset Transportation Study Final Report

RECOMMENDATION ☐ Information ☒ Action Adopt the Inner Sunset Transportation Study Final Report SUMMARY Prepared at the request of Transportation Authority Board Chair Myrna Melgar, the Inner Sunset Transportation Study (Study) describes transportation safety and circulation challenges in the Inner Sunset commercial core and identifies near-, mid-, and long-term recommendations to address those challenges. The study team, led by Transportation Authority in partnership with SFMTA, analyzed existing conditions data and field observations, and presented these findings in the first round of outreach along with proposed project goals. After incorporating feedback from outreach, the study team developed nine draft concepts, identified based on their applicability as solutions to the challenges found in the existing conditions analysis and their ability to advance one or more of the project goals. After a second round of community outreach, the study team refined the draft concepts into nine recommendations, which include four near-term, three mid-term, and two long-term efforts. The Study includes a description of potential funding opportunities for each recommendation. A Prop L funding request ('Inner Sunset Bike Connection') to advance two of the recommendations appears separately on this agenda.	☐ Fund Allocation ☐ Fund Programming ☐ Policy/Legislation ☒ Plan/Study ☐ Capital Project Oversight/Delivery ☐ Budget/Finance ☐ Contract/Agreement ☐ Other:
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BACKGROUND

Transportation Authority Board Chair Myrna Melgar requested that the Transportation Authority partner with the San Francisco Municipal Transportation Agency (SFMTA) to prepare the Inner Sunset Transportation Study (Study) to address transportation safety and circulation issues in and around the Inner Sunset commercial core, with an emphasis on improving conditions for vulnerable road users, defined as anyone not in a motor vehicle. In October 2023, the Transportation Authority Board approved \$350,000 in Prop L Neighborhood Program funds for the Study, including \$265,000 for the Transportation Authority to lead the Study and \$85,000 for SFMTA to support partnering, including concept development and analysis.

DISCUSSION

Study Approach. The study team used an analysis of prior plans, existing data, and field observations to develop an initial set of transportation issues and challenges in the Inner Sunset commercial core, defined as the area bounded by Lincoln Way, 5th Avenue, Judah Street, and 12th Avenue. Upon review of this information, the study team developed a set of project goals, consistent with overall city policy, intended to address the issues identified while protecting the economic vibrancy of the Inner Sunset. The four study goals are:

- Prioritize Safety for Vulnerable Road Users
- Improve Transit Reliability
- Enhance Connectivity to Key Destinations
- Support Economic Vitality

The existing conditions analysis and study goals were shared with community members in the first round of outreach. Respondents confirmed the issues identified by the team and broadly supported the proposed goals.

The study team evaluated a toolbox of best practices from within San Francisco and elsewhere to develop nine initial concepts for improvement, which were shared with community members and stakeholders for feedback in the second round of outreach. Each concept received the support of over 50% of respondents, with some receiving over 80% support.



After incorporating changes to some of the details of the nine draft concepts based on feedback from community members and stakeholders, the study team advanced the concepts presented to become the nine recommendations of the Study.

Outreach. The study team considered community outreach to be a core element of the planning process. The Study's outreach plan was developed to reach a wide range of stakeholders in the Inner Sunset district, with particular emphasis on diverse ethnicities, ages, and backgrounds. Outreach consisted of two rounds; each phase of outreach included direct conversations with community members, one in-person Town Hall meeting, and an online survey. Materials were made available in English, Chinese, and Spanish.

The first phase of outreach included initial conversations with community members; an online survey which included questions regarding the draft goals; and an in-person Town Hall meeting which included a presentation of the draft needs and goals. At the conclusion of the first round, the study team refined the needs and goals to reflect community input.

The second phase of outreach presented draft concepts and recommendations to address the transportation challenges and needs identified through Phase 1. The study team collected community feedback on the draft concepts through meetings with community groups, an in-person Town Hall meeting, pop-up events, and an online survey. Public feedback on the draft concepts informed refinements to the concepts, as discussed above.

Recent Developments. On March 6, 2026, a person riding a bicycle westbound on Irving Street just west of 7th Avenue was struck by a large truck while navigating around a delivery vehicle. While the exact causes and events of the crash remain under investigation, the study team conducted a thorough review of the draft concepts and either refined or advanced the timeline of recommendations pertaining to parking and curb management, opportunities to create more public space on Irving Street, and bicycle safety in the study area.

Study Recommendations. The Study recommends nine improvements be implemented over three timeframes: near-term (1-2 years), medium-term (2-5 years), and long-term (more than 5 years). The timeframes refer to when any eventual project will be open for use or implemented on the street; subsequent planning, design, and outreach activities may begin sooner when resources are available.

The Study's recommendations are summarized below:



- Near Term (1-2 years to implementation)
 - Make it Easier for Drivers to See People Walking and Rolling by implementing painted safety zones, continental crosswalks, and advanced limit lines at intersections throughout the study area
 - Update Driving Directions in Map Apps by partnering with online mapping companies to indicate preferred routes for drivers that can reduce congestion and safety conflicts, including to popular nearby tourist destinations in Golden Gate Park
 - Consolidate Transit Stops for More Reliable Service on Judah St between 5th and 7th Avenues, to reduce travel time variability on the 6 Hayes/Parnassus and 43 Masonic bus routes
 - An upgraded 7th Avenue Bike Lane on 7th Avenue between Judah and Lincoln Way/Golden Gate Park through the implementation of a painted (Class II) bike lane. These two blocks of 7th Avenue are identified in SFMTA's Biking and Rolling Plan as part of the city's "North Star Network"
- Medium Term (2-5 years to implementation)
 - More Reliable N Judah through improvements to existing signals, the addition of a new signal at 10th Ave and Judah Street, and expanded sidewalk space at 9th Ave and Judah to prevent vehicles blocking the trackway. These improvements would be further advances as part of the N Judah Transit & Safety Project, led by SFMTA and currently underway.
 - More Reliable 7 Haight/Noriega by implementing a part-time bus only lane in the current part-time tow-away lane on westbound Lincoln Way and constructing bus bulbs for eastbound passengers at the 5th Avenue and 9th Avenue stops.
 - Closing the Gap in Bicycle Facilities From 7th Avenue & Lawton to Golden Gate Park by conducting a study of the best route for a low-stress, low-conflict bicycle route through this gap in bicycle facilities. This study will examine options on 5th, 6th, and 7th Avenues to make this connection.



- Long Term (More than 5 years to implementation)
 - Conduct a Follow-up Study to Improve Parking Access by better matching the use of the curb with user needs and managing parking demand
 - Conduct a Follow-up Study to Identify Opportunities for More Public Space on Irving Street building on improvements made as part of the Inner Sunset Streetscape Improvement Project, work in collaboration with Inner Sunset Merchants, the Department of Public Works, and other stakeholders, advance options to improve public space, increase safety, and prevent double parking along the N Judah on Irving Street between 5th and 9th Avenues

Next Steps. The final report includes a discussion of concept-level cost estimates, potential funding sources, and next steps for implementation for each recommendation. As noted above, a Prop L sales tax funding request ('Inner Sunset Bike Connection') to advance two of the recommendations - implementation of a painted bike lane on 7th Avenue and a study on the best long-term option for a low-stress bicycle route between 7th Avenue and Lawton and Golden Gate Park - is included on this meeting's agenda under a separate agenda item.

FINANCIAL IMPACT

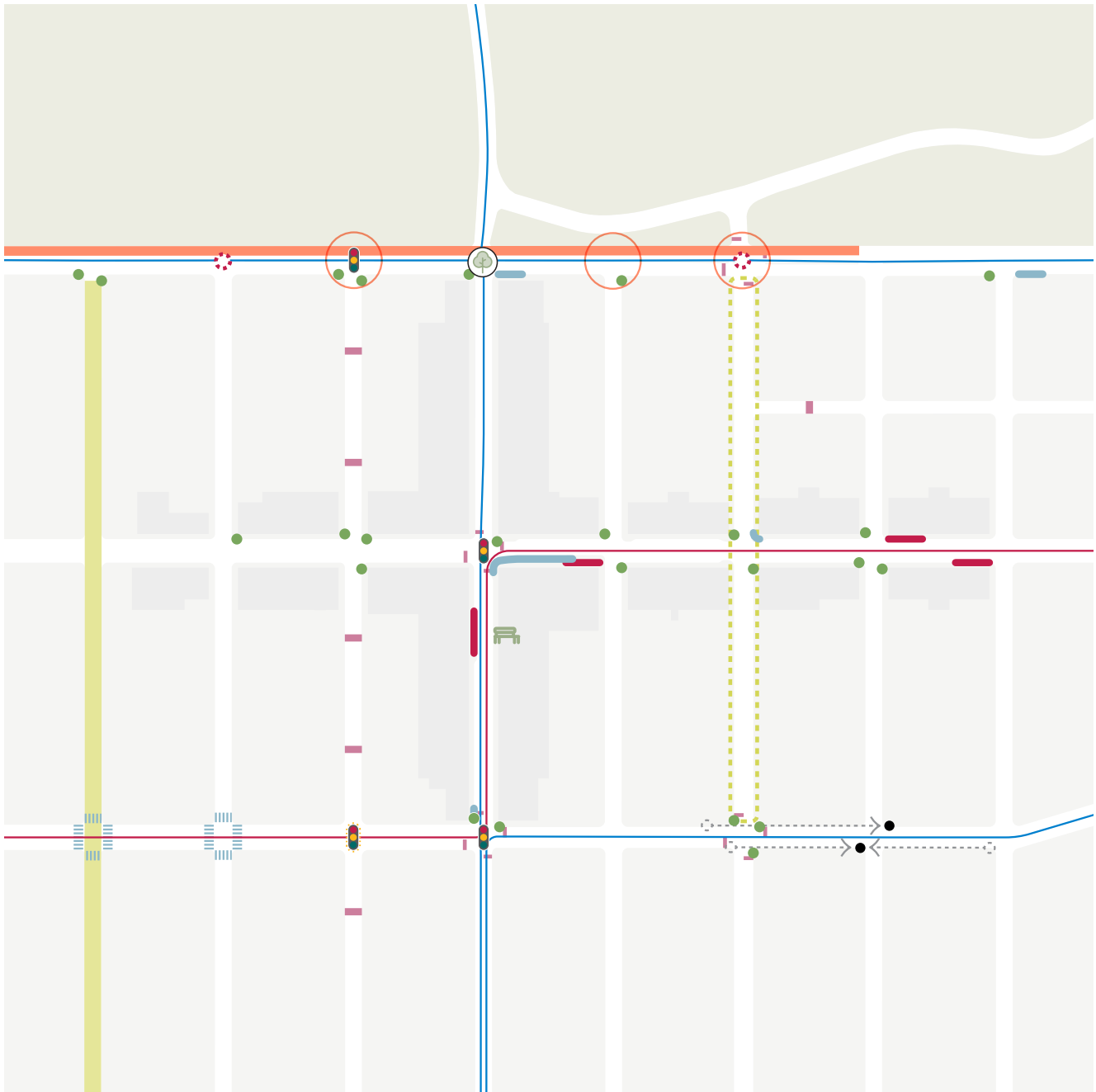
The recommended action would not have an impact on the proposed Fiscal Year 2026/27 budget. Allocation of funds to support advancement and implementation of study recommendations is subject to future board action.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 - Inner Sunset Transportation Study Final Report
- Attachment 2 - Resolution



Inner Sunset Transportation Study



San Francisco County Transportation Authority
Neighborhood
program



SFMTA

Draft Report: May 2026

Acknowledgments

The Inner Sunset Transportation Study was funded by the San Francisco County Transportation Authority's Neighborhood Program at the request of District 7 Supervisor and Transportation Authority Board Chair Myrna Melgar. The Neighborhood Program was established to fund community-based efforts in San Francisco neighborhoods, especially in underserved neighborhoods and areas with vulnerable populations (e.g., seniors, children, and/or people with disabilities). The Neighborhood Program is made possible with San Francisco's half-cent sales tax for transportation funds.

This report was funded by the San Francisco County Transportation Authority through a grant of Prop L transportation sales tax funds



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1. Introduction

The Inner Sunset brings together many of San Francisco's greatest traits: excellent dining, grocery shopping, access to green spaces, and retail, all at a walkable, neighborhood scale. The neighborhood has an active and invested community of residents, workers, and visitors. City agencies and community members have collaborated in the past on a number of significant transportation projects, including transit upgrades, curb studies, and road closures in Golden Gate Park (GGP).

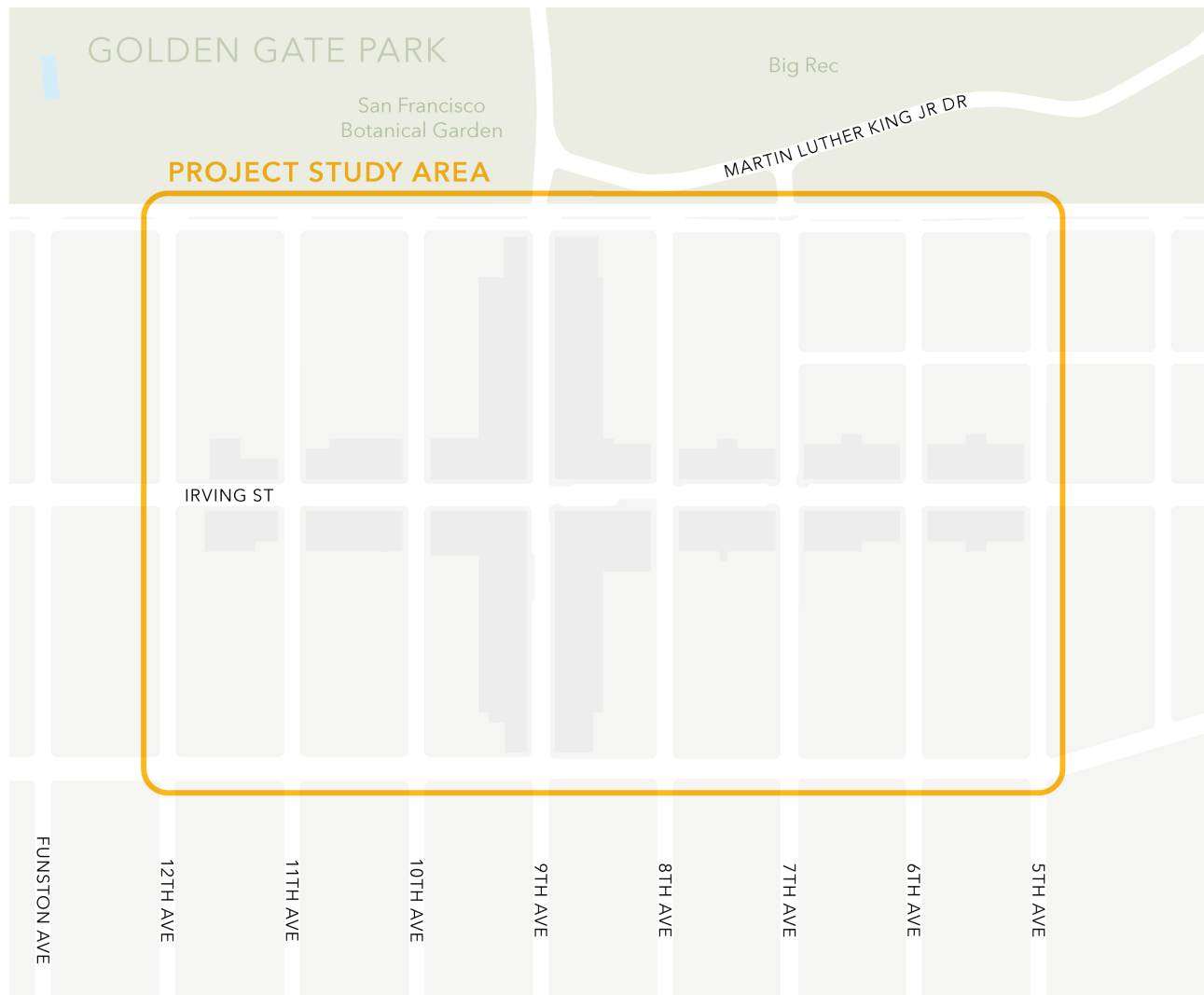
The Inner Sunset Transportation Study ("Study") intends to build on this past work with a focus on leveraging community participation to inform future projects. The purpose of the Study is to identify safety and circulation challenges for stakeholders in the study area and define near-, mid-, and long-term recommendations to address those challenges. These concepts will be integrated with parallel studies and ongoing efforts, such as the Biking and Rolling Plan.¹ The challenges and proposed solutions will be defined by both data analysis and community outreach that balance the needs of stakeholders including residents, merchants, workers, visitors, and local community organizations. A particular focus for this Study is prioritizing the safety of vulnerable road users, which are defined here as anyone outside of a vehicle (including those walking, biking, or rolling), and aligning with the city's Vision Zero goal.²

1.1 STUDY AREA

The study area shown in Figure 1-1 centers on the commercial district of 9th and Irving at the heart of the Inner Sunset and includes the surrounding blocks between Lincoln Way, 5th Avenue, Judah Street, and 12th Avenue.

¹ <https://www.sfmta.com/projects/biking-and-rolling-plan>

² <https://www.sfmta.com/vision-zero-sf>

Figure 1-1. Study Area

The study area is within the larger Inner Sunset district of San Francisco, which had a total population of 37,630 as of 2023. Other statistics from the American Community Survey (ACS) 2020 - 2024 are reported in Table 1-1 and Table 1-2 for the larger Inner Sunset district.

Table 1-1. Race/Ethnicity in the Inner Sunset

RACE/ETHNICITY	% OF INNER SUNSET POPULATION
White	47%
Black or African American	2%
American Indian & Alaska Native	0%
Asian	33%
Native Hawaiian & Other Pacific Islander	0%
Hispanic or Latino	7%
Some Other Race	2%
Two or more races	10%

Source: ACS Demographics and Housing Estimates (DP05), 2020 - 2024.

Table 1-2. Means of Transportation to Work for Residents of the Inner Sunset

MEANS OF TRANSPORTATION TO WORK	% OF INNER SUNSET POPULATION
Car, Truck, or Van — Drove alone	20%
Car, Truck, or Van — Carpooled	1%
Public Transportation	25%
Taxi or Ride — hailing services	0%
Motorcycle	0%
Bicycle	1%
Walked	14%
Other means	3%
Worked from home	36%

Source: ACS Means of Transportation to Work (B08301), 2020 - 2024.

1.2 RELATED PLANNING EFFORTS

The Study Area and nearby streets have seen several changes in the last five years with a focus on improvements to prioritize people walking and biking rolling as well as transit safety and reliability. Below is a summary of the transportation projects that have been implemented in the study area in the past five years:

- **2019 | Inner Sunset Streetscape Improvements:** A multiagency collaboration improved aesthetics and service along the N Judah line, including Muni Forward transit bulbs, traffic signal safety updates, road repaving, and utility upgrades.¹
- **2019 | Inner Sunset Curb Management Project:** From 5th to 12th Avenues between Lincoln Way and Judah, SFMTA reviewed and updated the allocation of curb space, expanding and optimizing the location of passenger and commercial loading.²
- **2019 - 2021 |** New speed humps were approved and installed as part of neighborhood traffic calming programs.
- **2020 | The SFMTA Slow Streets Program** established 12th Avenue as a slow street, prioritized for active transportation during the COVID-19 pandemic. SFMTA also closed JFK Drive in Golden Gate Park (GGP) to vehicle traffic to provide more space for recreation and active transportation.
- **2021 - 2022 | GGP Access and Safety Program:** City agencies hosted a working group and community engagement events to understand the level of support for car-free streets within the Park. The consensus was supportive; of 9,000 survey respondents, 70% favored the car-free routes in GGP.³ The accompanying GGP Traffic Study explored how traffic volumes and travel times for people driving changed since JFK Drive and other streets were closed to cars. Between Fall 2019 and Fall 2021, traffic volume decreased on major streets such as Lincoln Way and 19th Avenue near the study area while travel times for people driving did not change substantially.⁴ In 2022, San Francisco voters approved the permanent closure of JFK Drive to cars.

¹ <https://www.sfmta.com/projects/inner-sunset-streetscape-improvement-project>

² <https://www.sfmta.com/media/20074/download?inline>

³ 3-10-22_mtab_item_4_ggp_access_and_safety_program.docx_ (pg 15)

⁴ Golden Gate Park Traffic Study Presentation FINAL

- **2024 | Lincoln Way Quick-Build Project:** SFMTA began construction to implement daylighting on 7th, 8th, and 10th Avenues.¹ Daylighting removes parking at intersections to create a buffer zone of 20 feet from marked or unmarked crosswalks to improve drivers' view of people walking before entering the street to cross as required by Section 22500 of the California Vehicle Code.²
- **2024 | Quick-build curb extension** added to the southeast corner of 9th Avenue & Irving Street with safe-hit posts to improve the safety of people walking.
- **2024 | GGP Gateway Improvements:** Recreation & Parks completed construction in 2024 on the Golden Gate Park Gateway to redesign the amenities for people walking on the northern side of the intersection at 9th Avenue and Lincoln Way. This project seeks to enhance one of the most prominent entrances to Golden Gate Park for people walking. It includes upgraded landscaping, new signage and wayfinding, new lighting for people walking and upgraded signal poles.
- **2024 - 2025 |** SFMTA completed that citywide Biking and Rolling Plan, which creates a new plan for active mobility. This study coordinated with that effort.
- **2026 (Planned) | New Traffic Signal:** SFMTA plans to construct a new traffic signal at Lincoln Way and 10th Avenue.³

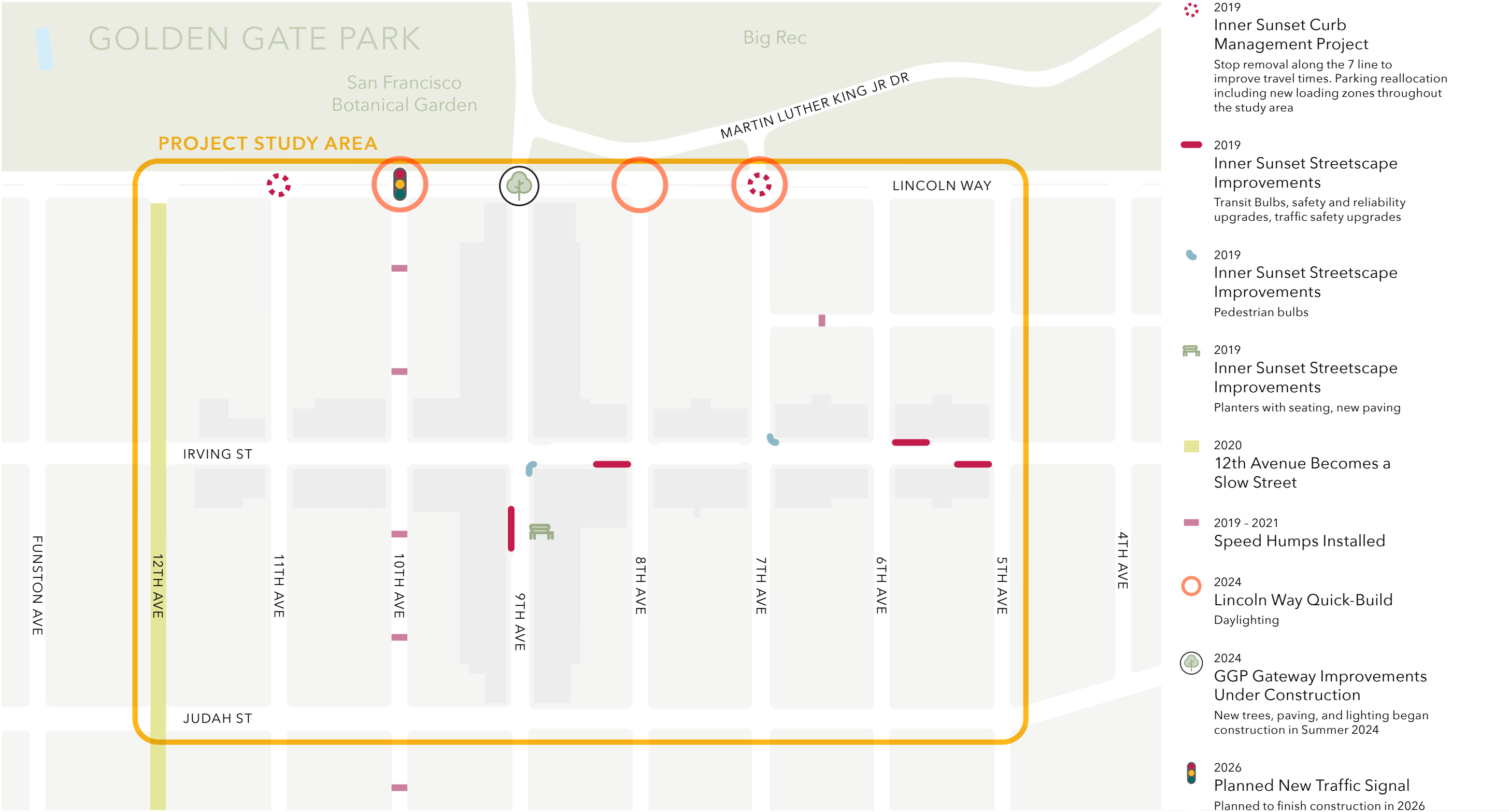
Figure 1-2 displays the locations of transportation projects that have been or are planned to be implemented in the study area.

1 <https://www.sfmta.com/media/35214/download?inline>

2 <https://www.sfmta.com/getting-around/walk/daylighting>

3 <https://www.sfmta.com/projects/contract-66-new-traffic-signals>

Figure 1-2. Recent and Planned Changes in the Study Area



1.3 COMMUNITY OUTREACH PROCESS

Community outreach was a core element of the planning process and was conducted over two phases. The outreach plan was developed to reach a wide range of stakeholders in the Inner Sunset district, with particular emphasis on diverse ethnicities, ages, and backgrounds. Each phase of outreach included conversations with community members, one in-person Town Hall meeting, and an online survey. Materials were made available in English, Chinese, and Spanish. Raw materials, survey results, and graphics from the process can be found in the Appendices.

Stakeholders

Below are the major stakeholder groups for the Study:

- District 7 residents
- Inner Sunset Merchants Association and other merchant groups
- Community- and faith-based organizations
- Cultural and educational institutions
- Advocacy groups
- Study Team (see Acknowledgments section above)

Phase 1

The first phase of outreach included initial conversations with community members; an online survey which included questions regarding the draft goals; and an in-person Town Hall meeting which included a presentation of the draft needs and goals. Phase 1 outreach activities focused on discussing the scope and purpose of the Study and listened to community experiences, needs, and concerns. Phase 1 outreach activities began in July 2024 and ended in October 2024. After those activities were concluded, the needs and goals were further refined to reflect community input.

Phase 2

The second phase of outreach presented draft concepts and recommendations to address the transportation challenges and needs identified through Phase 1. Phase 2 outreach activities began in September 2025 and ended in October 2025. The study team collected community feedback on the draft concepts through meetings with community groups, an in-person Town Hall meeting, pop-up events, and an online survey. Public feedback on the draft concepts informed refinements to the concepts.

A summary of outreach activities and findings from Phase 1 outreach is presented in Section 2.6. Summaries of outreach findings and activities from Phase 2 outreach are presented in Section 3.1 and Section 3.6, respectively.

2. Inner Sunset Transportation Needs

The purpose of this section is to summarize observed and community-reported travel trends and assess transportation safety, circulation, and utilization within and adjacent to the study area. The data gathered to support this assessment includes community input, counts of people walking, bicycling, driving, and riding transit, parking and loading utilization, collision history, and transit data provided by the San Francisco County Transportation Authority (SFCTA) and San Francisco Municipal Transportation Agency (SFMTA), as well as site observations conducted by the study team during summer 2024. This data analysis informed draft goals for the Study and together the “needs and goals” were brought to the community for consideration in Phase 1 of outreach.

2.1 TRAFFIC CIRCULATION

The Inner Sunset and adjacent land uses such as Golden Gate Park and UCSF Parnassus Heights are major destinations for visitors from all over the region and private vehicles are an important mode of transportation in the neighborhood. The study area is bounded to the north by Lincoln Way, which is a major east-west thoroughfare for people driving between the Sunset and Downtown San Francisco and regional destinations via the U.S. 101 terminus at Octavia Boulevard. Lincoln Way is characterized as a Park Edge Street in the City of San Francisco’s Better Streets Plan, which is intended to balance high volume of through traffic with a generous walking realm and recreational and ecological amenities. On the eastern side of the study area, 7th Avenue serves as an important route for north-south travel and is defined as a residential throughway in the Better Streets Plan, intended to handle higher volumes of traffic than the average residential street. Other roadways in the Inner Sunset are defined as neighborhood commercial or neighborhood residential streets in the Better Streets Plan and are thus intended to prioritize slower speeds and local access for people traveling by all modes.

Vehicle Circulation

Key Takeaways

- Long vehicle queues of drivers trying to access Golden Gate Park via 9th Ave produce safety challenges and inconvenience for the neighborhood, especially on weekends.
- Side-street stop intersections without adequate visibility can be a safety challenge for people walking.

Vehicle volumes along three representative neighborhood streets are provided in Table 2-1 based on StreetLight Data, a big data service, from fall 2021. Other roadways in the study area would typically have lower vehicle volumes than those presented in the table due to their locally serving nature. Most through traffic in the study area occurs on Lincoln Way, which is a major east-west arterial that carries roughly

28,700 daily vehicles on weekdays and 31,700 daily vehicles on weekends.¹ The remaining streets are local-serving and carry 4,000 – 10,000 vehicles per day, largely destined for local residences and businesses. Weekend vehicle volumes on 9th Avenue between Lincoln Way and Irving Street are substantially higher than weekday volumes due to park visitors, with 8,300 vehicles on the weekend compared to 5,800 vehicles on a typical weekday.

Table 2-1. Daily Bidirectional Traffic Volumes on Nearby Streets

LOCATION	WEEKDAY DAILY VOLUME	WEEKDAY PEAK HOUR VOLUME	WEEKEND DAILY VOLUME	WEEKEND PEAK HOUR VOLUME
Lincoln Way between 7th Avenue and 8th Avenue	28,700	2,600 (5 – 6 p.m.)	31,700	2,670 (4 – 5 p.m.)
Irving Street between 10th Avenue and 19th Avenue	4,100	510 (5 – 6 p.m.)	4,300	450 (1 – 2 p.m.)
9th Avenue between Lincoln Way and Irving Street	5,800	620 (5 – 6 p.m.)	8,300	880 (2 – 3 p.m.)

Source: StreetLight Data, 2021.
Daily volumes rounded to the nearest 100 vehicles. Peak hour volumes rounded to the nearest 10 vehicles.

On weekends, 9th Avenue becomes a major access point for people driving into Golden Gate Park. Vehicle queues of park visitors waiting to enter the Music Concourse Parking Garage or looking for on-street parking in Golden Gate Park typically extend back on 9th Avenue across Lincoln Way into the Inner Sunset during the middle of the day. Observations in summer 2024 indicate that vehicle queues on northbound 9th Avenue typically extend the entire block between Lincoln Way and Irving Street. Vehicles also back up from the intersection of 9th Avenue and MLK Drive on westbound MLK Drive and Lincoln Way.

Most intersections in the study area are either signalized or all-way-stop-controlled. The exceptions include side-street stop controlled local street approaches on thoroughfares such as Lincoln Way (12th, 11th, 10th, 8th, and 6th avenues), Judah Street (11th and 8th avenues), and Irving Street (8th Avenue). Side-street-stop controlled intersections have the potential to create hazardous conditions for people driving when unprotected left-turns are allowed or adequate sight distance is not provided for people driving on the side-street approach. An example is the intersection of Irving Street and 8th Avenue, which has poor visibility for people driving on 8th Avenue of people traveling on Irving Street due to parked cars adjacent to the intersection. This and other locations in the study area are not yet in

¹ Vehicle volume data is from StreetLight Data, a big data resource, which was calibrated against local traffic counts. The data was collected in 2021. Count data in the vicinity from 2023 indicates that overall traffic volumes have changed minimally since 2021 and that the StreetLight Data volumes are still a useful source of volumes.

compliance with Assembly Bill 413 and Section 22500 of the California Vehicle Code, which requires a 20-foot gap between parked cars and a crosswalk or a 15-foot gap where there is a curb extension.¹ SFMTA recently daylighted intersections on Lincoln Way as a part of the Lincoln Way Quick-Build Project.

Parking and Loading

Key Takeaways

- Constrained parking and loading supply leads to frequent double-parking, which can create unsafe situations for other road users and block transit service.

As both a residential and commercial area, the Inner Sunset has high demand for parking and loading space. Metered parking can be found along Irving Street between 7th Avenue and 12th Avenue, along 9th Avenue between Judah Street and Lincoln Way, and along Judah Street between 8th Avenue and 9th Avenue, as well as on 7th Avenue, 8th Avenue, and 10th Avenue near the intersection with Irving Street. Residential permit parking (Zone J) covers much of the unmetered study area, including most of 5th, 6th, 7th, 8th, and 11th Avenues, as well as Lincoln Way east of 8th Avenue and Judah Street east of 10th Avenue. Commercial and passenger loading zones are found throughout the study area, primarily on Irving Street and 9th Avenue. Their locations were most recently assessed as part of the 2019 Inner Sunset Curb Management Project, which resulted in a net reduction of nine full-time parking spaces and a net increase of 13 loading spaces within the project study area bounded by Lincoln Way, Judah St, 12th Avenue and 5th Avenue. The Inner Sunset Curb Management Project also recommended and implemented a stop consolidation for the 7 Haight/Noriega on Lincoln Way. By removing the stops at 7th and 11th Avenues, there is a projected time savings for the bus and 10 additional parking spaces were added where the transit stops were located.

Passenger and commercial loading are also common on the commercial blocks of Irving Street and 9th Avenue, especially in the evening. Observations in summer 2024 indicate that delivery vehicles will at times double-park along 9th Avenue and Irving Street and may at times block the N Judah light rail line. SFMTA recently installed quick-build posts on the southeast corner of 9th and Irving to prevent loading activity from blocking the eastbound N Judah at this location. Loading activity was also observed at bus stops along 9th Avenue, partially blocking the bus stop and sometimes forcing the bus to partially block a crosswalk or not pull fully to the curb.

The SFMTA has also begun implementing new Public Right-of-Way Accessibility Guidelines for accessible parking (blue zones) citywide, including in the Inner Sunset.

¹ <https://www.sfmta.com/getting-around/walk/daylighting>

The agency is adding blue zones as part of all new street projects and as new parking meters are added, with the goal of achieving 4% blue zones in total metered parking spots. The number of active blue zones in the city as of 2025 is 832.

2.2 CRASH DATA ANALYSIS

Key Takeaways

- Crashes are concentrated along Lincoln Way and Irving Street and Judah Street east of 9th Avenue.
- Common types of crashes are broadside vehicle collisions and drivers not yielding to people crossing the street.

The study team analyzed crash data from Transbase,¹ a database of collisions resulting in injury or fatality reported to San Francisco Police Department and maintained by San Francisco Department of Public Health. There were 88 crashes from June 2019 through May 2024 recorded within the study area with a 100-foot buffer along the edges. Crashes were concentrated on Lincoln Way, Irving Street, and Judah Street. Part of the High Injury Network – which is the 12% of city streets where 68% of severe and fatal traffic crashes occur – falls within the study area on Lincoln Way from 5th to 10th Avenues.² The majority of crashes (53%) involved only drivers and 28% involved people walking and driving. Of the 25 crashes involving drivers and people walking, just under half of them (11) were due to a driver failing to yield to a person crossing at a crosswalk. There were 15 crashes involving cyclists, which were concentrated on Irving Street, 6th Avenue, 9th Avenue, and Lincoln Way. Over half (68%) of crashes happened during daylight and 39% occurred between 2:00 p.m. and 6:00 p.m. The most common type of crash (87%) was a broadside collision, also known as a T-bone.

Of the 88 total crashes, none was fatal and seven were severe (8%). Lincoln Way was the most common street for severe crashes, with three out of the seven. Three of the severe crashes involved people walking, two of which were the result of the driver failing to yield at a crosswalk. Another three of the severe crashes involved people biking; in all three, the cyclist was at fault for reasons such as traveling in the wrong direction.³

Figure 2-1 shows the type, severity, and location of crashes in the study area. Each dot represents one crash. Less severe crashes involved complaint of pain, the next level of severity involved visible injury and more severe crashes involved broken bones and lacerations. Figure 2-2 displays the frequency of different crash types over a 5-year period from 2019 through 2023.

¹ https://data.sfgov.org/Public-Safety/Traffic-Crashes-Resulting-in-Injury/ubvf-ztfx/about_data

² <https://www.sfmta.com/vision-zero-sf>

³ Details of the March 6, 2026 crash involving a cyclist are still under investigation at the time of writing of this report. Data in this section covers June 2019 through May 2024 only.

Figure 2-1. Crash Types and Severities within and around the Study Area

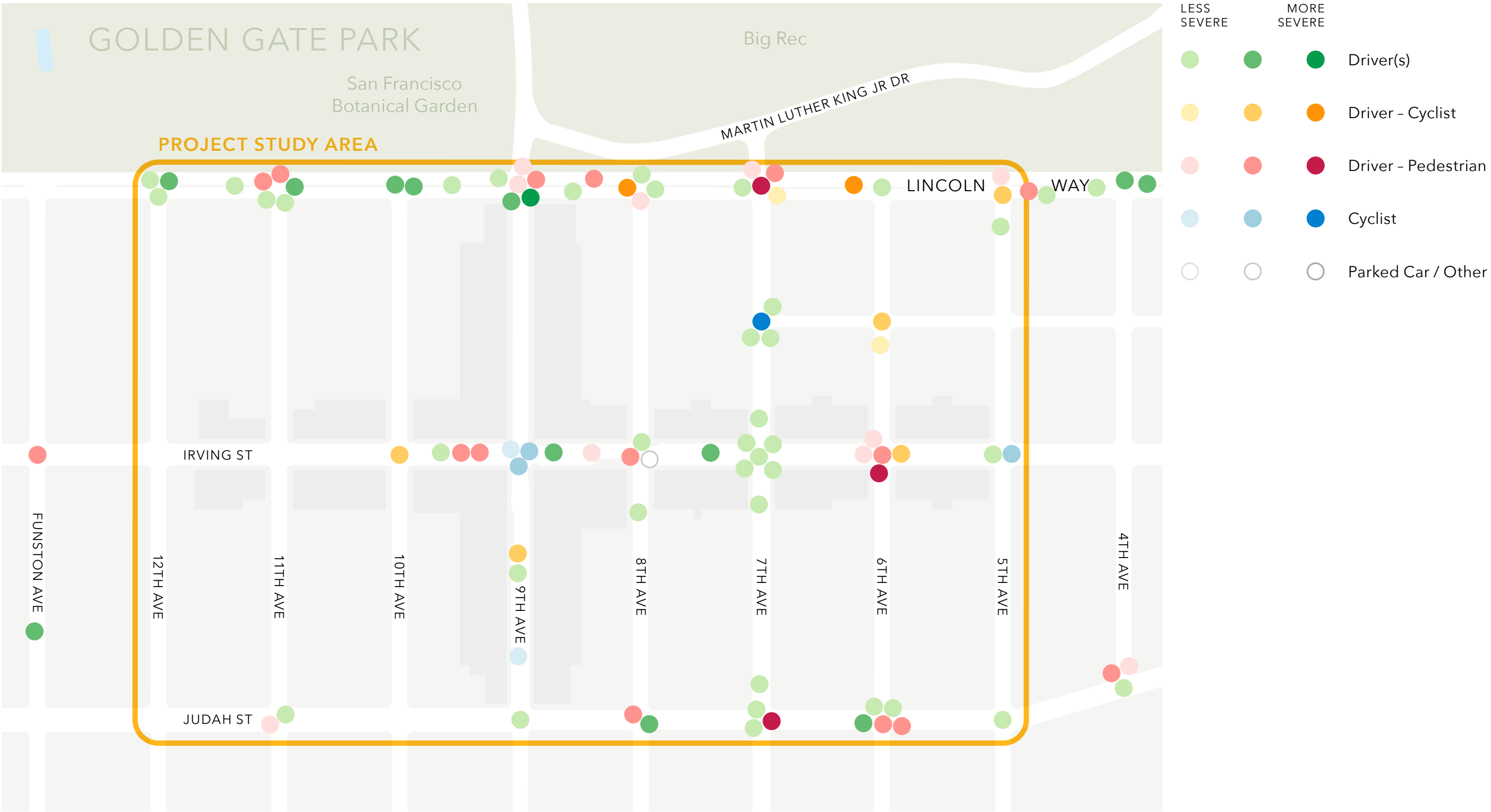
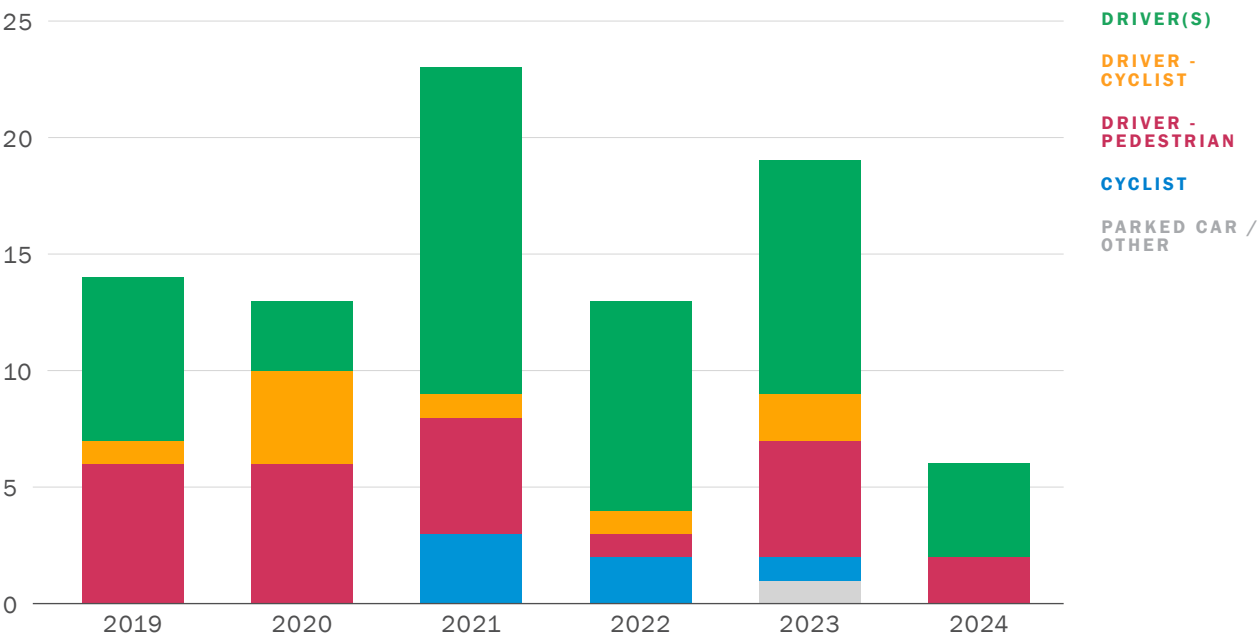


Figure 2-2. Frequencies of Crash Types over a 5-Year Period



Source: Transbase, 2024. Note that 2024 data only include crashes recorded from January to June.
[Download chart data \(CSV\)](#)

2.3 BICYCLE AND PEDESTRIAN ACCESS

Bicycle Access

Key Takeaways

- Official bicycling routes are limited, provide little protection, and do not necessarily align well with the routes people biking typically take through the neighborhood.

While bicycling is a common mode of transportation in the Inner Sunset,¹ bicycling infrastructure that is comfortable for all ages and abilities² is limited within the study area, as shown in Figure 2-3. Counts taken in 2021 showed roughly 100 people bicycling passing through the 9th Ave/Lincoln Way intersection during the AM peak hour and roughly 70 people bicycling during the PM peak hour.³ Yet, the only designated bicycle routes are unprotected and these include bike lanes on 6th Avenue, 7th Avenue (south of Judah Street), and two blocks of Judah Street, as well as bike

1 According to 2019 intercept and resident surveys for the Inner Sunset Curb Management Project: <https://www.sfmta.com/media/20074/download?inline>
2 <https://nacto.org/publication/urban-bikeway-design-guide/designing-ages-abilities-new/>
3 Golden Gate Park Traffic Study Presentation FINAL

routes where people bicycling share the road with cars on portions of 7th Avenue (north of Judah Street), Hugo Street, and 5th Avenue.

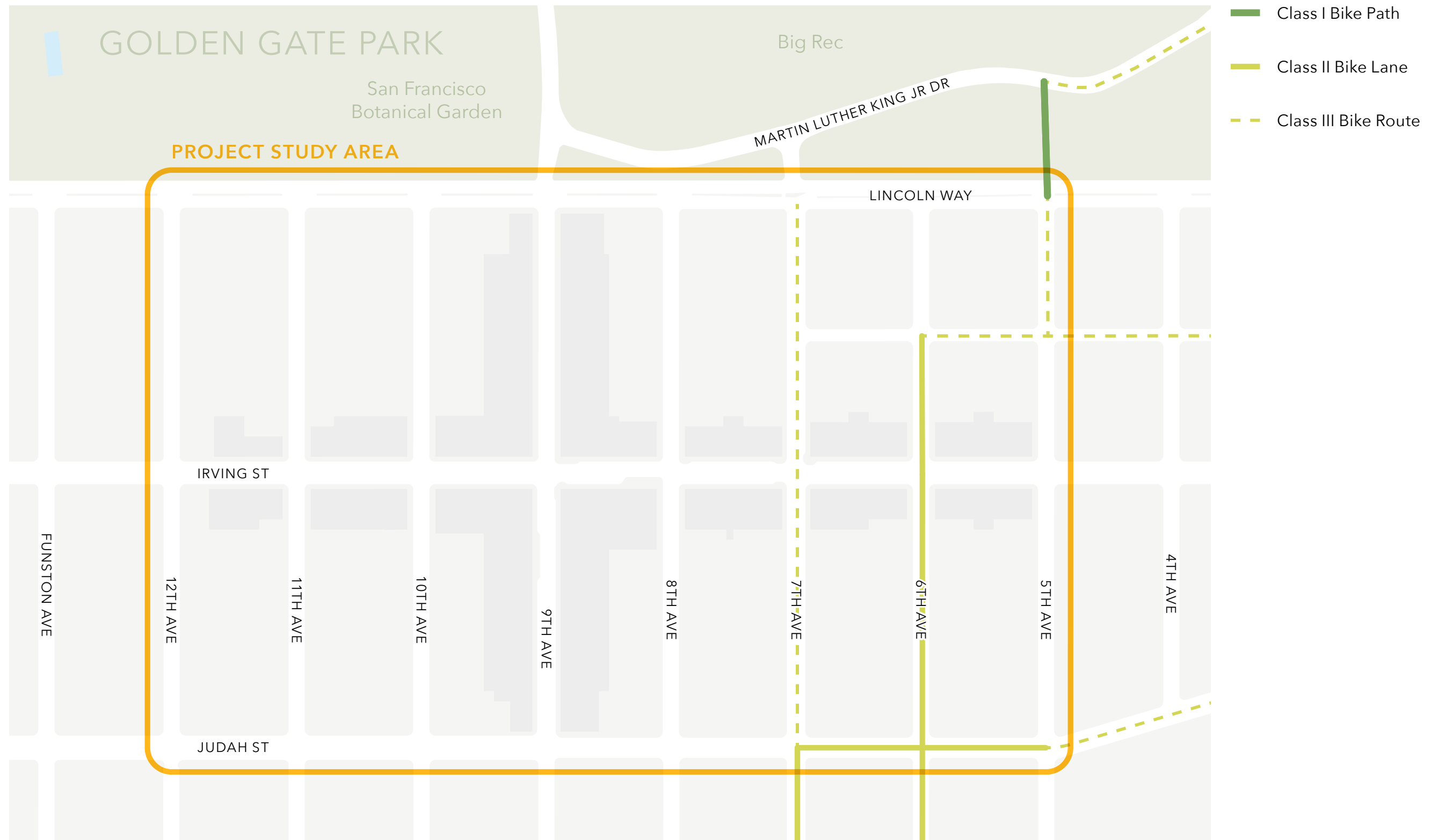
The connection for cyclists is particularly under-developed for those accessing Golden Gate Park from the Laguna Honda Boulevard/7th Ave corridor. While 5th Avenue, 6th Avenue, and Hugo Street have low traffic volumes and speeds, 7th Street is a major vehicle thoroughfare that creates an uncomfortable environment for many people bicycling due to the lack of protection from high vehicle volumes and speeds of adjacent traffic.

Further, while 5th and 7th Avenues have designated bicycle facilities into Golden Gate Park, many people bicycling use the 9th Avenue entrance as it provides the only connection to the park for people bicycling between 7th Avenue and 19th Avenue, the longest stretch of Golden Gate Park without bicycle access, due to the location of the San Francisco Botanical Garden.

Crossing the intersection of Lincoln Way and 9th Avenue on a bicycle is uncomfortable for many people due to the high traffic and walking volumes and lack of designated bicycle infrastructure within the Inner Sunset or Golden Gate Park.

Irving Street is another popular bicycle route, as it is the flattest and more centrally located east-west route through the Inner Sunset. The nearest east-west bicycle facility outside of the study area is Kirkham Street, which has bike lanes but is located up a substantial hill from the study area. Neither 9th Avenue nor Irving Street feature any bicycle facilities and people bicycling must navigate private vehicles parking, loading, or occasionally double-parking and blocking the streets. In addition, on the blocks of 9th Avenue, Irving Street, and Judah Street where the N Judah runs, people bicycling must be careful around the light rail tracks, which can be a potential hazard. Observations in summer 2024 indicate that some people opt to ride on the sidewalk to avoid these conflicts on 9th Avenue, 10th Avenue, Irving Street, and Lincoln Way, bringing them into conflict with people walking in this busy area.

Figure 2-3. Current Bike Facilities through the Study Area



Pedestrian Access

Key Takeaways

- There is high walking and rolling activity in the Inner Sunset, but sidewalk gaps along the north edge of Lincoln Way and poor visibility at side-street stop-controlled crossings present challenges.

The Inner Sunset is a very walkable neighborhood that is a popular destination for dining, shopping, and services, as well as a key access point to Golden Gate Park. “Walking” road users also includes the “rolling” road users such as people using wheelchairs or other personal mobility devices. The neighborhood features complete sidewalk infrastructure along most blocks that meet the Better Streets Plan standards. An exception is the north side of Lincoln Way, which has no sidewalk west of 11th Avenue nor east of 7th Avenue, despite the provision of parking spaces, which forces people to walk in the street or the dirt to access their vehicles. This lack of a sidewalk also limits the ability to add blue zones for disabled parking along the perimeter of the park.

All intersections in the neighborhood have amenities to raise the visibility of people crossing the street, such as curb ramps, high-visibility crosswalks, and countdown timers at signals. At uncontrolled crossings at side-street stop-controlled intersections, features such as rapid rectangular flashing beacons (Irving Street at 8th Avenue), median islands (Judah Street at 8th Avenue), or yield to pedestrian signs with sharks’ teeth pavement markings (Lincoln Way at 11th Avenue) are provided. Intersections that are not yet in compliance with daylighting laws (Assembly Bill 413 and Section 22500 of the California Vehicle Code) may have reduced visibility between people driving and crossing the street as noted in the vehicle circulation section.

Observations indicate that the highest levels of people walking are on 9th Avenue and the commercial blocks of Irving Street. Walking activity is typically higher on weekends than weekdays, especially sunny weekends when Golden Gate Park is a popular destination. Very high levels of people cross Lincoln Way at 9th Avenue throughout the day on weekends.

2.4 TRANSIT

Key Takeaways

- The study area has good transit access and ridership, especially on weekends and to and from the eastern half of the city.
- Queuing and double-parking produce delays, especially for the 44 O’Shaughnessy bus.

- Weekday ridership is higher than weekend ridership in the study area, but weekend ridership recovery is higher, which is consistent with ridership trends across the city.¹

The entire study area is within a five-minute walk of high-quality transit service with at least a 10-minute frequency. Transit routes serving the area are the 6 Hayes/Parnassus, 7 Haight/Noriega, 43 Masonic, 44 O'Shaughnessy, and N Judah. The 6, 7, 43 and 44 Muni lines serve as key connectors of focus neighborhoods designated in the Muni Service Equity Strategy, which focuses on improving Muni performance in San Francisco neighborhoods with high percentages of households with low incomes and people of color.

Another option for residents and visitors to the Inner Sunset includes paratransit, which SFMTA operates. Through the SF Access van service, SF Paratransit taxi and Group Van services, the most frequent origin and destination in the Inner Sunset is the UCSF Parnassus campus, just outside of the study area, which provides medical services. In 2023, over 2,500 trips included the Parnassus campus as the origin or destination.

Figure 2-4 shows these routes and key transit facilities and existing improvements within and around the study area and Table 2-2 presents the frequencies for these routes by time of day.

¹ <https://www.sfmta.com/media/39411/download?inline>

Figure 2-4. Current Transit Network and Facilities within and around the Study Area

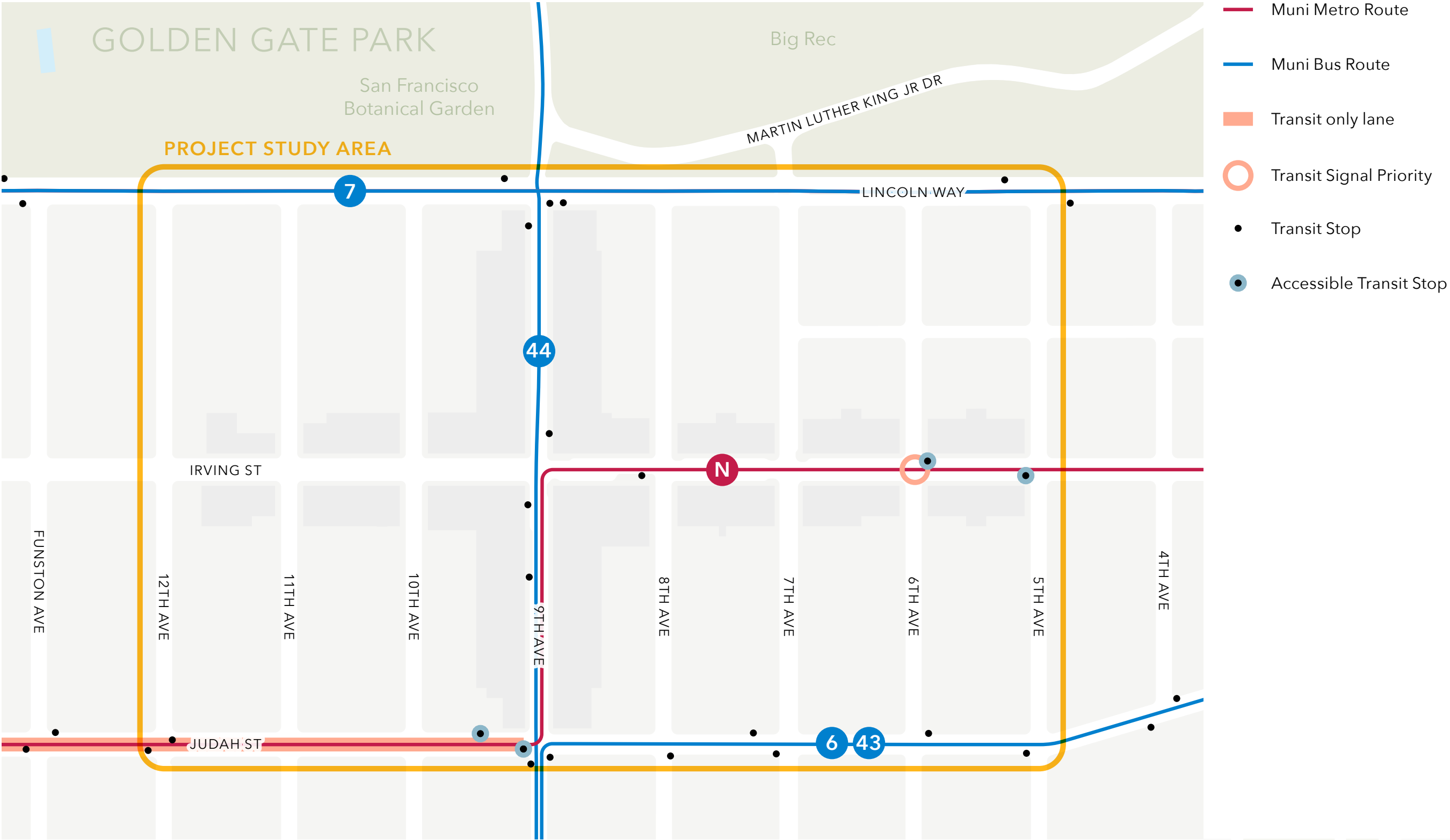


Table 2-2. Frequencies for Transit Routes within Study Area (in Minutes)

ROUTE	DAY	MORNING	MIDDAY	EVENING	LATE NIGHT	OWL
6	Weekday	20	20	20	20	None
6	Weekend	20	20	20	20	None
7	Weekday	12	12	15	20	None
7	Weekend	15	12	20	20	None
43	Weekday	12	12	15	20	None
43	Weekend	20	20	20	20	None
44	Weekday	10	10	15	20	None
44	Weekend	12	12	15	20	None
N	Weekday	10	10	10	10	30
N	Weekend	12	12	15	20	30

Source: SFMTA, 2024.
Note: While the 44 O'Shaughnessy does have Owl service along a portion of its route, that portion does not service the study area.

Transit Ridership

To determine key transit usage patterns, the study team reviewed a sample of ridership data looking at January and February boardings and exits from 2020 to 2024. The following sections summarize findings from this analysis.¹

6 Hayes/Parnassus

The 6 Hayes/Parnassus bus runs on Judah Street along the southern edge of the study area from the east before turning south onto 9th Avenue. 6 Hayes/Parnassus connects the study area to downtown and the Haight Street corridor to the east and Golden Gate Heights to the south. The 6 Hayes/Parnassus has late night service (7 p.m. – 1 a.m.), but no overnight Owl service (1 a.m. – 5 a.m.). The 9th and Judah stop westbound to Golden Gate Heights on Saturdays is in the top 15% of boardings for the route.

¹ Full data analysis can be found in the Inner Sunset Transportation Study Transit Ridership Analysis Memorandum.

Table 2-3. 2024 Average Ridership for the 6 Hayes/Parnassus within Study Area

RIDERSHIP TYPE	EASTBOUND (TO DOWNTOWN) ¹			INBOUND TOTAL	WESTBOUND (TO GOLDEN GATE HEIGHTS)			OUTBOUND TOTAL	STUDY AREA TOTAL
	9TH AND JUDAH	JUDAH AND 7TH	JUDAH AND 5TH		JUDAH AND 6TH	JUDAH AND 7TH	9TH AND JUDAH		
Weekday Boardings	86	29	9	123	4	6	104	113	226
Weekday Exits	37	5	3	44	14	19	84	118	162
Saturday Boardings	49	21	6	76	3	8	111	121	197
Saturday Exits	31	6	3	40	8	16	64	87	127

Source: SFMTA, 2024.

7 Haight/Noriega

The 7 Haight/Noriega bus runs on Lincoln Way along the northern boundary of the study area, connecting the study area to downtown and the Haight Street corridor to the east and the Outer Sunset and Ocean Beach to the west. As of February 2026, the 7 Haight/Noriega is in service from 5 a.m. to midnight daily but has no overnight Owl service. From 5th to Funston, exits have exceeded pre-pandemic ridership heading westbound toward Ocean Beach. Overall, the line has recovered pre-pandemic ridership by 103% on weekends and 100% on weekdays.² The Lincoln Way and 9th Avenue stop going outbound on Saturdays is in the top 15% of exits along the entire route, indicating high ridership from the east.

Table 2-4. 2024 Average Ridership for the 7 Haight/Noriega within Study Area

RIDERSHIP TYPE	EASTBOUND (TO DOWNTOWN)		INBOUND TOTAL	WESTBOUND (TO OCEAN BEACH)		OUTBOUND TOTAL	STUDY AREA TOTAL
	LINCOLN AND 9TH	LINCOLN AND 5TH		LINCOLN AND 5TH	LINCOLN AND 9TH		
Weekday Boardings	184	25	209	22	139	161	370
Weekday Exits	193	18	210	31	183	214	424
Saturday Boardings	254	33	286	19	156	175	461
Saturday Exits	187	14	201	32	262	295	496

Source: SFMTA, 2024.

¹ The eastern terminus for the 6 Hayes/Parnassus has since changed to Civic Center.

² <https://www.sfmta.com/media/39411/download?inline>

43 Masonic

The 43 Masonic bus runs on Judah Street along the southern boundary of the study area, connecting the study area to the Marina district and the Presidio to the north and Sunnyside and Balboa Park to the south. The 43 Masonic has late night service, but no overnight Owl service. The 9th and Judah stop is in the top 15% of boardings and exits for the entire route in both directions on weekdays and Saturdays.

Table 2-5. 2024 Average Ridership for the 43 Masonic within Study Area

RIDERSHIP TYPE	NORTHBOUND (TO FORT MASON)			INBOUND TOTAL	SOUTHBOUND (TO GENEVA AVENUE)			OUTBOUND TOTAL	STUDY AREA TOTAL
	9TH AND JUDAH	JUDAH AND 7TH	JUDAH AND 5TH		JUDAH AND 6TH	JUDAH AND 7TH	9TH AND JUDAH		
Weekday Boardings	159	45	19	223	18	19	193	230	416
Weekday Exits	197	21	14	233	24	33	166	223	456
Saturday Boardings	104	32	18	154	6	7	95	108	262
Saturday Exits	100	10	8	118	19	24	104	147	265

Source: SFMTA, 2024.

44 O'Shaughnessy

The 44 O'Shaughnessy bus runs on 9th Avenue through the center of the study area, connecting the study area to Golden Gate Park and the Inner Richmond to the north and Glen Park and the Bayview to the southeast. The 44 O'Shaughnessy provides the most direct transit access to destinations within Golden Gate Park from neighborhoods to the south and east such as Glen Park, Portola, and Bayview and thus serves as a critical link for visitors from these equity priority neighborhoods. The 44 O'Shaughnessy has late night service along its full route and overnight Owl service along a portion of its route, but not the portion that serves the study area. The 9th and Lincoln stop coming from the Inner Richmond southbound to the Bayview is in the top 15% of riders getting off the 44 O'Shaughnessy on Saturdays.

Table 2-6. 2024 Average Ridership for the 44 O’Shaughnessy within Study Area

RIDERSHIP TYPE	NORTHBOUND (TO THE INNER RICHMOND)			INBOUND TOTAL	SOUTHBOUND (TO THE BAYVIEW)			OUTBOUND TOTAL	STUDY AREA TOTAL
	9TH AND JUDAH	9TH AND IRVING	9TH AND LINCOLN		9TH AND LINCOLN	9TH AND IRVING	9TH AND JUDAH		
Weekday Boardings	158	145	132	435	149	132	238	519	954
Weekday Exits	230	113	90	433	150	155	166	471	904
Saturday Boardings	98	127	147	372	143	127	170	440	812
Saturday Exits	151	118	101	370	172	133	95	400	770

Source: SFMTA, 2024.

N Judah

The N Judah light rail runs on Irving Street, 9th Avenue, and Judah Street, through the center of the study area, connecting the study area to downtown to the east and the Outer Sunset and Ocean Beach to the west. The N Judah travels in the transit-only lanes on Judah Street west of 9th Avenue, which are the only protected transit lanes in the study area. The N Judah has service at all hours, though it is replaced by a bus service overnight. Most riders of the N Judah are traveling from the direction of downtown San Francisco and the level of ridership is very similar on weekdays and weekends. On Saturdays, the 9th Avenue and Irving Street stop has the second-highest number of westbound exits of the entire route and the Irving Street and 8th Avenue stop has the highest number of boardings going eastbound; this indicates heavy ridership between the Inner Sunset and the east side of San Francisco, especially on the weekends.

Table 2-7. 2024 Average Ridership for the N Judah within Study Area

RIDERSHIP TYPE	EASTBOUND (TO DOWNTOWN)				INBOUND TOTAL	WESTBOUND (TO OCEAN BEACH)				OUTBOUND TOTAL	STUDY AREA TOTAL
	JUDAH AND 12TH	JUDAH AND 9TH	JUDAH AND 8TH	JUDAH AND 5TH		IRVING AND 6TH	9TH AND IRVING	JUDAH AND 9TH	JUDAH AND 12TH		
Weekday Boardings	127	257	683	377	3,041	63	231	295	70	1,391	4,432
Weekday Exits	34	312	147	49	1,156	408	629	228	105	2,933	4,089
Saturday Boardings	99	226	886	319	3,160	51	254	206	34	1,140	4,300
Saturday Exits	29	268	190	49	1,141	355	762	200	75	2,932	4,073

Source: SFMTA, 2024.

Transit Travel Speeds

The transit travel time analysis identifies segments of delay and areas where potential disruptions occur that compromise transit reliability. The analysis used sample data from January and February 2024, looking at both the weekday PM peak and weekend

midday time periods. The analysis looks at the median segment speed, as well as the 90th percentile speed, which represents the most congested points within the peak periods. The difference between the 90th percentile and median speeds is considered a measure of the variability of speed along a segment; higher variability in speed even on a small segment can contribute to decreased reliability of a transit route along its entire length.

6 Hayes/Parnassus

The 6 Hayes/Parnassus bus has two segments in the study area for both the eastbound and the westbound direction. The travel time across the entire study area is 2 to 3 minutes in both directions during weekdays and weekends.

Table 2-8. 2024 Average Speeds for the 6 Hayes/Parnassus within Study Area (in mph)

AVERAGE SPEED TYPE	EASTBOUND (TO DOWNTOWN)		WESTBOUND (TO GOLDEN GATE HEIGHTS)	
	9TH/JUDAH - JUDAH/7TH	JUDAH/7TH - JUDAH/5TH	JUDAH/6TH - JUDAH/7TH	JUDAH 7TH - 9TH/ JUDAH
Weekday Median	5.6	6.1	5.1	5.3
Weekday 90th Percentile	3.5	4.6	4	3.7
Weekday Variability	2	1.5	1.1	1.6
Weekend Median	5.6	6.5	5.8	6.3
Weekend 90th Percentile	3.5	5.3	4.8	4.6
Weekend Variability	2.2	1.2	1	1.6

Source: SFMTA, 2024.

Median average speeds are similar across segments in both directions during weekdays and weekends (around 5 – 6 MPH). Variability in speeds is slightly higher on the segment between the 9th/Judah and Judah/7th stops in both directions, which could suggest more frequent or severe traffic disruptions at the 9th and Judah intersection. Overall, weekend speeds are slightly higher across most segments than weekday speeds, indicating lighter traffic along Judah Street during the weekends. Closely spaced stops on Judah Street may contribute to excess travel time on this corridor. Existing stops between 5th Avenue and 9th Avenue are spaced between 325 to 650 feet apart, below the SFMTA’s recommended stop spacing of 800 to 1360 feet. Some stops are also located in less optimal locations, such as the near side of a signal.

7 Haight/Noriega

The 7 Haight/Noriega bus has two segments in the study area for both the eastbound and the westbound direction. The travel time across the entire study area is 2 to 5 minutes in both directions during weekdays and weekends.

Table 2-9. 2024 Average Speeds for the 7 Haight/Noriega within Study Area (in mph)

AVERAGE SPEED TYPE	EASTBOUND (TO DOWNTOWN)		WESTBOUND (TO OCEAN BEACH)	
	LINCOLN/FUNSTON - LINCOLN/9TH	LINCOLN/9TH - LINCOLN/5TH	LINCOLN/5TH - LINCOLN/9TH	LINCOLN/9TH - LINCOLN/ FUNSTON
Weekday Median	9.6	6.4	11.9	11.2
Weekday 90th Percentile	8.2	5.2	8.5	8.7
Weekday Variability	1.4	1.2	3.4	2.6
Weekend Median	11.4	8.1	9	11.7
Weekend 90th Percentile	8.7	6.7	7	10.2
Weekend Variability	2.7	1.4	2	1.5

Source: SFMTA, 2024.

Median average speeds are notably lower on the segment between the Lincoln/9th and Lincoln/5th stops than adjacent segments in both directions on weekdays and weekends. Weekend average speeds are higher than weekday figures for most segments. The westbound direction between 5th and 9th Avenue has the highest variability in speeds on weekdays and lower average speeds on the weekends, both indicating potential traffic disruptions and greater activity around the two park entrances at 7th Avenue and at 9th Avenue.

43 Masonic

The 43 Masonic bus shares the same stops and segments as the 6 Hayes/Parnassus bus in the study area for both the northbound and the southbound direction. The travel time across the entire study area is 1 to 3 minutes in both directions during weekdays and weekends.

Table 2-10. 2024 Average Speeds for the 43 Masonic within Study Area (in mph)

AVERAGE SPEED TYPE	NORTHBOUND (TO FORT MASON)		SOUTHBOUND (TO GENEVA AVENUE)	
	9TH/JUDAH - JUDAH/7TH	JUDAH/7TH - JUDAH/5TH	JUDAH/6TH - JUDAH/7TH	JUDAH 7TH - 9TH/JUDAH
Weekday Median	5.9	6.5	6	5.8
Weekday 90th Percentile	4.1	4.5	4	3.8
Weekday Variability	1.8	2	2	2
Weekend Median	6	5.1	7.3	5.9
Weekend 90th Percentile	3.8	4.3	6.5	4
Weekend Variability	2.2	0.8	0.8	1.9

Source: SFMTA, 2024.

Median average speeds are generally lower on the segment between the 9th/Judah and Judah/7th stops than on adjacent segments in both directions, though not by much. The variability in speeds is slightly higher on the same segment in both directions on weekends, which could suggest more frequent or severe traffic disruptions at the 9th and Judah intersection. Closely spaced stops on Judah Street may contribute to excess travel time on this corridor. Existing stops between 5th Avenue and 9th Avenue are spaced between 325 to 650 feet, below the SFMTA’s recommended stop spacing of 800 to 1360 feet. Some stops are also located in less optimal locations, such as the near side of a signal.

44 O’Shaughnessy

The 44 O’Shaughnessy bus has three segments in the study area for both the northbound and the southbound direction. The travel time across the entire study area is 4 to 8 minutes in both directions during weekdays, and 4 to 13 minutes in both directions on weekends, indicative of the high variability in travel time through the study area due to weekend congestion.

Table 2-11. 2024 Average Speeds for the 44 O'Shaughnessy within Study Area (in mph)

AVERAGE SPEED TYPE	NORTHBOUND (TO THE RICHMOND)			SOUTHBOUND (TO THE BAYVIEW)		
	9TH/JUDAH - 9TH/ IRVING	9TH/IRVING - 9TH/ LINCOLN	9TH/ LINCOLN - ACADEMY OF SCIENCES	GGP MUSEUMS - 9TH/ LINCOLN	9TH/ LINCOLN - 9TH/IRVING	9TH/IRVING - 9TH/ JUDAH
Weekday Median	6.4	6.4	8.4	9.2	5.5	7.2
Weekday 90th Percentile	4.3	3.5	7	6.9	3.2	4
Weekday Variability	2.1	2.9	1.4	2.3	2.3	3.2
Weekend Median	5.8	4.4	6.9	7.6	4.4	7.6
Weekend 90th Percentile	4	2.1	3.1	5.5	2.7	4.5
Weekend Variability	1.8	2.3	3.8	2.2	1.7	3.1

Source: SFMTA, 2024.

Median average speeds are lowest on the segment between the 9th/Irving and 9th/Lincoln stops in the southbound direction on weekdays and both directions on weekends; this segment also has the highest variability in speeds in the northbound direction on weekdays. There may be greater activity and potential traffic disruptions within that segment. On the weekends, the northbound segment between the 9th/Lincoln and Academy of Sciences stops experiences the highest variability in speeds, which suggests higher rates of traffic and activity into Golden Gate Park that may disrupt the route's travel time.

N Judah

The N Judah light rail has three segments in the study area for both the eastbound and the westbound direction. The travel time across the entire study area is 4 to 6 minutes in both directions during weekdays, and 5 to 7 minutes in both directions on the weekends.

Table 2-12. 2024 Average Speeds for the N Judah within Study Area (in mph)

AVERAGE SPEED TYPE	EASTBOUND (TO DOWNTOWN)			WESTBOUND (TO OCEAN BEACH)		
	JUDAH/12TH - JUDAH/9TH	JUDAH/9TH - IRVING/8TH	IRVING/8TH - IRVING/5TH	IRVING/6TH - 9TH/IRVING	9TH/IRVING - JUDAH/9TH	JUDAH/9TH - JUDAH/12TH
Weekday Median	8.5	4.8	6.5	6.1	4.1	6.5
Weekday 90th Percentile	7.3	4	4.9	5.1	3.6	5.3
Weekday Variability	1.2	0.9	1.6	1	0.6	1.2
Weekend Median	8.8	4.5	5.8	5.5	4.1	6.7
Weekend 90th Percentile	7.6	3.2	4.2	4.1	3.7	4.7
Weekend Variability	1.1	1.3	1.6	1.4	0.4	2

Source: SFMTA, 2024.

Across all days of the week, median travel times are lowest on the eastbound segment between the Judah/9th and Irving/8th stops, as well as on the westbound segment between the 9th/Irving and Judah/9th stops, which may be impacted by greater traffic and commercial activity around 9th Avenue and the intersections at Judah Street and Irving Street. Variability in speeds is quite similar across all segments on both weekdays and weekends.

2.5 NEEDS AND GOALS

The study team developed goals based on adopted plans and policies and observed and reported challenges around the existing conditions of the study area. These goals guide the development and evaluation of recommendations for the study area.

The study team reviewed existing plans and policies related to transportation and land use at a citywide level as well as those specific to the study area. The plans and policies considered include:

- Overarching Citywide Policies and Plans
 - » 2024 | Accessible Transportation Needs Assessment
 - » 2023 – 2025 | Biking and Rolling Plan
 - » 2023 | Trust for Public Land Report, 2023 Park Index Score, San Francisco, CA

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- » 2022 | General Plan Housing Element, Zoning Program (ongoing)
 - » 2022 | Streets and Freeways Study
 - » 2022 | Transportation Plan 2050
 - » 2021 | Climate Action Plan
 - » 2016 | Racial and Social Equity Action Plan
 - » 2014 | Green Connections
 - » 2014 | Vision Zero Policy and Citywide High Injury Network
 - » 2013 | Bicycle Plan
 - » 1973 | Transit First Policy
 - Study Area-Specific Plans/Projects
 - » 2024 | GGP Gateway Improvements
 - » 2024 | Lincoln Way Quick-Build Project
 - » 2021 – 2022 | Golden Gate Park Access Study
 - » 2019 | Inner Sunset Streetscape Improvements
 - » 2019 | Inner Sunset Curb Management Plan

The Study is guided by the goals of ConnectSF, San Francisco’s integrated plan for long-range transportation needs. ConnectSF has five goals that structure the City’s approach to transportation planning and investment.¹

Of these five goals, two are considered central to this Study:

- **Economic Vitality:** People and businesses easily access key destinations for jobs and commerce, including ensuring the safe and efficient movement of people and goods, improving the capacity and reliability of transportation, and enhancing placemaking and neighborhood commercial corridors.
- **Safety and Livability:** People have attractive and safe travel options that improve public health and support livable neighborhoods, including making a transportation system that is safe for all users, increasing the quality of an active transportation system, and supporting all users of the transportation system, especially the most vulnerable.

¹ https://connectsf.org/wp-content/uploads/ConnectSF-Vision-Report_Appendix-D_Goals-and-Objectives.pdf

The remaining three goals are considered to be higher-level guiding principles for this Study:

- **Equity:** San Francisco is an inclusive, diverse, and equitable city, including expanding affordable travel options, closing equity gaps in the transportation system, and supporting affordable housing.
- **Environmental Sustainability:** The transportation and land use system support a healthy and resilient environment, including supporting public and active transportation, reducing resource consumption, emissions, waste, and noise, and promoting sustainable development patterns.
- **Accountability and Engagement:** City agencies, the community, and elected officials work together to understand transportation needs and deliver projects, programs and services, including increasing engagement with under-represented groups, providing frequent information and engagement opportunities, and striving to allocate resources and deliver services efficiently and cost-effectively.

Table 2-13 summarizes the goals of the Study. Each goal statement is accompanied by one or more ConnectSF goals, as well as identified challenges which justify the goal and desired outcomes. Each goal and related objective are discussed in more detail below. Each goal and related objective are discussed in more detail below.

Table 2-13. Goals of the Inner Sunset Transportation Study

STUDY GOAL	CONNECTSF GOAL(S)	IDENTIFIED CHALLENGES	DESIRED OUTCOMES
Prioritize Safety for Vulnerable Road Users	Safety and Livability	High-injury crashes near 9th/ Lincoln Lincoln is on the city's High Injury Network	A Vision Zero city Improve perception of safety
Improve Transit Reliability	Economic Vitality Safety and Livability	Vehicles double-parked and at bus stops Transit stuck in vehicle queues, especially on weekends. The 44 bus struggles with reliability and delays through Inner Sunset	Minimize delays and improve travel times for bus and rail passing through study area
Enhance Connectivity to Key Destinations	Safety and Livability	Limited and high-stress bicycle options, especially connecting to Golden Gate Park. Long vehicle queues, especially accessing and leaving Golden Gate Park on weekends. Parking is difficult to find	Connecting people to local assets, including Golden Gate Park, businesses, and schools.
Support Economic Vitality	Economic Vitality Safety and Livability	Vehicles double-parked, especially commercial vehicles.	Ease of access for customers, employees and deliveries Provide space for culturally specific programming

Prioritize Safety for Vulnerable Road Users

ConnectSF Goal:

- Safety and Livability

Objective: Improve safety for vulnerable road users, transit riders, and motorists traveling within and through the study area. Improving roadway safety and perceived safety for vulnerable road users is a key part of increasing the viability of active transportation options and enhancing accessibility, economic vitality, and health. Lincoln Way, a major east-west corridor through the study area, was identified to be on the city's High Injury Network. Intersections along Lincoln Way, particularly at 9th Avenue, observed several severe crashes in recent years involving drivers, pedestrians, and cyclists. Prioritizing safety is consistent with the citywide Vision Zero commitment to Safe Streets. Proposed concepts leverage proven safety countermeasures and the tools specifically identified in SFMTA's Vision Zero Action Strategy to align the recommendations with best practices for reducing or eliminating risk factors associated with severe collisions.

Improve Transit Reliability

ConnectSF Goals:

- Economic Vitality
- Safety and Livability

Objective: Implement improvements to streamline transit service. Many transit routes serve the study area. Challenges like double-parking and long vehicle queues often resulted in delays and reduced reliability for these routes (especially the 44 bus). Proposed concepts strive to minimize delay and improve travel time for transit service that passes through the study area. Concepts explore different ways to balance the needs of vehicular traffic and transit service, as well as the needs of through traffic with local access. Concepts seek to avoid adding unmanageable vehicle delays or queuing for drivers, especially when such effects could impact local quality of life, access to residences and businesses, or divert drivers through other communities.

Enhance Connectivity to Key Destinations

ConnectSF Goal:

- Safety and Livability

Objective: Provide a convenient and comfortable environment to reach key destinations for people who live within and near the study area, with a focus on walking, biking, and transit. The study area includes limited and high-stress bicycle options for connecting to local destinations such as Golden Gate Park, businesses, and schools. Drivers who wished to access the park on weekends experienced

significant delays and long queues, mostly due to vehicles awaiting access to the Music Concourse Parking garage or searching for on-street parking. San Francisco's Transit First policy establishes that travel by public transit, by bicycle and on foot should be an attractive alternative to travel by private automobile. The concepts also consider how access to transit stops may be improved to better serve people walking and biking. Mode-share goals established in San Francisco's Climate Action Plan reinforce this policy with an emphasis on connectivity. Connectivity considers several different facets: ability to access goods, services, greenspaces, and local/regional transit connections; reducing the impact of barriers created by major roads; and constructing low-stress multimodal networks. The Study developed recommendations which improve conditions for people walking and biking to increase the comfort of connections within and through the study area.

Support Economic Vitality

ConnectSF Goals:

- Economic Vitality
- Safety and Livability

Objective: Work with merchants and community members to improve access to goods and deliveries. Private and commercial vehicles were often double-parked in the study area which resulted in vehicle and transit delays. The Study worked with merchants and community members to ensure the neighborhood's many amenities and businesses are accessible and offer design solutions to make them easier and safer to reach, especially by walking, biking, and transit. This also includes circulation improvements for deliveries.

2.6 PHASE 1 COMMUNITY OUTREACH

Phase 1 of community outreach identified a list of transportation challenges and project priorities with substantial input from the community. Phase I activities were conducted to confirm that documented existing conditions, needs, and goals identified by the study team were correct and offer the community an opportunity to identify additional challenges.

Methodology

In-Person Town Hall Meeting

An in-person Town Hall meeting was held at the San Francisco County Fair Building where community members were invited to share feedback on documented needs and goals and existing conditions, as well as to identify additional transportation challenges within the study area. The presentation included an overview of the study area, draft needs and goals, and conclusions from documented existing conditions. Feedback was gathered through group discussions, comment cards, and interactive wall posters. Comments were grouped into broad themes then further separated into

specific subthemes. Comments were also categorized by sentiments, with a label of High, Medium, or Low assigned to each sentiment to reflect the relative frequency with which it was mentioned.

Online Survey

Community members had the opportunity to interact with the project through an online survey on the project's website. Throughout September 2024, the survey was open to the public for comments on travel preferences within and around the study area, mode choice, perceived safety, and confirmation and prioritization of drafted goals.

Scavenger Hunt

A scavenger hunt was conducted to introduce community members to recent and planned transportation changes in the neighborhood. Five different transportation measures were selected to be identified in the scavenger hunt:

1. **Golden Gate Park Gateway Project** (northern side of intersection at 9th Avenue/Lincoln Way)
Upgraded landscaping, new signage and wayfinding, new pedestrian lighting, and upgraded signal poles.
2. **Daylighting** (7th, 8th, and 10th Avenues)
3. **Upcoming Traffic Signal** (intersection of 10th Avenue/Lincoln Way)
4. **Streetscape Improvements** (along N Judah Line)
Transit bulbs and bulb-outs with bollards
5. **Speed Humps** (8th and 10th Avenues)

Participants were also asked to share their favorite spot in the neighborhood.

Summary

Responses were collected from both the in-person community meeting and the online survey. About 125 people attended the in-person event and 1,826 respondents filled out the survey.

Support for Draft Goals

There was general support for the four drafted goals (as described in the Needs and Goals section). 60% of all respondents strongly agreed or agreed with the draft goals. 35% thought that Goal 1, which focused on safety for vulnerable road users, should be prioritized, and 19% wanted Goal 2, which aimed to improve transit reliability, to be prioritized.

Respondents who indicated disagreement suggested other areas of focus. The more frequent suggestions highlighted prioritization of vehicles, more parking, and traffic enforcement. Less frequent suggestions included Muni improvements and street lighting.

Safety

More than half of respondents agreed that the documented crashes in the study area reflect where community members have safety concerns. Many daily drivers reported that they never felt unsafe when traveling through the Inner Sunset. Those who never drove rarely shared that same sentiment. More than a third of respondents experienced safety issues because of double-parking in the area.

Community members repeatedly brought up unsafe conditions for walking and rolling along Lincoln Way, Irving Street, and 9th Avenue, as well as crossing Lincoln Way into the park. A popular sentiment was that interactions with vehicles were uncomfortable, especially with fast-speeding vehicles. Drivers were reported to be driving too fast on 7th Avenue, Judah Street, and Lincoln Way.

Community members identified Lincoln Way, Irving Street, and 9th Avenue as priority streets for safety improvements. They also identified intersections along Lincoln Way and Irving Street, particularly at 5th Avenue, 8th Avenue, and 9th Avenue, as priority intersections for safety improvements.

Traffic Circulation

Residents wanted to see improved car access so that vehicles can travel through the area more easily. Many respondents identified traffic delays along 9th Avenue, partly due to double-parking and people circling for parking to access nearby destinations such as the Music Concourse and UCSF Parnassus. A frequent suggestion was to keep traffic lanes open throughout the neighborhood.

Out of those who responded, people generally preferred not to have only parking or only loading. Residents in the area expressed even less of a desire to have only parking or only loading. Many people did want more parking along Irving Street, 7th Avenue, and 9th Avenue, as well as more loading zones overall. Some also shared concerns about too much free or underpriced parking in the area.

Transit Priority and Frequency

A third of respondents use transit at least a couple times a week, if not daily, to travel to, from, and within the Inner Sunset. Many respondents wanted to see greater transit priority and increased frequency for the N Judah and the 44 O'Shaughnessy.

Barriers for Walking and Rolling

Half of respondents never rode a bicycle or scooter to travel to, from, and within the Inner Sunset. Only 6% felt safe riding in the neighborhood. 29% indicated that a major barrier to rolling was being forced to ride with traffic. More than half of respondents felt safe walking in the neighborhood.

Residents wanted to see improved walking infrastructure such as improved visibility at crosswalks, signage, and wider sidewalks. There was an expressed need for more pedestrianized zones, with many members of the public who wanted to keep sidewalks clear and have more street lighting installed along 9th Avenue and Lincoln Way. There was also a desire to have safe options for people using bikes and scooters, yet there were some who did not want bike lanes in the neighborhood.

3. Concept Development and Evaluation

The study team developed project concepts in response to transportation challenges identified by the study team, stakeholders, and the community. The study team selected from a toolbox of potential design solutions that have been implemented elsewhere in San Francisco and shown success at appropriately addressing the identified challenges. The study team then evaluated these concepts based on how well they aligned with the goals of the Study. Concept development was a collaborative and iterative effort between the SFCTA, the SFMTA, and the consultant team.

Phase 2 of community outreach asked for feedback from stakeholders and community members on the project concepts presented in the near-, mid-, and long-term buckets introduced below. Input from the community informed refinement and advancement of the concepts, with modifications made to reflect this input discussed in Section 4.1. Overall, nearly 60 percent of respondents demonstrated support for all project concepts, with some concepts receiving support from nearly 85 percent of respondents. Each project concept description includes more details on the level of support and suggested changes each concept received from the community.

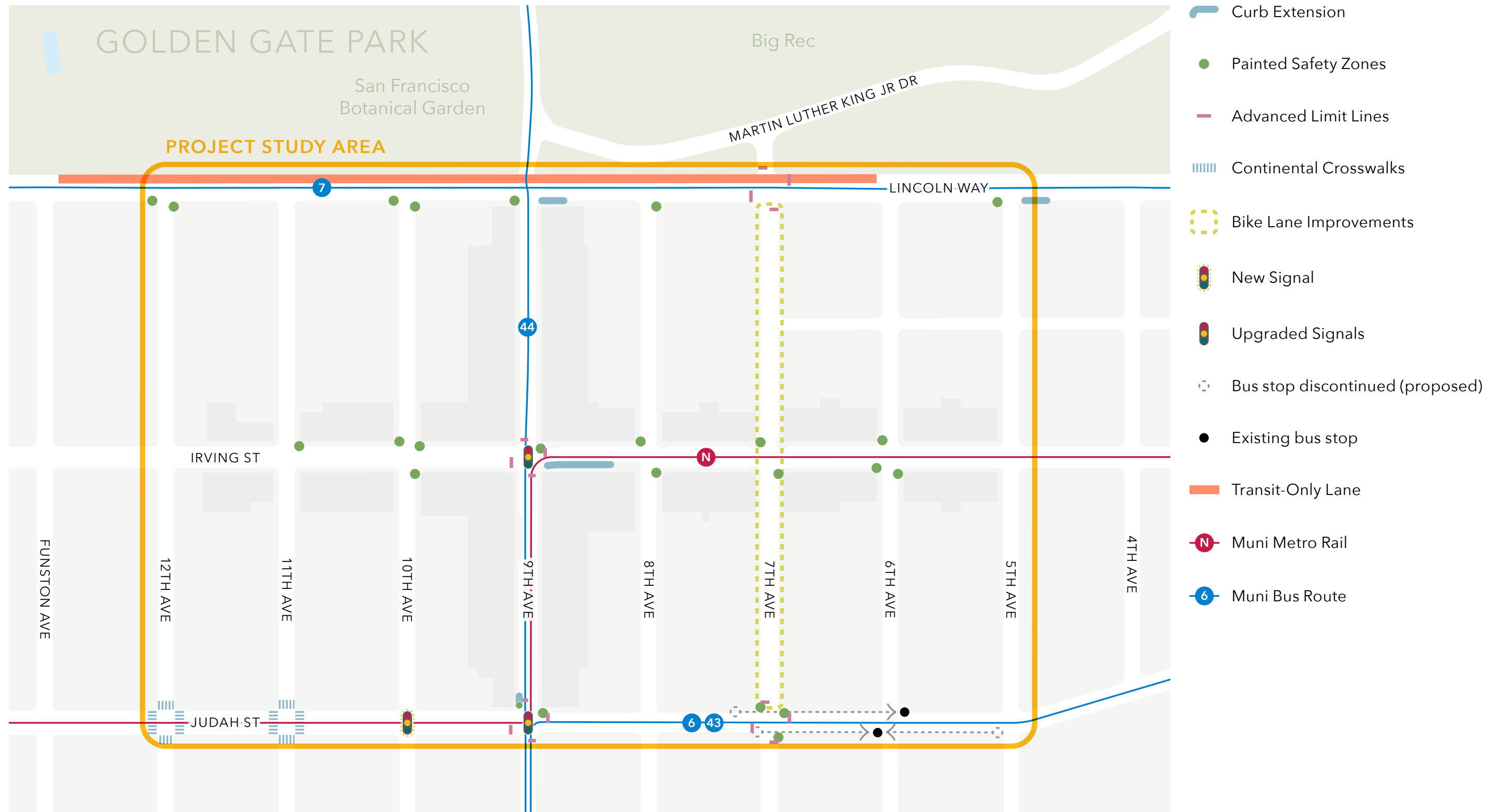
Final concepts are recommendations that align with citywide policies, are deemed technically feasible, and maximize projected benefits for the community.

3.1 PROJECT CONCEPTS

The following concepts are categorized by level of complexity and concept readiness as near-, mid-, and long-term improvements. The timeframes included in this chapter represent the project team's best assessment of time to implementation, though work to identify funding, plan, design, and conduct additional community outreach (as appropriate) could advance more quickly.

Figure 3-1 shows a map of all project concepts.

Figure 3-1. Project Concepts



3.2 NEAR-TERM IMPROVEMENTS (1 - 2 YEARS)

Relatively simple improvements that can be designed and implemented within one to two years.

Concept 1. Make it Easier for Drivers to See People Walking and Rolling

Implement pedestrian safety improvements across the study area. There are three different types of improvements that can be implemented to increase visibility for people crossing the intersection:



Painted Safety Zones

Painted road areas along the curb at intersection approaches that wrap around sidewalk corners. These zones make pedestrians crossing intersections more visible to people driving and reinforce state-mandated “daylighting,” or no-parking zones approaching intersections.



Continental Crosswalks

Higher-visibility spaces for people crossing the street. These designs, which consist of wide white stripes running parallel to the curb, have been shown to increase compliance with yielding to pedestrians in the crosswalk.



Advanced Limit Lines

Solid white lines that indicate where vehicles should stop for a stop sign or red light. These lines increase visibility and level of comfort by creating space between stopped vehicles and pedestrians.

This improvement received support from nearly 85 percent of respondents during outreach, the highest of all proposed improvements. Some respondents proposed additional locations for intervention, including at the intersection of 6th Avenue and Judah Street.

Figure 3-2 shows a map of potential locations and types of pedestrian safety improvements within the study area. Final locations for implementation will depend on a feasibility assessment as part of the detailed engineering process.

Figure 3-2. Pedestrian Safety Improvements within the Study Area



Concept 2. Driving Directions in Maps Apps

Suggest updates to mapping companies' directions (e.g. Google, Apple, etc.) to improve traffic circulation and reduce congestion. Recommendations for community-driven, improved directions would be sent to mapping apps (e.g. Google Maps, Apple Maps, Waze, etc.) so they could route people in the most effective way. The re-routing would not impact existing streets or sidewalks.

Accessing the DeYoung Museum, Music Concourse Garage, and nearby sites can cause traffic backups partly because some vehicles on the north side of the park are routed to drive around the park and enter near 9th Avenue and Lincoln Way. Updated directions would suggest that drivers coming from the north side of the park enter the park southbound on 10th Avenue at Fulton Street.

Westbound vehicles turning left from Lincoln Way onto 8th Avenue can cause traffic jams. Updated directions would suggest that drivers on Lincoln Way turn left at intersections with traffic lights to improve traffic flow.

This improvement received support from 75 percent of respondents during outreach. In addition to the proposed improvements, respondents suggested alternative fixes such as routing vehicles onto Lincoln Way instead of through the park and prohibiting left turns onto 12th Street as it is a designated Slow Street.

Concept 3. Consolidate Transit Stops for More Reliable Service

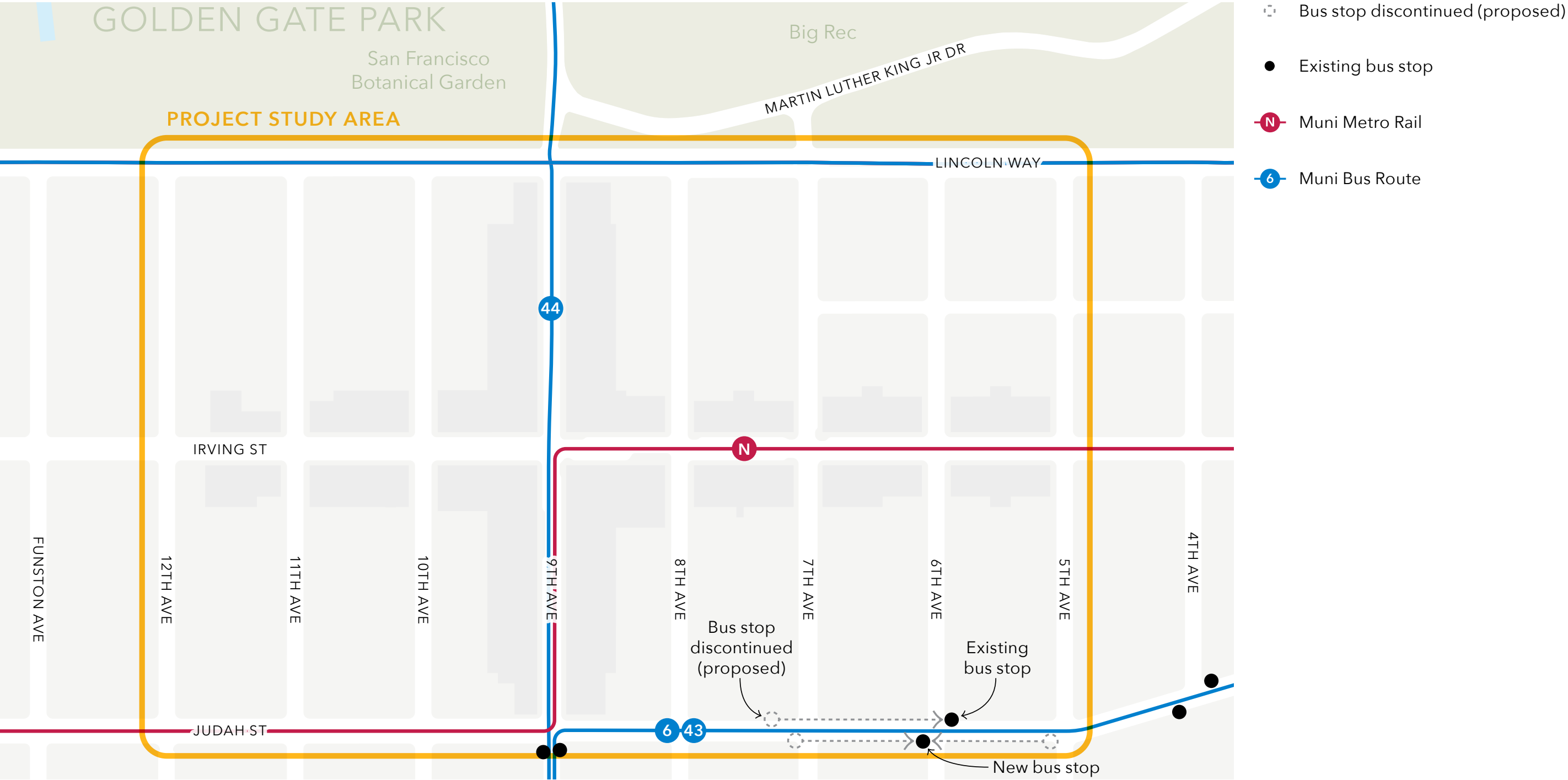
Consolidating transit stops for the 6 Hayes/Parnassus and 43 Masonic routes along Judah Street between 7th and 5th Avenues would improve accessibility and pedestrian visibility while reducing bus travel and dwell times by aligning stop locations with corner curb extensions (bulb-outs) and the SFMTA's recommended stop spacing guidelines.

The westbound transit stop at 7th Avenue and Judah Street would be removed. Riders could use the nearby stop at 6th Avenue where there is a bus shelter and wider sidewalk space, also known as a curb extension or bulb-out. Removing the westbound stop at 7th Avenue would increase stop spacing in this direction to 1100 feet, within the SFMTA's recommended stop spacing of 800 to 1360 feet. The eastbound 7th and 5th Avenues stops on Judah Street would consolidate to a new stop at 6th Avenue where there is a bench and wider sidewalk space. With the new stop at 6th Avenue, buses would no longer stop at the near side of a signal at 7th Avenue, allowing them to continue through green lights. The new stop would be located at the near side of an all-way stop sign, reducing the total number of times the bus stops.

This improvement received support from over 65 percent of respondents during outreach. The main reason for opposition against this improvement was the removal of bus stops on Judah Street at 7th Avenue. There were also suggestions for additional stop consolidation on the N Judah at Funston and 12th Avenues.

The changes proposed for this concept may create the opportunity to add parking in place of the relocated stops. Figure 3-3 shows the consolidation of transit stops on Judah Street.

Figure 3-3. Consolidate Transit Stops for More Reliable Service



3.3 MID-TERM IMPROVEMENTS (2 - 5 YEARS)

These are conceptual designs for improvements that could move forward for further planning and construction in two to five years. Additional community input opportunities would be available as designs and specifics develop.

Concept 4. More Reliable Travel for N Judah

Improvements to the N Judah route to enhance the experience of riding and getting on the train.

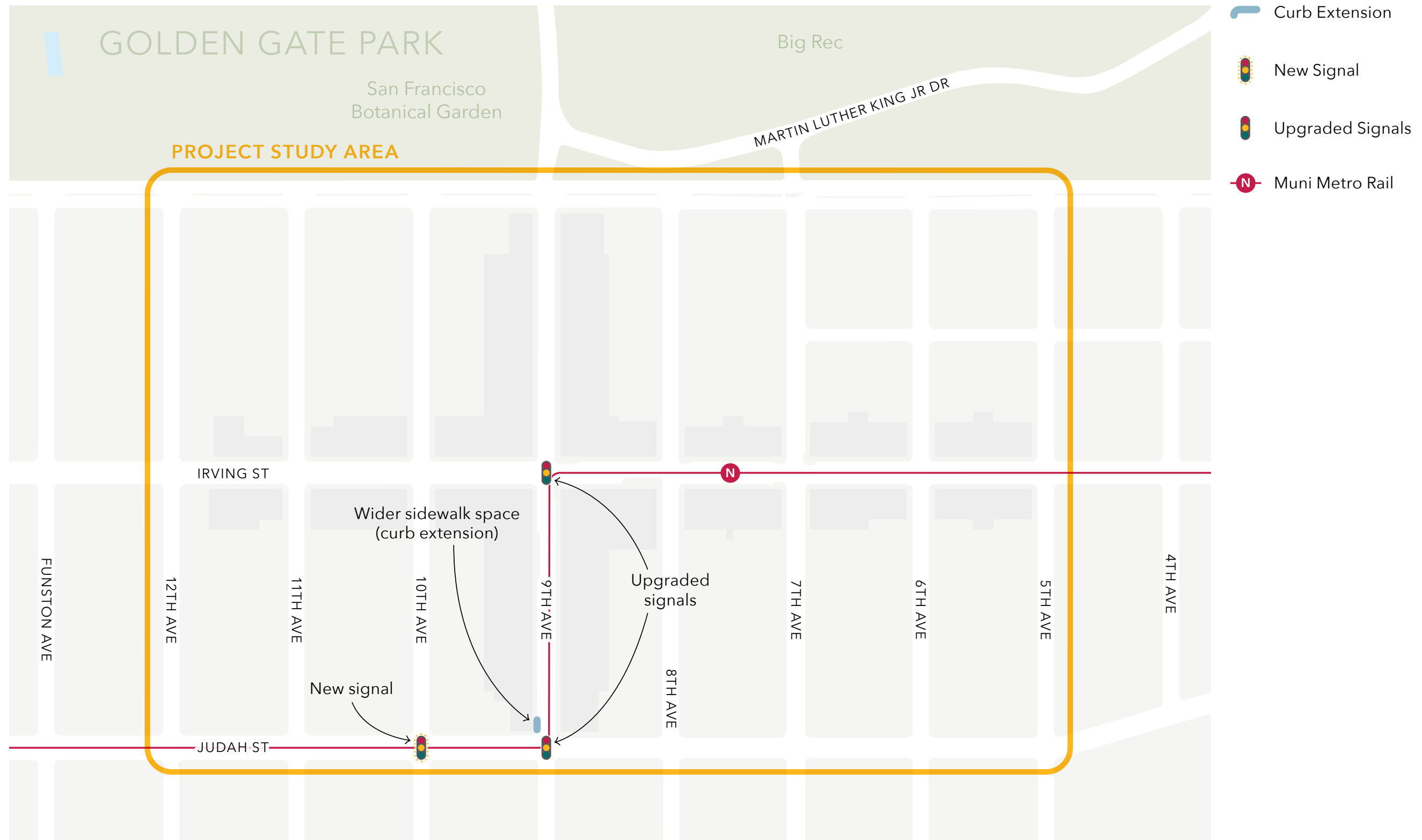
- Upgrade existing signals at 9th Avenue and Irving Street, and 9th Avenue and Judah Street. Upgraded signals would improve traffic flow and reduce congestion by enabling additional signal phases to be added to the signals, such as new pedestrian walk phases on non-conflicting legs during transit-only phases.
- Upgrade the existing four-way stop at 10th Avenue and Judah Street to a traffic light. This upgrade would reduce queuing, improve pedestrian safety, and enable faster and more reliable travel for N Judah riders through transit signal priority and reducing the number of required stops.
- Expand sidewalk space on 9th Avenue and Judah Street in front of Donut World to prevent illegal parking that blocks the N Judah route and causes delays.

This concept received the most support out of all mid-term improvements, with over 75 percent of respondents in support. Respondents who supported the improvement emphasized the need for transit priority for the N Judah. Respondents who opposed the improvement were concerned about the upgrade from a four-way stop sign to a traffic light at 10th Avenue and Judah Street.

Some respondents also expressed concern that the corner bulb-out would take away on-street parking. However, these improvements would not remove or alter any existing parking spaces. Final confirmation of changes at 9th Avenue and Judah Street will require further analysis and engineering.

Figure 3-4 shows the suite of improvements proposed to enhance the travel experience for N Judah riders.

Figure 3-4. Improvements for More Reliable Travel for N Judah



Concept 5. More Reliable 7 Haight/Noriega Bus Route

Improvements to the 7 Haight/Noriega route would reduce travel time and improve the experience riding and getting on the bus.

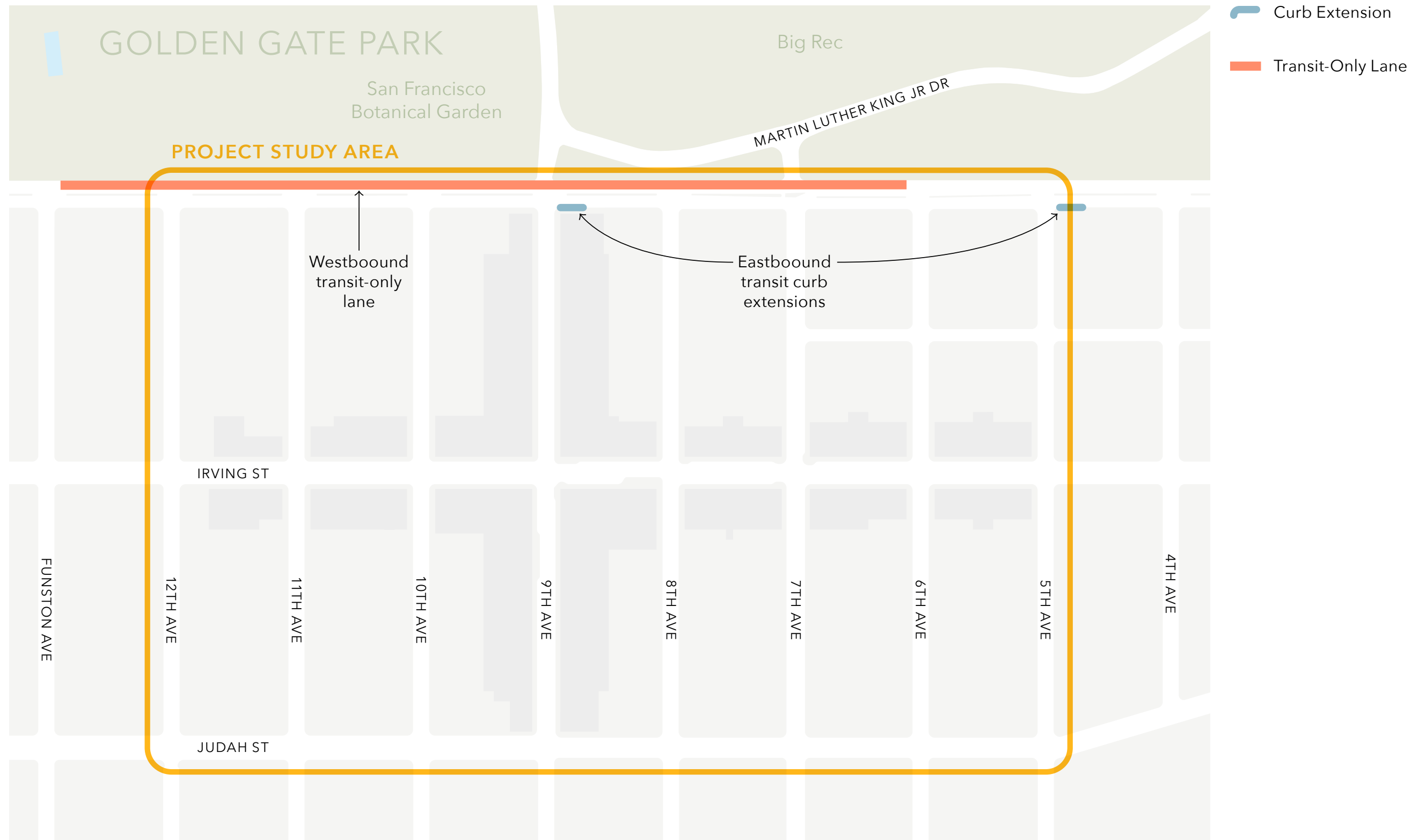
The existing westbound no-parking lane in effect from 3 – 7 p.m. on weekdays along Lincoln Way from 6th Avenue to Funston Avenue would be converted to a bus-only lane. This could save up to a minute for bus riders traveling towards Ocean Beach. Drivers may experience up to 20 seconds of additional travel time from 6th Avenue to Funston Avenue.

The sidewalk would be widened into a curb extension or bulb-out at the southeast corners of Lincoln Way and 5th Avenue in front of San Francisco Elim Church and Lincoln Way and 9th Avenue in front of Pacific Catch. This would improve the pedestrian and transit rider boarding experience, as well as improve travel time for the bus by reducing dwell and merge times.

This improvement received support from over 65 percent of respondents. Respondents suggested extending the hours for which the transit-only lane would be in effect to 24 hours every day and painting the lane red. Some respondents were concerned about the proposed changes increasing vehicular congestion; the conclusion from the Traffic Analysis section below indicates that a westbound transit-only lane on Lincoln Way from 6th Avenue to Funston Avenue would only increase vehicular travel time by up to 20 seconds.

These improvements would not remove or alter any existing parking spaces. Figure 3-5 shows the locations of improvements along Lincoln Way for enhancing travel times for the bus.

Figure 3-5. Improvements for More Reliable Travel for 7 Haight/Noriega Bus Route



Traffic Analysis

A quantitative traffic analysis was conducted to evaluate the impact of the proposed westbound transit-only lane on Lincoln Way from 6th Avenue to Funston Avenue. Table 3-1, Table 3-2, and Table 3-3 summarize the PM peak-hour approach delay (seconds/vehicle) and approach Level of Service (LOS) for each study intersection.

Table 3-1. LOS Analysis for 7th Avenue and Lincoln Way

SCENARIO	EASTBOUND	WESTBOUND	NORTHBOUND	SOUTHBOUND	INTERSECTION SUMMARY
Existing Conditions	34.7 C	14.7 B	21.3 C	30.3 C	21.8 C
Existing + Project	34.7 C	18.3 B	19.5 B	30.3 C	23.9 C
Change	0.0 seconds	+3.6 seconds	-1.8 seconds	0.0 seconds	+2.1 seconds

Table 3-2. LOS Analysis for 9th Avenue and Lincoln Way

SCENARIO	EASTBOUND	WESTBOUND	NORTHBOUND	SOUTHBOUND	INTERSECTION SUMMARY
Existing Conditions	17.3 B	18.5 B	32.5 C	30.4 C	19.9 B
Existing + Project	17.3 B	24.5 C	32.5 C	30.4 C	23.1 C
Change	0.0 seconds	+6.0 seconds	0.0 seconds	0.0 seconds	+3.2 seconds

Table 3-3. LOS Analysis for Funston Avenue and Lincoln Way

SCENARIO	EASTBOUND	WESTBOUND	NORTHBOUND	INTERSECTION SUMMARY
Existing Conditions	20.5 C	9.6 A	52.7 D	16.7 B
Existing + Project	19.3 B	19.1 B	50.2 D	21.5 C
Change	-1.2 seconds	+9.5 seconds	-2.5 seconds	+4.8 seconds

With the proposed transit-only lane, westbound drivers on Lincoln Way may experience up to 20 seconds of additional travel time from 6th Avenue to Funston Avenue.

Concept 6. An Upgraded 7th Avenue Bike Lane

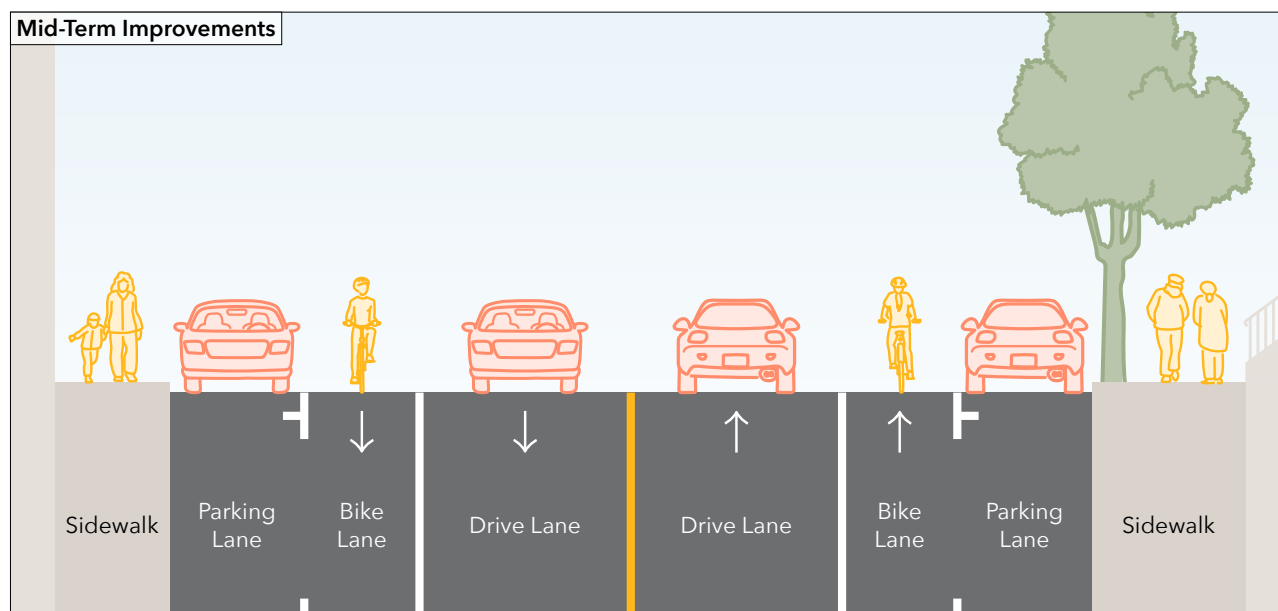
The 7th Avenue bikeway currently shares space with mixed traffic between Judah Street and Lincoln Way. Upgrades to this segment would define space for people riding bikes and people driving cars, reducing conflicts and improving safety and travel time. This stretch of 7th Avenue is identified in the *Biking and Rolling Plan* as part of the city's future "North Star Network," which is safe and connected network within one-quarter mile of everyone for all ages and abilities.

The mid-term improvement would be to upgrade the 7th Avenue bikeway to be painted without protection. This upgrade would require the removal of the center turn lane and potentially the removal of some parking at intersections to improve sightlines for different modes or to maintain left turn pockets. This concept still requires further study, community input, and design.

This improvement received support from nearly 60 percent of respondents. Community members were concerned that a painted bike lane on 7th Avenue would not be sufficient in improving the safety and comfort of biking and rolling through the neighborhood. Respondents who opposed the improvement entirely wanted to maintain the center turn lane on 7th Avenue, particularly at intersections, and expressed that the street is too busy for bicycles. Some respondents suggested potential bicycle facility improvements on Irving Street and others were interested in improving bicycle facilities on 5th and 6th Avenues as alternative bicycle routes to 7th Avenue.

Figure 3-6 shows the mid-block cross-section of an upgraded 7th Avenue with a painted bike lane.

Figure 3-6. Upgraded 7th Avenue with Painted Bike Lane



3.4 LONG-TERM IMPROVEMENTS (MORE THAN 5 YEARS)

Long-term concepts are not proposals for implementation, but rather for the additional study of transformative street changes that could make major improvements to safety, access, and transit dependability. These changes would require coordination across many agencies, significant additional outreach, community engagement, and additional funds.

Concept 7. Study: Closing the Gap in Bicycle Facilities From 7th Ave & Lawton to Golden Gate Park

Community engagement confirmed a desire to improve north-south bicycle connectivity between Golden Gate Park, the Inner Sunset and points south, but there was little consensus on which streets to focus on and what type of facility to implement. The mid-term painted bike lane upgrade on 7th Avenue received support but does not provide the ultimate low stress, all ages and abilities appropriate connection desired by people riding bicycles. Many, but not all people support the idea of protected bike lanes on 7th Avenue. An alternative route wiggling through 5th Avenue and 6th Avenue was raised by community members as an option with lower vehicle traffic, and though 5th and 6th Avenues do have some bicycle facilities, they are not on the designated bicycle network. This alternate route received support, but would require the additional planning and community collaboration anticipated for this recommended follow-up study. These and other alternatives would be studied to inform decisions about how best to establish a strong bicycle connection linking the Inner Sunset and the Park, considering a full set of options and routes across 7th, 6th and 5th Avenues.

Concept 8. Study: Improving Parking & Loading Access

Parking and loading in the Inner Sunset neighborhood can be challenging for residents, businesses, employees, and visitors. SFMTA implemented changes to improve parking and loading supply in 2021, however with increased deliveries and parklets, additional study is warranted. There are solutions that could be explored as part of a larger study to improve parking and loading access, manage parking demand, reduce double parking, and better match people's needs with the types of parking and loading spaces supplied.

Some examples of strategies that could be considered are:

- Coordinating with local employers and businesses to identify commuting, parking, and loading solutions for employees and deliveries.
- Re-allocating existing spaces for parking and loading to induce turnover and better match current needs.
- Expanding the residential permit parking program to additional blocks to improve access for residents.
- Exploring pay or permit parking: Permit holders could still park without additional payment or time restriction, while visitors pay to park without time limits. This increases parking availability, making it easier to find a spot.
- Extending the hours of operation for metered parking to increase turnover

This improvement received support from over 65 percent of respondents during outreach. Many respondents indicated that scooters and delivery vehicles would often block on-street parking spaces and through traffic. Some respondents would like the study to examine potential solutions for reducing double parking and providing more parking spaces. Local merchants were concerned that the lack of parking in the neighborhood contributed to the increased traffic congestion and lack of customers in the area.

However, the availability of parking spaces has neither reduced nor increased in recent years. The increase in traffic congestion may be attributed to an increase in the number of people accessing the neighborhood and increased demand for commercial loading space because of increased delivery service activity. The study would explore policies for shorter-term parking across existing parking spaces to induce higher turnover rates and increase the number of customers accessing local businesses as well as considering the reallocation of curb space to better match with current curb demands and improve curb efficiency.

Concept 9. Study: More Public Space for People on Irving Street

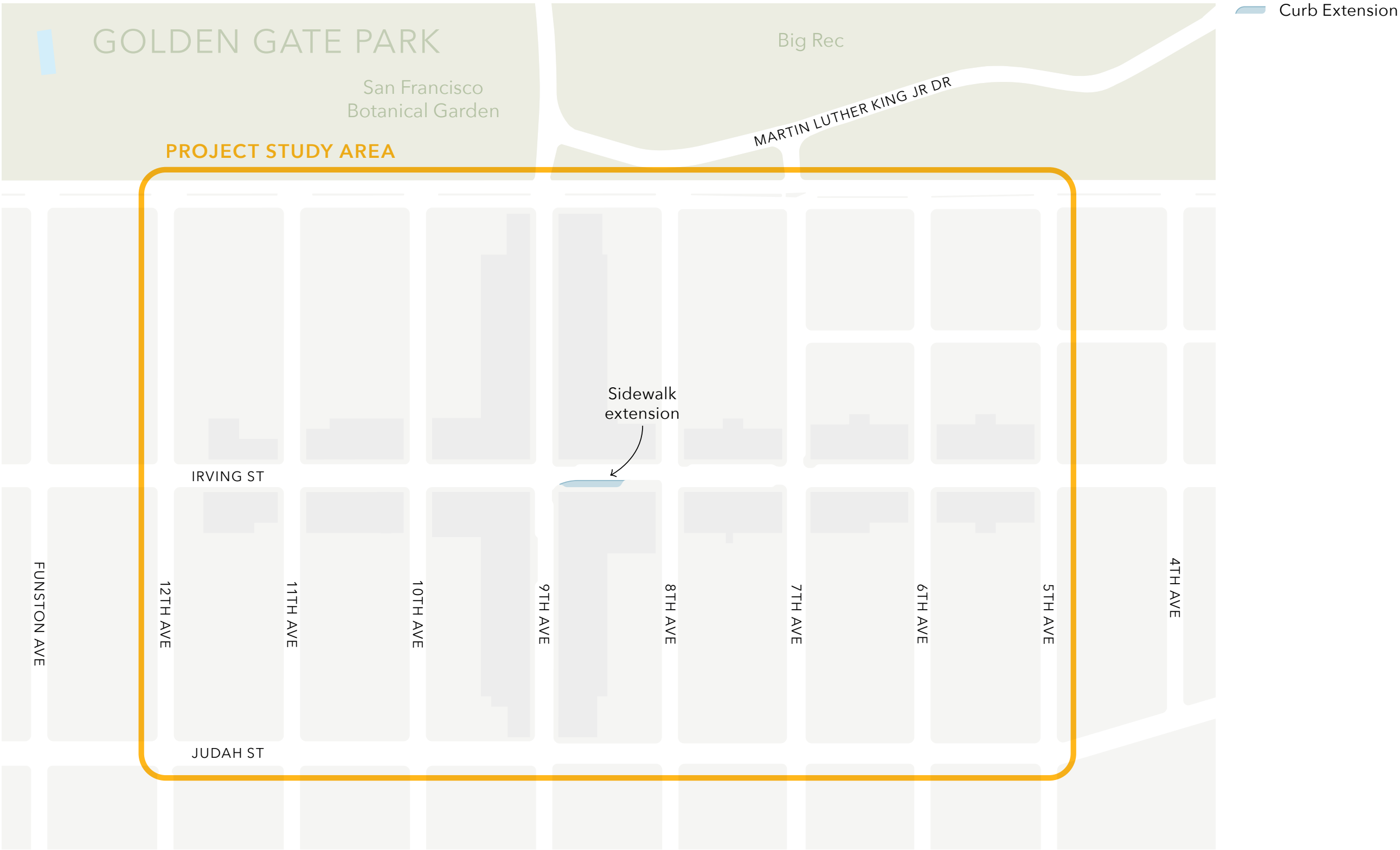
In collaboration with merchants, explore and design a streetscape project that would expand the sidewalk on Irving Street between 8th and 9th Avenue, similar to the parklet in front of Arizmendi Bakery on the 1300 block of 9th Avenue. This would improve public space, safety, and prevent double-parking along the N Judah.

Planters could be placed at the southeast corner of the intersection in the near term. Additional spaces to sit and meet could enhance the experience for people visiting the neighborhood. These improvements would not remove or alter any existing parking spaces. Efforts like this would need to be advanced in coordination with the San Francisco Planning Department and Department of Public Works.

This improvement received support from about 70 percent of respondents during outreach. Most respondents agreed that parklets and pedestrian space were important for the community as long as those spaces did not hinder driving through the area. Some respondents suggested the need to improve the circulation of delivery vehicles and reduce conflicts between delivery vehicles and pedestrians and other road users.

Figure 3-7 shows the location of the proposed long-term public space improvement in the study area.

Figure 3-7. Streetscape Project at 9th and Irving



3.5 ADDITIONAL IDEAS CONSIDERED BUT NOT RECOMMENDED

Community members suggested ideas in addition to the proposed improvements. These concepts are not being advanced at this time, but could be revisited again in the future.

One such idea was implementing a pedestrian scramble at the intersection of 9th Avenue and Lincoln Way. Pedestrian scrambles eliminate conflicts between pedestrians and turning vehicles by creating an all-direction pedestrian-only phase. With existing left-turn and no-turn-on-red restrictions at the intersection, a pedestrian scramble may not be the most appropriate solution.

The study team conducted an analysis of the typical criteria for implementation of a pedestrian scramble, and found that the intersection of 9th Avenue and Lincoln Way could meet some, but not all criteria. A scramble would also introduce tradeoffs, such as increased delay and waiting time for people on transit, people driving, and people walking and rolling, given the longer cycle times required to include a new all-pedestrian phase. Instead of advancing a scramble, the short-term improvement of making it easier for drivers to see people (Concept 1) includes a painted safety zone at the southwest corner of the intersection. Similarly, the mid-term improvement of making the 7 Haight/Parnassus bus route more reliable (Concept 5) proposes a corner bulb-out at the southeast corner of the intersection. Both proposed improvements would achieve higher pedestrian visibility and easier crossings.

Many community members supported the idea of pedestrianizing Irving Street. The long-term improvement of allocating more public space for people on Irving Street (Concept 9) would align with this idea and would involve a longer-term process of concept development and evaluation. Many of the concepts in this report are intended to make the Inner Sunset more comfortable for people walking. The desire to fully pedestrianize street space could be revisited after these improvements are completed. This process would need to be led by the San Francisco Planning Department as a public realm and urban design project, with collaboration from SFMTA and Public Works.

Another idea was implementing left-turn restrictions at select locations throughout the study area to reduce conflicting movements and delays caused by left turning vehicles to transit and other traffic. The study team conducted a traffic analysis and concluded that left-turn restrictions would only redirect vehicles to nearby intersections and not improve safety or traffic congestion overall. The short-term improvement of updating driving directions (Concept 2) would encourage drivers on Lincoln Way to turn left at intersections with traffic lights to improve traffic flow.

Lastly, a curb management study was suggested to explore solutions to induce parking turnover and ease pick-up and delivery trips. The long-term recommendation to conduct a parking access study (Concept 8) would also address similar goals. The study

would aim to address parking and loading demand while maintaining pedestrian-friendly features.

3.6 PHASE 2 COMMUNITY OUTREACH ACTIVITIES

Phase 2 of community outreach included an in-person Town Hall meeting, an online survey, and several pop-up events. About 80 people attended the in-person event, about 230 people filled out the survey, and about 180 responses were received across the pop-up events. The feedback received is summarized in each of the concept sections above.

In-Person Town Hall Meeting

A second in-person Town Hall meeting was held at the San Francisco County Fair Building where community members were invited to share their thoughts on draft concepts. The presentation included a summary of takeaways from Phase 1 community outreach, the main priorities for safety and circulation improvements based on those takeaways as well as documented existing conditions, and a list of draft concepts. Interactive boards were provided where each board represented a draft concept. Feedback was gathered at these boards where attendees were invited to provide feedback through discussions, stickers, and comment cards. Attendees could use stickers and comment cards to indicate whether they supported or opposed the draft concept at each board.

Online Survey

Similar to Phase 1, community members had access to an online survey on the project's website. Throughout October, the survey was open to the public for comments on the draft concepts.

Target Pop-Up Events

Pop-up events were held at various locations within and around the study area to capture a wide demographic range of the local population. These locations included: the bus stop in front of the seafood restaurant, Pacific Catch, at 9th Avenue and Lincoln Way; the 22nd and Irving Market; and the Inner Sunset Flea Market.

Business Engagement

Members of the study team met with owners or managers of businesses that front the location of proposed specific improvements on Irving, Judah, Parnassus, and 9th Ave. These business owners and managers were generally in agreement with the issues and challenges presented, and supportive of the concepts.

4. Implementation

4.1 RECOMMENDATIONS

The study team finalized project concepts based on community feedback, technical feasibility, and alignment with the goals of the Study along with citywide plans and policies. Finalized project concepts are recommendations that can be advanced for implementation or study, as appropriate, and are expected to prioritize safety for vulnerable road users, improve transit reliability, enhance connectivity to key local destinations, and support economic vitality in the study area.

As a result of outreach and coordination with District 7 Supervisor Myrna Melgar's office, Concept 6 – An Upgraded 7th Avenue Bike Lane is recommended to advance from mid-term to near-term, and Concept 7 – Closing the Gap in Bicycle Facilities From 7th Ave & Lawton to Golden Gate Park is recommended to advance from long-term to mid-term. Additionally, the study recommends the expansion of Concept 9 – Study: More Public Space for People on Irving Street be expanded to include the development of potential concepts for both sides of Irving St from 5th Avenue to 9th Avenue.

The recommendations for the Study are summarized below. For additional descriptions of each concept, please refer to Section 3 of this report. Concept numbers in Section 3 correspond with Recommendation numbers in this chapter for clarity and continuity. Because of the timeframe changes described above, some recommendations no longer appear in the original numerical order below.

Near-Term Improvements (1 - 2 Years)

Recommendation 1. Make it Easier for Drivers to See People Walking and Rolling

Implement pedestrian safety improvements across the study area. There are three different types of improvements that can be implemented to increase visibility for people crossing the intersection:

- **Painted Safety Zones**
Painted road areas that wrap around sidewalk corners to make pedestrians crossing intersections more visible to people driving and reinforce state-mandated no-parking zones approaching intersections.
- **Continental Crosswalks**
Higher-visibility spaces for people crossing the street. These designs, which consist of wide white stripes running parallel to the curb, have been shown to increase compliance with yielding to pedestrians in the crosswalk.

- **Advanced Limit Lines**
Solid white lines that indicate where vehicles should stop for a stop sign or red light. These lines increase visibility by creating space between vehicles and crosswalks.

Refer to Figure 3-2 for a map of potential locations and types of pedestrian safety improvements within the study area.

Recommendation 2. Driving Directions in Maps Apps

Suggest updates to mapping companies' directions (e.g. Google, Apple, etc.) to improve traffic circulation and reduce congestion. Recommendations for community-driven, improved directions would be sent to mapping apps (e.g. Google Maps, Apple Maps, Waze, etc.) so they could route people in the most effective way. The re-routing would not impact existing streets or sidewalks.

Accessing the DeYoung Museum, Music Concourse Garage, and nearby sites can cause traffic backups partly because some vehicles on the north side of the park are routed to drive around the park and enter near 9th Avenue and Lincoln Way. Updated directions would suggest that drivers coming from the north side of the park enter the park southbound on 10th Avenue at Fulton Street.

Westbound vehicles turning left from Lincoln Way onto 8th Avenue can cause traffic jams. Updated directions would suggest that drivers on Lincoln Way turn left at intersections with traffic lights to improve traffic flow.

Recommendation 3. Consolidate Transit Stops for More Reliable Service

Transit stops for the 6 Hayes/Parnassus and 43 Masonic routes would be consolidated to improve accessibility and pedestrian visibility while reducing bus travel and dwell times.

The westbound transit stop at 7th Avenue and Judah Street would be removed. Riders could use the nearby stop at 6th Avenue where there is a bus shelter and wider sidewalk space, also known as a curb extension or bulb-out. The eastbound 7th and 5th Avenues stops on Judah Street would consolidate to a new stop at 6th Avenue where there is a bench and wider sidewalk space.

The changes proposed for this concept may create the opportunity to add parking in place of the relocated stops. Refer to Figure 3-3 for the consolidation of transit stops on Judah Street.

Recommendation 6. An Upgraded 7th Avenue Bike Lane

The 7th Avenue bikeway currently shares space with mixed traffic between Judah Street and Lincoln Way. Upgrades to this segment would define space for people riding bikes

and people driving cars, reducing conflicts and improving safety and travel time. This stretch of 7th Avenue is identified in the Biking and Rolling Plan as part of the city's "North Star Network."

The mid-term improvement would be to upgrade the 7th Avenue bikeway to be painted without protection. This upgrade would require the removal of the center turn lane. This concept still requires further study, community input, and design.

Refer to Figure 3-6 for the cross-section of an upgraded 7th Avenue with a painted bike lane.

Mid-Term Improvements (2 - 5 Years)

Recommendation 4. More Reliable Travel for N Judah

Improvements to the N Judah route to enhance the experience of riding and getting on the train.

- Upgrade existing signals at 9th Avenue and Irving Street, and 9th Avenue and Judah Street. Upgraded signals would enable additional phases to be added to the signals to improve transit reliability, traffic flow, and reduce congestion.
- Upgrade the existing four-way stop at 10th Avenue and Judah Street to a traffic light. This upgrade would reduce congestion, improve pedestrian safety, and enable faster and more reliable travel for N Judah riders.
- Expand sidewalk space on 9th Avenue and Judah Street in front of Donut World to prevent illegal parking that blocks the N Judah route and causes delays.

These improvements would not remove or alter any existing parking spaces. Final confirmation of changes at 9th Avenue and Judah Street will require further analysis and engineering.

Refer to Figure 3-4 for the suite of improvements planned to enhance the travel experience for N Judah riders.

Recommendation 5. More Reliable 7 Haight/Noriega Bus Route

Improvements to the 7 Haight/Noriega route would reduce travel time and improve the experience riding and getting on the bus.

The existing westbound no-parking lane in effect from 3 - 7 p.m. on weekdays along Lincoln Way from 6th Avenue to Funston Avenue would be converted to a bus-only lane. This could save up to a minute for bus riders traveling towards Ocean Beach.

Drivers may experience up to 20 seconds of additional travel time from 6th Avenue to Funston Avenue. Refer to Table 3-1, Table 3-2, and Table 3-3 for the traffic analysis on expected vehicle delay resulting from the introduction of a part-time bus-only lane.

The sidewalk would be widened into a curb extension or bulb-out at the southeast corners of Lincoln Way and 5th Avenue in front of San Francisco Elim Church and Lincoln Way and 9th Avenue in front of Pacific Catch. This would improve the pedestrian and transit rider boarding experience, as well as improve travel time for the bus.

These improvements would not remove or alter any existing parking spaces. Refer to Figure 3-5 for the locations of improvements along Lincoln Way for enhancing travel times for the bus.

Recommendation 7. Closing the Gap in Bicycle Facilities From 7th Ave & Lawton to Golden Gate Park

Explore the feasibility of improving bicycle facilities on 5thth, 6thth, and 7thth Avenues or other nearby streets to establish a strong bicycle connection linking Golden Gate Park, the Inner Sunset, and points south. Starting with the recommendations of the Biking and Rolling Plan, this study would include an exploration of specific routes and facilities, including conceptual design, and outreach with community members, travelers, businesses, and travelers. The result would be a recommendation for implementation and a funding plan to do so.

Long-Term Improvements (More Than 5 Years)

Recommendation 8. Study: Improving Parking Access

There are solutions that could be explored as part of a larger study to improve parking access, manage parking demand, and better match people's needs with the types of parking supplied.

Some examples of strategies that could be considered are:

- Coordinating with local employers and businesses to identify commuting, parking, and loading solutions for employees and deliveries.
- Identifying potential locations for delivery hubs, including designated parking and facilities for food delivery drivers.¹
- Re-allocating existing spaces for parking and loading to induce turnover.

¹ Delivery hubs were explored in more detail and are a recommendation of the Transportation Authority's Eco-Friendly Deliveries Study: <https://www.sfcta.org/projects/eco-friendly-downtown-delivery-study>

- Expanding the residential permit parking program to additional blocks to improve access for residents.
- Exploring pay or permit parking: Permit holders could still park without additional payment or time restriction, while visitors must pay to park for the time they need. This induces turnover and increases availability.
- Extending the hours of operation for metered parking

Recommendation 9. Study: More Public Space for People on Irving Street

In collaboration with merchants, explore and design a streetscape project that would expand the sidewalk on Irving Street between 5th and 9th Avenue, similar to the parklet in front of Arizmendi Bakery on the 1300 block of 9th Avenue. This would improve public space, safety, and prevent double-parking along the N Judah.

Planters could be placed to expand pedestrian space in the near term. Additional spaces to sit and meet could enhance the experience for people visiting the neighborhood. Consideration of these improvements should be advanced in parallel with Recommendation 8 – Study: Improving Parking Access to ensure adequate provisions are made for parking, delivery, and loading throughout the neighborhood.

Refer to Figure 3-7 for the location of the proposed long-term public space improvement in the study area.

4.2 COST, FUNDING, AND IMPLEMENTATION

The project team developed preliminary, concept level cost estimates for the design and implementation of near-term, mid-term, and long-term recommendations. The preliminary cost estimates for each recommendation are summarized in the table below.

At the time of this report, the near-term recommendation to upgrade the 7th Avenue bike lane is the only recommendation with funding for implementation already secured. This project will be supported with \$150,000 in previously programmed Prop L sales tax funds from the Safer and Complete Streets Program on reserve for design and implementation. The SFMTA may request that the Transportation Authority Board allocate these funds for the scope of work proposed below.

Recommendations 3, 4, and 5, detailed below, are intended to advance as part of broader SFMTA projects and would require further outreach and planning.

- Recommendation 3: Consolidate Transit Stops for More Reliable Service
 - » Stop consolidation may be implemented with an annual Muni service change following outreach and legislation.
- Recommendation 4: More Reliable Travel for N Judah

-
- » This recommendation includes upgrading existing signals and the additional of a corner bulb, which SFMTA may explore through their N Judah Transit & Safety Project,¹ following outreach and planning. The N Judah Transit & Safety Project is currently in the visioning phase.
 - Recommendation 5: More Reliable 7 Haight/Noriega Bus Route
 - » This recommendation includes widening the sidewalk into a bus-bulb at two locations and creating a part-time bus-only lane on Westbound Lincoln Way. These improvements may be pursued as part of 7 Muni Forward project (identified as a future project in SFMTA's FY 2025 – 2029 Capital Improvement Program).

The remaining recommendations are standalone projects² and do not currently have funding sources in hand for implementation. While recommendations 3, 4, and 5 may be funded as a part of larger SFMTA projects, these improvements may require additional funding sources. As such, the project team has identified potential funding sources for project recommendations, summarized in Table 4-1 below, with further information about funding sources and strategies in Section 4.3.

¹ <https://www.sfmta.com/projects/n-judah-transit-safety-project>

² As recommendations proceed through further outreach, planning, and development, it may be beneficial to combine certain recommendations into a single project to make them more competitive for certain funding sources.

Table 4-1. Study Recommendations, Costs, and Potential Funding Sources

RECOMMENDATION	TIMEFRAME	PRELIMINARY COST ESTIMATE	POTENTIAL FUNDING SOURCES
1. Make it Easier for Drivers to See People Walking and Rolling	Near-Term	Crosswalks: \$15,000/ea Safety Zones: \$25,000/ea Limit Lines: \$15,000/ea Total as Proposed: \$700,000	• California Office of Traffic Safety Grant Program • Local Partnership Program (CTC) • Highway Safety Improvement Program (HSIP) Grant • Proposition AA Vehicle Registration Fee • Proposition D TNC Tax • Proposition L Sales Tax
2. Driving Directions in Maps Apps	Near-Term	No Cost	• N/A
3. Consolidate Transit Stops for More Reliable Service	Near-Term	N/A	• N/A
4. More Reliable Travel for N Judah	Mid-Term	\$3,600,000 for one bulb, two signal upgrades and one new signal	• Innovative Deployments to Enhance Arterials (IDEA) • Local Partnership Program • Proposition AA Vehicle Registration Fee • Proposition D TNC Tax • Proposition L Sales Tax • Transit Performance Initiative Investment Program
5. More Reliable 7 Haight/Noriega Bus Route	Mid-Term	\$100,000 for transit lane \$2,800,000 for two transit bulbs and one ped bulb (incl. \$850,000 for design)	• Local Partnership Program • Proposition AA Vehicle Registration Fee • Proposition L Sales Tax • Transit Performance Initiative Investment Program
6. An Upgraded 7th Avenue Bike Lane	Near-Term	\$150,000	• Proposition L Sales Tax (Safer & Complete Streets) — Programmed
7. Study: Inner Sunset – Golden Gate Park Bicycle Connection	Mid-Term	\$300,000, including study, outreach, design, and implementation of recommendations	• Priority Conservation Area (PCA) Grants (planning) • Proposition L Sales Tax • Safe Streets for All (SS4A) Grant Program
8. Study: Improving Parking Access	Long-Term	\$300,000	• Local Parking Management Program Planning Grants • Proposition L Sales Tax
9. More Public Space for People on Irving Street	Long-Term	\$1,000,000	• Safe Streets for All (SS4A) Grant Program • Proposition L Sales Tax

4.3 FUNDING SOURCES AND STRATEGIES

In this section we provide a brief description of some potential funding sources for the Study recommendations, including those listed in Table 4-1 in the prior section. Based on our current knowledge of funding sources, we've provided an illustrative list of the most likely sources for each recommendation. It is worth noting that in the transportation sector, there is chronically far more demand and need for funding than available revenues, making many fund sources highly competitive. Further most programs have funding guidelines that determine eligible project sponsors and project types, prioritization criteria, and other requirements that collectively help determine which projects are most likely to be successful in securing funding from that source. For example, many fund sources require a certain amount of matching funds. Other sources may give more points or priority to projects that benefit an Equity Priority Community or disadvantaged population or that come from a community-based planning effort. Funding guidelines are subject to change and should be reviewed before considering whether a project is a good match for that particular source and to understand the timing of when funds may be available for new projects.

Local Sources

Proposition AA Vehicle Registration Fee

Proposition AA is a voter-approved \$10 annual vehicle registration fee that funds local street repair and reconstruction, pedestrian and bicycle safety improvements, and transit reliability and mobility improvements throughout San Francisco. Given its small size – less than \$5 million in revenue per year – Prop AA is used to support small, high-impact projects that provide tangible benefits to the public in the short term, and only funds design and construction phases of projects.

Prop AA projects are split into three categories:

- Street Repair and Reconstruction (50% of Prop AA funds)
- Pedestrian Safety (25%)
- Transit Reliability and Mobility Improvements (25%)

Prop AA could fund the design and construction phases for projects that include pedestrian improvements and transit reliability and mobility enhancements.

Proposition D Traffic Congestion Mitigation Tax (TNC Tax)

The Proposition D Traffic Congestion Mitigation Tax (TNC Tax) was passed by San Francisco voters in 2019. The City imposes the TNC Tax (effective January 1, 2020) of 1.5% to 3.25% on fares for rides originating in San Francisco, for the portion of the trip within the city, that are facilitated by commercial ride share companies or are provided by an autonomous vehicle or private transit services vehicle. The Transportation Authority's share of 50% of TNC Tax revenues, estimated at \$9.8 million

for Fiscal Year 2026/27, are available for street safety projects including pedestrian or bicycle safety projects, traffic calming, and traffic signal upgrades and re-timing.

Proposition L Half-cent Sales Tax

In 2022, San Francisco voters approved Proposition L (Prop L), the Sales Tax for Transportation, which directs half-cent sales tax funds to a 30-year Expenditure Plan that describes the types of projects eligible for funds under each of its 28 programs. The Study recommends an upgraded 7th Avenue bike lane, which has \$150,000 programmed under the Safer and Complete Streets program for design and construction of the bikeway. Recommendations from this Study that prioritize safety for vulnerable road users, improve transit reliability, enhance connectivity to key local destinations are eligible for one or more Prop L programs below:

- Muni Reliability and Efficiency Improvements
- Safer and Complete Streets
- Traffic Signs and Signals Maintenance
- Transportation Demand Management
- Development Oriented Transportation
- Neighborhood Transportation Program (or Neighborhood Program)

SFCTA's Neighborhood Program funds neighborhood-scale transportation projects in each supervisorial district to address locally identified mobility needs. The program prioritizes initiatives that improve safety for people walking and biking, encourage sustainable travel modes, enhance transit access and reliability, and advance mobility in Equity Priority Communities and other underserved areas. Each supervisorial district is granted \$700,000 in Prop L sales tax funds over a five-year period, and funds can support both planning and capital projects. Project selection is guided by district supervisors based on community input and stakeholder engagement. As such, any of the project's recommendations may be appropriate for future Neighborhood Program funding.

San Francisco General Fund

Some discretionary funding may be available within the General Fund budgeting process for the types of recommendations included in this plan.

SFMTA Prop B General Fund Set Aside

While SFMTA is facing very constrained financial resources at present, if the financial outlook improves, SFMTA may have flexible funding such as revenues from the Prop B General Fund Set Aside that could be used to support the types of recommendations included in this Study.

Regional, State, and Federal Sources

Active Transportation Program (ATP)

The state Department of Transportation (Caltrans) provides grants to encourage increased use of active modes of transportation. This highly competitive program could fund the type of bike and pedestrian safety infrastructure recommendations that stem from future studies, but the program emphasizes projects that benefit disadvantaged communities, in addition to those that measurably increase walking and biking. Only projects requesting more than \$250,000 are eligible. As the recommended mid-term bicycle connection work progresses, this source may be considered if there are clear benefits to disadvantaged communities.

California Office of Traffic Safety Grant Program

The California Office of Traffic Safety Grant Program offers grants for a variety of priority program areas, including pedestrian and bicycle safety. This program places emphasis on high-risk populations, therefore any project recommendations eligible for this funding would benefit from demonstrating how pedestrian and bicycle improvements would increase safety for vulnerable populations.

Community Action Resource and Empowerment (CARE) Program

The Metropolitan Transportation Commission's (MTC) Community Action Resource and Empowerment (CARE) Program provides \$22 million to support community-prioritized transportation initiatives developed through engagement and power-building efforts, and provides capacity building and technical assistance to community-based organizations and local governments. As such, the program is divided into three program areas:

- Community Based Transportation Plan Project Development or Coordinated Plan strategy
- High-Priority Neighborhood Level Project Implementation/Participatory Budgeting
- Community Power-Building and Engagement

Since this project relied on community outreach, reflecting the needs of stakeholders including residents, merchants, workers, visitors, and local community organizations, study recommendations may be eligible for CARE program funding under the Community Based Transportation Plan Project Development or Coordinated Plan strategy focus area. Project recommendations that include sidewalk improvements at or near transit stops, safety or modernization improvements, bicycle and pedestrian projects, bus stop improvements, accessibility enhancements, streetscape improvements, and transit access improvements for disadvantaged communities are all eligible capital projects for the CARE program's Community Based Transportation Plan Project Development or Coordinated Plan strategy focus area. The Care program gives

priority to, among other things, projects that directly address transportation gaps and/or barriers identified through community-based planning process or other planning efforts that involved focused inclusive engagement to low-income populations.

Highway Safety Improvement Program (HSIP) Grant

The Highway Safety Improvement Program (HSIP) is one of the core federal-aid programs to states. The purpose of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. Example safety projects include crosswalk markings, rapid flashing beacons, curb extensions, speed feedback signs, median islands, and other pavement markings. In California, HSIP prioritizes projects based on a benefit-to-cost ratio. Projects along roadways with a relatively high crash history (e.g., 9th/ Lincoln) may be able to achieve a competitive benefit-to-cost ratio and be funded through HSIP.

Innovative Deployments to Enhance Arterials (IDEA)

MTC's Innovative Deployments to Enhance Arterials (IDEA) grant program funds transit signal priority projects along major arterial roadways to improve transit speed and reliability. This study recommends both new and upgraded signals to provide more reliable travel for N Judah, which may be eligible for IDEA grant funding.

Local Parking Management Program Planning Grants

In prior years, MTC has solicited proposals for Local Parking Management Program Planning Grants, which support the development of parking management plans and related planning activities needed to advance projects aligned with Plan Bay Area 2050. The last call for projects was released in February 2023, so it is unclear if and when MTC will release a new call for projects. However, any future Local Parking Management Program Planning Grant program may be a potential funding source for this study's recommendation to conduct a parking access study.

Local Partnership Program (LPP)

The Local Partnership Program, administered by the California Transportation Commission (CTC), offers \$200 million annually to local and regional transportation agencies. 40% of funds are distributed through a competitive program and 60% are distributed through a formulaic program. Jurisdictions and agencies with voter approved taxes, tolls, or fees, that are dedicated solely to transportation improvements are eligible to apply. In San Francisco both the City and County of San Francisco (through the Prop D TNC Tax) and the SFCTA (through Prop L and Prop AA) are eligible to apply and/or nominate projects for funding. LPP projects must provide a one-to-one match using private, local, federal, or state funds. Relevant eligible projects include:

- Bicycle or pedestrian safety or mobility projects

- Projects that enhance transit facilities by increasing travel reliability, increasing transit ridership, providing an alternative travel mode to driving, or enhancing travel access

Priority Conservation Area (PCA) Grants

MTC's Priority Conservation Area (PCA) Grants provide funding for local projects that support conservation efforts in the Bay Area. PCAs are spaces that have outdoor recreation or environmental benefits in the Bay Area. This program offers a wide range of grant awards, with the most recent call for projects providing grants from \$200,000 to \$1 million. Relevant eligible project types are planning activities, including public access to open space and parklands, and pedestrian and bicycle facilities. Within the study area, Golden Gate Park, 5th Avenue between Lincoln Way and Parnassus Avenue, and the land adjacent to Mount Sutro Open Space Reserve (specifically south of Parnassus Avenue, bound by 5th Avenue to the east), are identified as PCAs. This may be a viable fund source for the Inner Sunset - Golden Gate Park Bicycle Connection recommendation.

Safe Streets for All (SS4A) Grant Program

Through the Infrastructure Investments and Jobs Act, USDOT provides funding for several types of projects, including funding for active transportation projects and programs. One program, the Safe Streets for All (SS4A) Grant Program, can fund bike safety improvements.

Transit Performance Initiative Investment Program

MTC's Transit Performance Initiative Investment Program is a competitive grant program for capital projects, with funds available from the state Low Carbon Transit Operations Program. This program funds lower-cost, near-term capital improvements that enhance operations along high-frequency bus corridors and at key connections between high-frequency or high-ridership transit services. Project recommendations that would provide more reliable travel on high-frequency or high-ridership transit lines may be eligible for funding.

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San Francisco County Transportation Authority

Neighborhood
program



RESOLUTION ADOPTING THE INNER SUNSET TRANSPORTATION STUDY FINAL
REPORT

WHEREAS, The Inner Sunset Transportation Study (Study) was recommended by Board Chair Myrna Melgar for Prop L half-cent sales tax funds from the Transportation Authority's Neighborhood Transportation Program; and

WHEREAS, The Study was intended to address transportation safety and circulation issues in and around the Inner Sunset commercial core, with an emphasis on improving conditions for vulnerable road users; and

WHEREAS, The Study team, led by the Transportation Authority and the San Francisco Municipal Transportation Authority (SFMTA), identified a study area defined as the area bounded by Lincoln Way, 5th Avenue, Judah Street, and 12th Avenue; and

WHEREAS, Through a review of existing conditions data and community outreach, the Study team identified a set of project goals consistent with overall city policy to Prioritize Safety for Vulnerable Road Users, Improve Transit Reliability, Enhance Connectivity to Key Destinations, and Support Economic Vitality; and

WHEREAS, The Study team evaluated a toolbox of best practices from within San Francisco and elsewhere to develop nine initial concepts for improvement; and

WHEREAS, After incorporating changes to some of the details of the nine draft concepts based on feedback from community members and stakeholders, the Study team refined the concepts; and

WHEREAS, The attached Inner Sunset Transportation Study Final Report recommends nine improvements be implemented over three timeframes: near-term (1-2 years), medium-term (2-5 years), and long-term (more than 5 years); and

WHEREAS, The final report includes a discussion of cost estimates, potential funding sources, and next steps for implementation; and

WHEREAS, The Transportation Authority Community Advisory Committee



considered the Inner Sunset Transportation Study Final Report at its May 27, 2026 meeting and unanimously adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the attached Inner Sunset Transportation Study Final Report; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the document for final publication and distribute the document to all relevant agencies and interested parties.

Attachment:

1. Inner Sunset Transportation Study Final Report



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

RECOMMENDATION ☐ Information ☒ Action

Allocate \$19,367,000 in Prop L funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:

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)

Allocate \$3,200,000 in Prop L funds, with conditions, to San Francisco Public Works (SFPW) for:

7. Geary Boulevard Improvements Phase 2 (\$1,800,000)
8. Mission SoMa Improvements and Pavement Renovation (\$1,400,000)

Allocate \$84,000 in Prop L funds, with conditions, to Treasure Island Mobility Management Agency (TIMMA) for:

9. Treasure Island On-Island Shuttle Start-Up Phase 1

Allocate \$1,860,572 in Prop AA funds, with conditions, to SFPW for:

10. Front St and Sansome Pavement Renovation

- ☒ Fund Allocation
- ☒ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other: _____

**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

							Leveraging			
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)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
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		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.
18	SFMTA	Inner Sunset Bike Connection	\$150,000		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. 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. 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.
18	SFMTA	Safe Routes to School Non-Infrastructure	\$243,000		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.

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		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. 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.
25	SFMTA	Fulton Street Safety Improvements [NTP]	\$449,000		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.
Streets	SFPW	Front St and Sansome St Pavement Renovation		\$1,860,572	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.

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		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. 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).
6	SFMTA	Cable Car Barn Rehabilitation - Electrical System Upgrade	\$ 3,496,000		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.
14	SFMTA	Paratransit	\$ 14,329,000		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.
15	SFPW	Geary Boulevard Pavement Renovation Phase 2	\$ 1,800,000		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).
15	SFPW	Mission SoMa Improvements and Pavement Renovation	\$ 1,400,000		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).

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		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. 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.
18	SFMTA	Safe Routes to School Non-Infrastructure	\$ 243,000		
24	TIMMA	Treasure Island On-Island Shuttle Start-Up Phase 1	\$ 84,000		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.

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		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. 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. 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).
Streets	SFPW	Front St and Sansome St Pavement Renovation		\$ 1,860,572	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).
TOTAL			\$ 22,651,000	\$ 1,860,572	

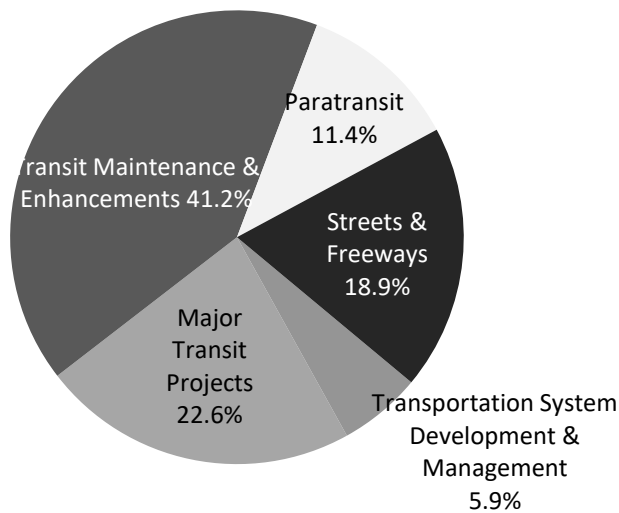
¹ See Attachment 1 for footnotes.

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

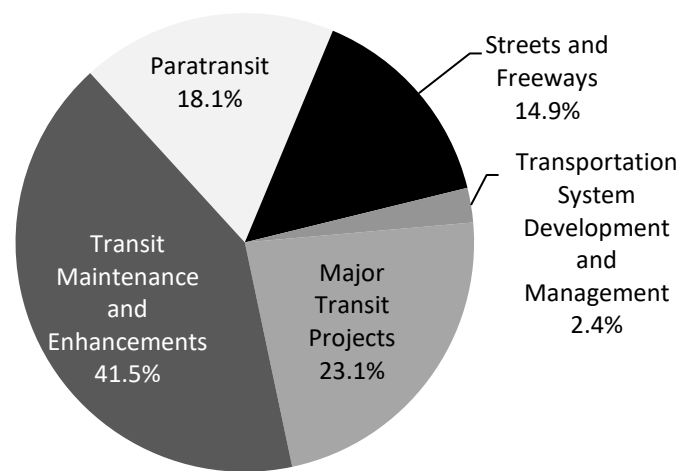
PROP L SALES TAX						
FY 2026/27	Total	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY2030/31
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 22,651,000	\$ 12,414,000	\$ 8,837,000	\$ 1,400,000	\$ -	\$ -
New Total Allocations	\$ 22,651,000	\$ 12,414,000	\$ 8,837,000	\$ 1,400,000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

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



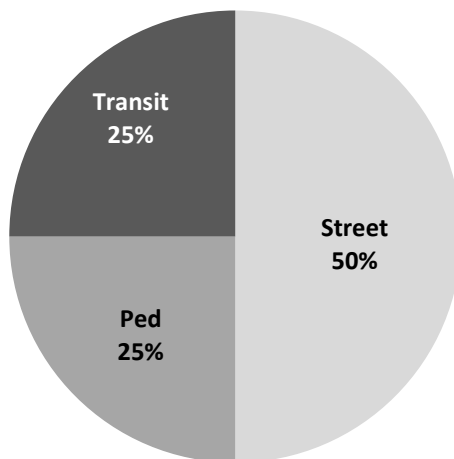
Prop L Investments To Date (Including Pending Allocations)



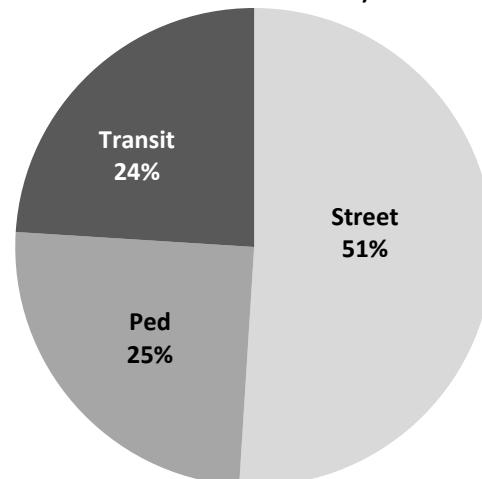
PROP AA VEHICLE REGISTRATION FEE						
FY 2026/27	Total	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY2030/31
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 1,860,572	\$ 500,000	\$ 1,200,000	\$ 160,572	\$ -	\$ -
New Total Allocations	\$ 1,860,572	\$ 500,000	\$ 1,200,000	\$ 160,572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

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)





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)

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

Memorandum

AGENDA ITEM 6

DATE: May 28, 2026

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 05/12/2026 Board Meeting: Amend the Prop K Standard Grant Agreement for the District 2 Safety Study and Implementation [NTIP Planning and Capital] (Project) to Update the Project Scope, Schedule, Cost, and Funding Plan; and Release \$430,000 on Reserve to Implement District 2 Safety Study Near-Term Recommendations

RECOMMENDATION ☐ Information ☒ Action • Amend the Prop K Standard Grant Agreement (138-907193) for the District 2 Safety Study and Implementation [NTIP Planning and Capital] (Project) to update the Project scope, schedule, cost, and funding plan • Release \$430,000 on reserve to implement District 2 Safety Study near-term recommendations SUMMARY In 2023, the Board allocated \$700,000 in Neighborhood Program funds for the District 2 Safety Study and Implementation project, including \$270,000 for SFMTA and Transportation Authority staff to conduct the Safety Study and \$430,000 placed on reserve for SFMTA to implement recommendations from the Safety Study. The Board adopted the District 2 Safety Study in March 2026. Subsequently, SFMTA requested concurrent release of the \$430,000 in implementation funds and amendment of the Prop K grant agreement to update the scope, schedule, cost, and funding plan to implement near-term quick-build recommendations from the Safety Study, as detailed in Attachments 1 and 2. SFMTA expects the work to be open for use by June 2028.	☐ Fund Allocation ☐ Fund Programming ☐ Policy/Legislation ☐ Plan/Study ☐ Capital Project Oversight/Delivery ☐ Budget/Finance ☒ Contract/Agreement ☐ Other: _____
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BACKGROUND

In 2023 through approval of Resolution 23-37, the Transportation Authority allocated \$700,000 in Prop K Neighborhood Program funds for the District 2 Safety Study and Implementation [NTIP Planning and Capital] project. This included \$270,000 for SFMTA and Transportation Authority staff to conduct the Safety Study and \$430,000 placed on reserve for SFMTA to implement recommendations from the plan. The approval action conditioned release of the implementation funds by the Board upon completion of the District 2 Safety Study and submittal of an allocation request form detailing the proposed scope, schedule, cost, and funding for the proposed recommendations to be implemented with the Prop K funds on reserve.

DISCUSSION

In March 2026 through Resolution 26-42, the Board adopted the District 2 Safety Study which identified near-term quick-build recommendations for pedestrian safety and speed management improvements at 10 locations. Recommended improvements are intended to address safety and access challenges at study areas that have a high concentration of places that attract vulnerable road users (medical centers, schools, parks, etc.) using quick-build treatments that could be implemented in the near-term to improve pedestrian and bicyclist safety, visibility and comfort, and to reduce vehicular speeds. Improvements include painted safety zones, traffic signal upgrades and modifications, new traffic signs and bicycle wayfinding, traffic island/median reconfigurations, and vertical deflection traffic calming devices (speed humps, cushions, tables). Attachment 2 contains the allocation request form with a list of recommended improvements by location and a map.

The Safety Study also identifies medium- and long-term recommendations at Laguna Street and Bay Street, which are not included in this request.

Transportation Authority staff have reviewed SFMTA's request to amend the subject grant agreement and release the \$430,000 in implementation funds for design and construction of the near-term quick-build recommendations and recommend approving the request.

Attachment 1 includes a summary of the proposed SGA amendment, as requested by SFMTA. Attachment 2 includes an updated allocation request form with detailed information on the scope, schedule, budget, funding, and deliverables.



FINANCIAL IMPACT

The recommended action would amend the Prop K SGA (138-907193) for the District 2 Safety Study and Implementation [NTIP Planning and Capital] and release \$430,000 in previously allocated Prop K funds held on reserve for implementation of District 2 Safety Study recommendations. 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 proposed budget to accommodate the recommended action.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed SGA Amendment (138-907193)
- Attachment 2 - Allocation Request Form
- Attachment 3 - Resolution

Attachment 1.
Proposed Standard Grant Agreement (SGA) Amendment - District 2 Safety Study and Implementation [NTIP Planning and Capital]

Resolution	Prop K SGA Number	Project Name (Project Sponsor)	Need for Amendment and Project Description	Recommendations
26-XX	138-907193	District 2 Safety Study and Implementation [NTIP Planning and Capital] (Amendment) (SFMTA) (SGA 138-907193)	In 2023 through approval of Resolution 23-37, the Transportation Authority Board allocated \$270,000 in Prop K Neighborhood Program funds to the Transportation Authority and SFMTA to conduct the District 2 Safety Study. The same action also placed \$430,000 in Prop K funds on reserve for SFMTA to implement recommendations from the District 2 Safety Study following the Board's adoption of the study and submittal of a request detailing the proposed scope, schedule, cost, and funding for the recommendations to be implemented with Prop K funds. The Transportation Authority Board adopted the study in February 2026 and SFMTA subsequently requested amendment of the Prop K grant agreement (SGA138-907193) and release of the \$430,000 on reserve to implement near-term quick-build recommendations for pedestrian safety and speed management at 10 locations in District 2. The District 2 Safety Study includes specific recommendations for quick-build projects in study areas throughout the district that have a high concentration of places that attract vulnerable road users (i.e., medical centers, schools, parks, etc.). Improvements include painted safety zones, traffic signal upgrades and modifications, new traffic signs and bicycle wayfinding, traffic island/median reconfigurations, and vertical deflection traffic calming devices (speed humps, cushions, tables). See attached allocation request form (Attachment 2) for a list and map of locations with a description of the quick-build recommendations that will be implemented with the requested funds. SFMTA expects to complete this project by June 2028.	Amend the Prop K Standard Grant Agreement for the District 2 Safety Study and Implementation [NTIP Planning and Capital] (Project) to update the Project scope, schedule, cost, and funding plan and enable release of \$430,000 on reserve for implementation of District 2 Safety Study Recommendations.

San Francisco County Transportation Authority

Allocation Request Form

Proposed May 2026 amendment to release \$430,000 from implementation reserve (phase TBD) for design and construction phases.

FY of Allocation Action:	FY2022/23
Project Name:	District 2 Safety Study and Implementation [NTIP Planning and Capital] (Amendment)
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	
Current PROP K Request:	
Supervisory District	District 02

REQUEST

Brief Project Description

This project will design and construct quick-build safety improvements recommended in the District 2 Safety Study adopted by the Transportation Authority Board in 2026. The Safety Study includes specific recommendations for quick-build treatments in study areas throughout the district that have a high concentration of places that attract vulnerable road users and include painted safety zones, traffic signal upgrades / modifications, new traffic signs and bicycle wayfinding, traffic island/median reconfigurations, and vertical deflection traffic calming devices (speed humps, cushions, tables).

Detailed Scope, Project Benefits and Community Outreach

With the support of District 2 Supervisor Sherrill, the SFMTA is seeking amendment of Prop K SGA 138-907193 to enable release of \$430,000 held on reserve for implementation of recommendations from the now completed District 2 Safety Study. Specifically, the \$430,000 would be used to implement the near-term quick-build recommendations in the study.

The District 2 Safety Study includes specific recommendations for quick-build projects in study areas throughout the district that have a high concentration of places that attract vulnerable road users (medical centers, schools, parks, etc). Recommended improvements are intended to address safety and access challenges using quick-build treatments that would be implemented in the near-term to improve pedestrian and bicyclist safety, visibility and comfort, and to reduce vehicular speeds. Improvements include painted safety zones, traffic signal upgrades and modifications, new traffic signs and bicycle wayfinding, traffic island/median reconfigurations, and vertical deflection traffic calming devices (speed humps, cushions, tables). A list of locations with a description of the recommendations is attached.

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

District 2

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

Project Phase(s)

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

District 2 Safety Study - Final Recommended Improvements

Study Area	Intersection	Proposed Treatments per Final Report	Final Recommended Improvements as of May 2026
Marina	Bay Street/Laguna Street	Install a blank-out "No Right Turn on Red" sign on the north side of the intersection to limit right turn violations Stripe the northbound Laguna double yellow centerline to formalize the lanes and help with turning movements onto Laguna Install crosswalk closure sign at SE corner of intersection to clarify the existing prohibited crossing at the NE corner of Bay/Laguna	Blank-out "No Right Turn" sign Updated warning signs Updated striping
Pacific Heights	Clay Street/Webster Street Washington Street	Install traffic calming devices (e.g., speed humps, speed tables, or speed cushions) on Webster Street from Washington Street to Sacramento Street to reduce vehicle speeds. Install traffic calming devices (e.g., speed humps, speed tables, or speed cushions) on Washington Street from Buchanan Street to Laguna Street to reduce vehicle speeds. Implement color curb changes at Clay/Webster to better balance goods and passenger delivery needs and reduce double parking.	1 speed cushion - Webster St, Sacramento to Clay St (2100 block) 1 speed cushion - Webster St, Clay St to Washington St (2200 block) 1 speed cushion - Washington St, Laguna St to Buchanan St (2200 block)
Masonic Ave / Geary Blvd	Masonic Avenue/Geary Boulevard	Round the concrete island nose at Masonic/Geary to make it easier for cyclists to enter the southbound bike lane on Masonic Ave. Pavement markings and new signage to improve bike wayfinding from WB Geary to SB Masonic. Add a bike box for cyclists turning from northbound Masonic Avenue to westbound Anza Street. No Right Turn on Red for eastbound Geary onto southbound Masonic. Lead Pedestrian Interval at all crossings on Geary Blvd.	Round-off nose of traffic island on bike lane entrance at Masonic/Geary Install wayfinding signs and pavement markings for WB Geary to SB Masonic movement Install NRTOR for EB Geary Add LPs for all Geary/Masonic crossings
Anza Vista	Masonic Avenue/Anza Street	Install traffic calming devices (e.g., speed humps, speed tables, or speed cushions) on Anzavista Avenue, Barcelona Avenue, Encanto Avenue, Fortuna Avenue, Terra Vista Avenue, and O'Farrell Street to slow vehicle speeds	2 speed tables - O'Farrell St, Lyon St to St Joseph's Ave (2300 block) 1 speed cushion - Terra Vista Ave, Baker St to Fortuna Ave (Unit block) 1 speed cushion - Terra Vista Ave, Fortuna Ave to Encanto Ave (Unit block) 1 speed cushion - Terra Vista Ave, Encanto Ave to Barcelona Ave (100 block) 1 speed cushion - Anzavista Ave, Baker St to Fortuna Ave (Unit block) 1 speed cushion - Anzavista Ave, Fortuna Ave to Encanto Ave (Unit block) 1 speed cushion - Anzavista Ave, Encanto Ave to Barcelona Ave (100 block) 2 speed cushions - Fortuna Ave, Anzavista Ave to Terra Vista Ave (Unit block) 2 speed cushions - Encanto Ave, Anzavista Ave to Terra Vista Ave (Unit block) 1 speed cushion - Barcelona Ave, Anzavista Ave to Terra Vista Ave (Unit block)
Cathedral Hill	Post/Laguna Post/Franklin O'Farrell/Franklin Eddy/Franklin Sutter/Gough	Install painted safety zones (PSZ) at up to 5 intersections in Cathedral Hill with a high number of recent turn-based collisions	1 PSZ at Post/Laguna 1 PSZ at Post/Franklin 1 PSZ at O'Farrell/Franklin 1 PSZ at Eddy/Franklin 1 PSZ at Sutter/Gough

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	District 2 Safety Study and Implementation [NTIP Planning and Capital] (Amendment)
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	District 2 Safety Study and Implementation [NTIP Planning and Capital] (Amendment)
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
SFMTA Capital Funds	\$0	\$0	\$9,059	\$9,059
PROP K	\$0	\$0	\$430,000	\$430,000
Phases In Current Request Total:	\$0	\$0	\$439,059	\$439,059

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$0	\$430,000	\$430,000
PROP K	\$0	\$0	\$270,000	\$270,000
SFMTA Capital Funds	\$0	\$0	\$9,059	\$9,059
Funding Plan for Entire Project Total:	\$0	\$0	\$709,059	\$709,059

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$270,000		Based on project actuals
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$27,000	\$27,000	Based on past actuals for projects of this scope and budget
Construction	\$412,059	\$403,000	Based on past actuals for projects of this scope and budget
Operations	\$0		
Total:	\$709,059	\$430,000	

% Complete of Design:	0.0%
As of Date:	04/24/2026
Expected Useful Life:	30 Years

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

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor- SFMTA	\$ 24,564	
4. Contingency (10%)	\$ 2,456	10%
TOTAL DESIGN PHASE	\$ 27,020	

San Francisco County Transportation Authority

Allocation Request Form

MAJOR LINE ITEM BUDGET- CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Quantity	Unit Cost	Totals	SFPW	SFMTA
1. SFPW					
1.1 Speed Hump/Cushion	14	\$ 12,000	\$ 168,000	\$ 168,000	\$ -
1.2 Speed Table	2	\$ 24,000	\$ 48,000	\$ 48,000	\$ -
1.3 Traffic Island Revision	1	\$ 10,000	\$ 10,000	\$ 10,000	\$ -
1.4 Contingency (7% of SFPW construct costs)		\$ 16,800	\$ 16,800	\$ 16,800	\$ -
2. SFMTA					
2.1 Permanent Signs (2 per location)	13	\$ 500	\$ 6,500	\$ -	\$ 6,500
2.2 Permanent Markings (4 per device)	16	\$ 1,200	\$ 19,200	\$ -	\$ 19,200
2.3 Painted Safety Zone	5	\$ 12,000	\$ 60,000	\$ -	\$ 60,000
2.4 Misc Traffic Sign	10	\$ 250	\$ 2,500	\$ -	\$ 2,500
2.5 Misc Striping/Pavement Marking	10	\$ 250	\$ 2,500	\$ -	\$ 2,500
2.6 Blank-out NO RIGHT TURN Sign	1	\$ 12,000	\$ 12,000	\$ -	\$ 12,000
2.7 Misc Signal Timing Change	5	\$ 2,500	\$ 12,500	\$ -	\$ 12,500
3. Construction Management/Support (15% of construction costs)		\$ 54,040	\$ 54,040	\$ -	\$ 54,040
TOTAL CONSTRUCTION PHASE			\$ 412,040	\$ 242,800	\$ 169,240

Notes:

- i. Assumes all work performed by SFPW and SFMTA city crews
- ii. SFMTA costs include a built-in 10% contingency

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	District 2 Safety Study and Implementation [NTIP Planning and Capital] (Amendment)
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:	2023-037	Resolution Date:	03/21/2023
Total PROP K Requested:	\$430,000	Total PROP K Recommended	\$430,000

SGA Project Number:	138-907193	Name:	District 2 Safety Study and Implementation [NTIP Planning and Capital] (Amendment)
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 K EP-138	\$20,000	\$7,000	\$27,000

Deliverables

- 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.
- With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
- 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

- The recommended amendment is contingent upon Transportation Authority Board release of \$430,000 in sales tax funds previously set aside for implementation of the District 2 Safety Study recommendations through approval of Resolution 2023-037.

Notes

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

SGA Project Number:	138-907193	Name:	District 2 Safety Study and Implementation [NTIP Planning and Capital] (Amendment)
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Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2028
Phase:	Construction	Fundshare:	98%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	Total
PROP K EP-138	\$53,000	\$350,000	\$403,000

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 recommended amendment is contingent upon Transportation Authority Board release of \$430,000 in sales tax funds previously set aside for construction of the subject project through approval of Resolution 2023-037.

Notes

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

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 K
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	2.06%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	39.36%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	District 2 Safety Study and Implementation [NTIP Planning and Capital] (Amendment)
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	
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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.

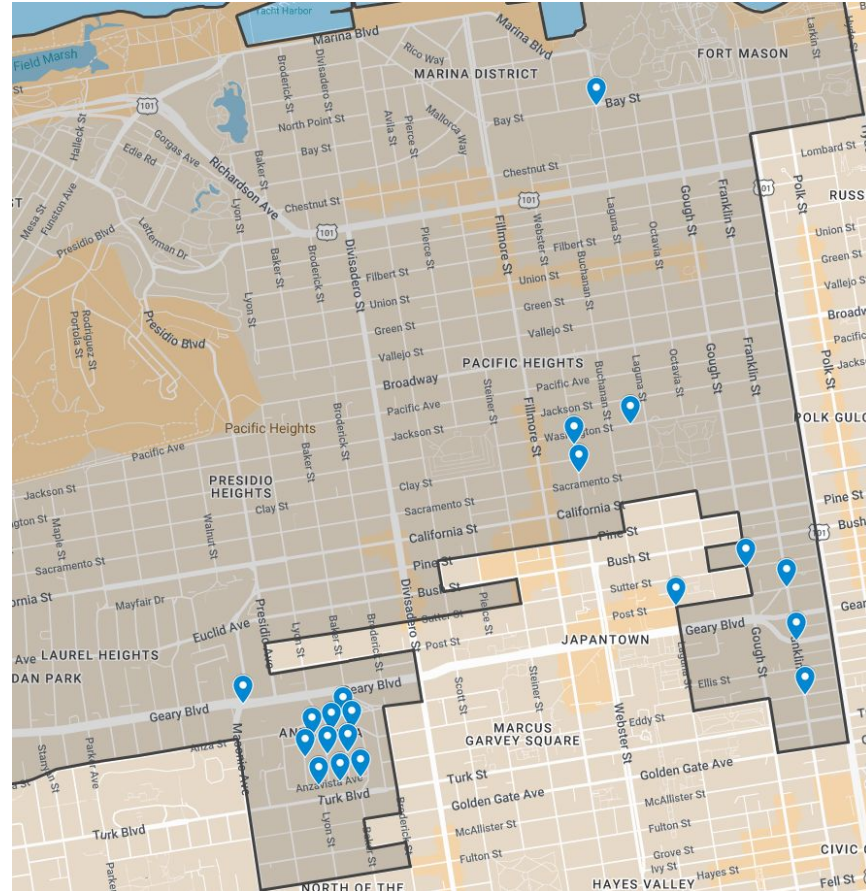
Initials of sponsor staff member verifying the above statement:

DC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Damon Curtis	Kathryn Studwell
Title:	Project Manager	Grant Administration Manager
Phone:	555-5555	(415) 517-7015
Email:	damon.curtis@sfmta.com	kathryn.studwell@sfmta.com

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**San Francisco
County Transportation
Authority**

BD060926

RESOLUTION NO. 26-XX

RESOLUTION AMENDING THE PROP K STANDARD GRANT AGREEMENT FOR THE DISTRICT 2 SAFETY STUDY AND IMPLEMENTATION [NTIP PLANNING AND CAPITAL] (PROJECT) TO UPDATE THE PROJECT SCOPE, SCHEDULE, COST, AND FUNDING PLAN; AND RELEASING \$430,000 ON RESERVE TO IMPLEMENT DISTRICT 2 SAFETY STUDY NEAR-TERM RECOMMENDATIONS

WHEREAS, In March 2023, through approval of Resolution 23-37, the Transportation Authority allocated \$700,000 in Prop K District 2 Neighborhood Program funds for the District 2 Safety Study and Implementation [NTIP Planning and Capital] project, including \$270,000 for SFMTA and Transportation Authority staff to conduct the Safety Study and \$430,000 held in reserve for SFMTA for implementation of plan recommendations; and

WHEREAS, The purpose of the District 2 Safety Study is to focus on access routes to land uses that attract children, seniors, and other vulnerable road users (e.g. parks, schools, hospitals, and recreational destinations) and create a toolkit of safety improvements and implementation approach for those improvements; and

WHEREAS, In March 2026, through approval of Resolution 26-42, the Board adopted the District 2 Safety Study which identified near-term quick-build recommendations for pedestrian safety and speed management improvements at 10 locations; and

WHEREAS, SFMTA staff is requesting amendment of the Prop K Standard Grant Agreement (SGA) for the District 2 Safety Study and Implementation [NTIP Planning and Capital] project (SGA 138-907193) to release \$430,000 held on reserve to address safety and access challenges at study areas that have a high concentration of places that attract vulnerable road users (medical centers, schools, parks, etc.) using quick-build treatments that could be implemented in the near-term to improve pedestrian and bicyclist safety, visibility and comfort, and to reduce vehicular speeds, as summarized in Attachment 1; and

WHEREAS, The attached revised allocation request form (Attachment 2) updates the scope, schedule, budget and funding plan to reflect the proposed SGA



amendment and also includes updated deliverables, timely use of funds requirements, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 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 unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K SGA for the District 2 Safety Study and Implementation [NTIP Planning and Capital] project (SGA 138-907193) and releases \$430,000 in funds, with conditions, held in reserve for implementation of the District 2 Safety Study near-term recommendations as detailed in Attachment 2; 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 project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized.

Attachments:

- Attachment 1 - Proposed SGA Amendment (138-907193)
- Attachment 2 - Allocation Request Form

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 7

DATE: May 28, 2026

TO: Transportation Authority Board

FROM: Cynthia Fong – Deputy Director for Finance and Administration

SUBJECT: 06/09/2026 Board Meeting: Adopt the Proposed Fiscal Year 2026/27 Budget and Work Program

RECOMMENDATION ☐ Information ☐ Action

Adopt the proposed Fiscal Year (FY) 2026/27 Annual Budget and Work Program

SUMMARY

The June 9 Board meeting will serve as the official public hearing prior to final consideration of the annual budget and work program at the June 23 Board meeting. Since the item was presented to the Board on May 12 as an information item, we have revised the proposed budget to reflect updates to the Congestion Management Agency (CMA) and the Treasure Island Mobility Management Agency (TIMMA) programs. The proposed budget reflects additional Regional Program Revenues that have been secured since the preliminary budget was presented with corresponding expenditures, including an increase of \$2.4 million for the construction phase of the Bimla Rhinehart Vista Point (Pier E-2) parking lot reconstruction project and an increase of \$167,174 to expand communications efforts for various TIMMA projects. There have been no other changes.

- ☐ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☒ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other: _____

DISCUSSION

The proposed FY 2026/27 Work Program includes activities in six divisions overseen by the Executive Director: 1) Executive, 2) Policy and Programming, 3) Capital Projects, 4) Planning, 5) Data and Forecasting, and 6) Finance and Administration. These categories of activities are organized to efficiently address our designated



mandates, including administering the Sales Tax program; functioning as the Congestion Management Agency (CMA) for San Francisco; acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) county program; administering the \$10 Prop AA vehicle registration fee program (Prop AA); administering the Transportation Authority's share of the Prop D Traffic Congestion Mitigation Tax program (Transportation Network Company or TNC Tax); and operating as the Treasure Island Mobility Management Agency (TIMMA) for San Francisco, as designated by the Board of Supervisors. Our work program reflects the multi-disciplinary and collaborative nature of our roles in planning, funding, and delivering transportation projects and programs across the city, while ensuring transparency and accountability in the use of taxpayer funds.

Attachment 1 contains a description of our proposed work program for FY 2026/27. Attachment 2 displays the proposed budget in a format described in our Fiscal Policy. The division of revenues and expenditures into the Sales Tax program, CMA program, TFCA program, Prop AA program, TIMMA, and TNC Tax program in Attachment 2 reflects our six distinct responsibilities and mandates. Attachment 3 shows a comparison of revenues and expenditures to the prior year's amended budgeted numbers. Attachment 4 shows a more detailed version of the proposed budget. Attachment 5 shows our Board adopted agency structure and job positions. Attachment 6 provides additional descriptions and analysis of line items in the budget.

We have segregated our TIMMA function as a separate legal and financial entity effective July 1, 2017. The TIMMA FY 2026/27 Budget and Work Program will be presented as a separate item to the TIMMA Committee on June 16 and agendized for adoption at the June 23 TIMMA Board meeting.

Since the preliminary budget and work program was presented last month as an information item, we have revised the proposed budget to reflect updates to the CMA and the TIMMA programs. In May 2026, we secured an additional \$2.4 million in Regional Program Revenues from Bay Area Toll Authority (BATA) funding for the Bimla Rhinehart Vista Point (Pier E-2) project. The additional funding will allow soil mediation of contaminants left over from construction of the east span of the Bay Bridge and will also cover removal of contaminated soils from previous Naval operations on the site. In addition, we secured \$167,174 in Regional Program Revenues from the Treasure Island Community Development Operating Subsidy to expand communications efforts for various TIMMA projects. In FY 2026/27, TIMMA will develop a communications and engagement strategy and work with TIDA to



foster strong connections with the community and ensure their feedback helps shape the program. There have been no other changes.

Revenues. Total revenues are projected to be \$194.5 million and are budgeted to increase by an estimated \$2.9 million from the FY 2025/26 adopted budget, or 1.5%. Sales tax revenues, net of interest earnings, are projected to be \$115.4 million or 59.4% of revenues. This is an increase of \$7.0 million or 6.5%, compared to the budgeted sales tax revenues of \$108.4 million for FY 2025/26. Based on sales tax receipts collected through February 2026, sales tax revenues are above expectations by 5% and we anticipate modest continuation of this trend through FY 2025/26, with more moderate growth (erring on the conservative side) in FY 2026/27. In coordination with our consultants and the City's Controller's Office, we project sales tax revenues for FY 2026/27 to increase by 6.5% as compared to the FY 2025/26 budgeted revenues. The increase reflects an overall strengthening across various business sectors, such as food businesses and general retail, as San Francisco continues to recover from the pandemic. In addition, the increase of artificial intelligence (AI) related employment in San Francisco has improved the daytime workforce estimates as well. However, we remain cautious as economic uncertainty is heightened due to inflation, tariffs, and geopolitical conflicts. Consistent with the City's Controller's Office estimates, TNC tax revenues are projected to be \$9.8 million or 5.0% of revenues. Interest income is projected to be \$2.5 million and is budgeted to increase by \$664,166 or 35.8% as compared to the FY 2025/26 adopted budget. This is mainly due to an anticipated higher bank balances in the Sales Tax and TNC Tax accounts in the City's Treasury Pool, thus more interest is earned on the deposits.

Program revenues are projected to be \$62.2 million or 32.0% of revenues. This is a decrease of \$4.8 million compared to the budgeted program revenues of \$67.0 million for FY 2025/26. The majority of the decrease is largely due to a decrease of \$16.3 million in federal, state and regional grant funds for the YBI West Side Bridges Project and a decrease of \$4.9 million in regional grant funds for the Torpedo Building preservation (Southgate Mitigation Measure) with the Bimla Rhinehart Vista Point (Pier E-2) parking lot reconstruction, as construction activities for these projects will be tapering down in FY 2026/27, and a decrease of \$7.9 million in state grant funds for the YBI Hillcrest Road Improvements Project, as the construction phase reached substantial completion in March 2026. These decreases are offset by increases of \$24.8 million in new federal, state, and regional grant funds for the first year of construction activities for the YBI Multi-Use Path Project, as well as an increase



of \$282,463 in federal grant funds for the Geary-Fillmore Community Underpass Study.

Expenditures. Total expenditures are projected to be about \$251.6 million. Of this amount, capital project costs, most of which are awarded as grants to agencies like the San Francisco Municipal Transportation Agency (SFMTA), are \$208.5 million. Capital projects costs are 82.9% of total projected expenditures, with another 4.8% of personnel expenditures and 1.4% of non-personnel expenditures budgeted for administrative operating costs, and 10.9% for debt service and interest and fiscal charges. Capital project expenditures in FY 2026/27 are budgeted to increase from the FY 2025/26 adopted budget by an estimated 1.9%, or \$3.9 million, which is primarily due to anticipated higher capital expenditures for the Sales Tax, TFCA and TNC Tax Programs, offset by lower capital expenditures for the CMA Programs.

Debt service costs of \$27.3 million are for costs related to the assumed fees and interests related to the current outstanding revolver amount of \$92.3 million, and expected \$60 million drawdown from the Revolving Credit Loan Agreement in FY 2026/27, anticipated bond principal, and interest payments for our 2017 Sales Tax Revenue Bond, and other costs associated with our debt program. In October 2024, we entered into a Revolving Credit Loan Agreement with U.S. Bank National Association for \$185.0 million to support the Transportation Authority's interim borrowing program. Our debt program has allowed us more flexibility and has enabled us to cost effectively accelerate delivery of the Prop K and L sales tax programs than we could do on a pay-go basis.

Personnel. Personnel costs are budgeted at a higher level by 14.2% as compared to the FY 2025/26 adopted budget, reflecting a budget of 43 full-time equivalents. This increase is primarily due to the implementation of the revised salary structure, approved in March 2026 through Resolution 26-41 and the anticipated hiring of a Highway/Rail Program Manager. The increase in fringe benefits reflects the proportional increase in salaries as mentioned above, and rising healthcare costs.

Assembly Bill No. 2561 (McKinnor) requires public agencies to present the status of vacancies and recruitment and retention efforts at a public hearing at least once per fiscal year. The FY 2026/27 budget reflects a budget of 43 full-time employees. There are four vacant positions which will be filled contingent upon securing sufficient funding and will be included in future year budgets or budget amendments.

Other Financing Sources/Uses. The Other Financing Sources/Uses section of Attachment 6 - Line Item Detail for the FY 2026/27 proposed budget includes



anticipated drawdown from the Revolving Credit Loan Agreement. We had budgeted our first tranche for a \$65 million drawdown in FY 2024/25, our second tranche for a \$60 million drawdown in the FY 2025/26 amended budget, and another \$60 million in FY 2026/27. The estimated level of sales tax capital expenditures for FY 2026/27 may trigger the need for increase to our \$185 million revolving credit agreement or additional debt facilities. We will continue to monitor capital spending closely during the upcoming year by reviewing approved cash flow schedules for allocations, actual reimbursements, and progress reports in tandem with ongoing conversations with project sponsors, particularly our largest grant recipient, the SFMTA. This line item also includes inter-fund transfers among the sales tax and CMA funds. These transfers represent Sales Tax appropriations to projects such as the YBI West Side Bridges, YBI Multi-Use Path Project, Geary-Fillmore Underpass Community Planning Study, and the San Francisco Freeway Network Study. In addition, this line item includes inter-fund transfers between TFCA and TIMMA funds for bikeshare operations, funded by a TFCA grant.

Fund Balance. The budgetary fund balance is generally defined as the difference between assets and liabilities, and the ending balance is based on previous year's audited fund balance plus the current year's budget amendment and the budgeted year's activity. There is a positive amount of \$64.0 million in total fund balances, as a result of the anticipated \$60 million Revolving Credit Loan Agreement drawdown.

FINANCIAL IMPACT

As described above.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed Work Program
- Attachment 2 - Proposed Budget
- Attachment 3 - Proposed Budget - Comparison of Revenues and Expenditures
- Attachment 4 - Proposed Budget - Line Item Detail
- Attachment 5 - Agency Structure
- Attachment 6 - Line Item Descriptions
- Attachment 7 - Resolutions

Attachment 1 Proposed Work Program

The Transportation Authority's Fiscal Year (FY) 2026/27 Work Program includes activities in six divisions overseen by the Executive Director: 1) Executive, 2) Policy and Programming, 3) Capital Projects, 4) Planning, 5) Data and Forecasting, and 6) Finance and Administration.

The agency's work program activities address the Transportation Authority's designated mandates and functional roles. These include: 1) serving as the transportation sales tax administrator; 2) serving as the Congestion Management Agency (CMA) for San Francisco; 3) administering the Transportation Fund for Clean Air (TFCA) county program; 4) administering the \$10 Prop AA vehicle registration fee; and 5) administering the Transportation Authority's share of the Prop D Traffic Congestion Mitigation Tax (TNC Tax) program. The Transportation Authority is also operating as the Treasure Island Mobility Management Agency (TIMMA), as designated by the Board of Supervisors. The TIMMA FY 2026/27 Work Program will be presented to the TIMMA Committee and TIMMA Board, and highlights are included below.

Our work program reflects the multi-disciplinary and collaborative nature of our roles in planning, funding, and delivering transportation projects and programs across the city, while ensuring transparency and accountability in the use of taxpayer funds.

EXECUTIVE DIVISION

The Executive Director is responsible for directing the agency in keeping with the annual Board-adopted goals, for the development of the annual budget and work program, and for the efficient and effective management of staff and other resources. Further, the Executive Director is responsible for regular and effective communications with the Board, the Mayor's Office, San Francisco's elected representatives at the state and federal levels, and the public, as well as for coordination and partnering with other city, regional, state, and federal agencies.

- **Board Operations and Support.** Staff Board and Community Advisory Committee (CAC) meetings, including standing and ad hoc committees, as well as TIMMA Board and Committee meetings.

Federal and State Legislation, Regional Policy. Track and advise on Federal and state legislation and advocacy priorities, as adopted and amended by the Board. Staff San Francisco representatives on governance bodies, including the Metropolitan Transportation Commission (MTC), Bay Area Air District, Association of Bay Area Governments (ABAG), Peninsula Corridor Joint Powers Board (Caltrain), and Transbay Joint Powers Authority (TJPA), among other entities. Key initiatives in FY 2026/27 include:

- **Regional and Local Transit Operating Funding Measures.** Continue to support San Francisco leadership (SFCTA Chair, Mayor's Office) in their roles on MTC and locally, keep Board apprised, and help educate the public about transit funding measures if they are placed on the November 2026 ballot.

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- **Caltrain Governance and Ad Hoc Committee Support.** In January 2026, the Caltrain Joint Powers Board (JPB) adopted a motion directing the JPB Ad Hoc Committee on Governance to oversee a work program of governance development activities. We will continue to support San Francisco's participation in this work, including support to the Ad Hoc Committee process, review of governance deliverables and agreements, and coordination with partner agencies including the City.
- **Autonomous Vehicle (AV)/TNC Policy and Rulemaking.** We will continue to work with our Board, SFMTA staff, the Mayor's Office, the City Attorney's office, and with industry, regulatory and community stakeholders on San Francisco's multi-part AV work program:
 - **State and Federal Policy.** Advise on state and federal AV policy (including proposed state and federal legislation) and rulemaking opportunities addressing issues such as safety standards, traffic enforcement, resiliency, and data sharing. We will provide technical and policy support to federal and state legislators and regulatory agencies, and participate in Federal AV Peer Exchange activities as well as industry associations regarding development of a federal AV policy framework and updates to federal AV regulations. We will also continue to work with agency partners on issues related to the California Public Utilities Commission's (CPUC's) regulation of TNCs including data sharing; and the California Air Resources Board (CARB) implementation of the TNC "Clean Miles" and "Access for All" AV program and legislation that requires extension/renewal.
 - **Local AV Policy.** Following the March 2026 Board of Supervisors hearing on Waymo's Operations during the December 2025 power blackout, we will continue to scope San Francisco components of Contra Costa Transportation Authority's Safe Streets for All grant to develop improved AV/City resilience protocols. We will continue to monitor on-street conditions including through the development of an SF AV Resource Portal, provide advice and input to local AV access initiatives at SFO and Market Street, and explore potential AV pilots or demonstration projects to evaluate technology or management strategies to manage impacts.
 - **AV Resource Portal.** We will complete the AV Resource Portal, which will be an online resource that includes an interactive visualization of publicly available AV data, an overview of current and historical AV permit information, current and developing AV regulations, and links to independent AV research.
 - **Federal AV Peer Exchange.** Host Federal Highways Administration (FHWA) Autonomous Vehicle Cities Peer Exchange to convene cities that have experienced AV deployment or are preparing for deployment of AV services. Document and exchange lessons learned and provide input to Federal

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regulators and AV program managers on needed research, funding and policy support.

- **Studies and Research.** We will build upon the Conceptual Safety-Focused AV Permitting Framework Report, adopted in September 2025, to advance consensus-building on AV safety metrics and performance standards to inform regulators, San Francisco policymakers and the public. We will continue engaging research partners, including the FHWA/UCLA Center of Excellence for Automated Vehicles, the University of Michigan's Transportation Research Institute, and UC Berkeley's Drive AI initiative, as well through the Transportation Research Board AV Committee and other research venues.

Communications and Community Relations. Execute the agency's communications and engagement strategy with the public, stakeholder groups, our Community, Business, and Labor Roundtables, and partner agencies. This is accomplished through various means, including: speaking and providing thought leadership on transportation topics at industry events; fostering relationships with civic and community leaders; disseminating agency news and updates through 'The Messenger' electronic newsletter and media engagement; social media and other web-based communications; supporting public outreach and engagement; and coordinating events that feature the agency's work. Key initiatives in FY 2026/27 include:

- Produce agency-wide Outreach Guidelines as a resource on best practices for staff.
- Enhance/update SFCTA and TIMMA websites and branding. Ensure content is updated and consistent with ADA requirements.
- Support Board and agency staff in thought leadership roles and speaking engagements.
- Support project delivery events (groundbreakings, ribbon cuttings), including those anticipated for the Treasure Island (TI) Ferry Terminal, Yerba Buena Island (YBI) Hillcrest Road and Torpedo/Bimla Rhinehart Pier projects, and TI/YBI Bikeshare.
- Support 9th International Road Federation Roads to Tomorrow conference as member of Steering Committee, in November 2026.

Organizational Development/Workplace Excellence. Transportation Authority initiatives include modernizing and/or upgrading various systems, documenting internal policies and protocols, increasing training and mentoring, convening an AI staff working group, and undertaking group efforts to increase efficiency, collaboration and communication. TIMMA initiatives include developing the agency's organizational chart, administrative policies and operating procedures, developing financial management tools, and establishing operating and funding agreements with Treasure Island Development Authority (TIDA) and others.

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PLAN

Planning Activities

Long-range, countywide transportation planning and CMA-related policy, planning, and coordination are at the core of the agency's planning functions. The San Francisco Transportation Plan (SFTP) 2050, adopted in 2022, serves as the long-range transportation policy and investment blueprint for the city. Recommendations from SFTP 2050 provide the basis for our input into regional plans such as Plan Bay Area (PBA) 2050+, seeking to position San Francisco projects for discretionary funds and to shape regional policy that helps to support San Francisco's goals. In FY 2026/27, we will complete SFTP 2050+, a limited and focused update to SFTP 2050. SFTP 2050+ will adjust the 30-year investment plan based on updated information, technical analysis, and stakeholder outreach, and will advance key strategic initiatives. We will also continue to implement SFTP recommendations through corridor, neighborhood, and community-based transportation plans under our lead, while supporting efforts led by partner agencies. We will also undertake new planning efforts meant to inform and respond to emerging trends and policy areas including resilience planning and driverless ride-hail services. Most of the FY 2026/27 activities listed below are multi-divisional efforts, often led by the Planning or Capital Projects divisions in close coordination with the Data & Forecasting and Policy & Programming Divisions. Proposed activities include:

Congestion Management Activities

- **Congestion Management Program Microsite and San Francisco Congestion Tracker Expansion.** We will begin designing an interactive performance monitoring dashboard to improve access to data from our Congestion Management Program (CMP), expand and improve metrics, and increase reporting frequency. The site will allow the public to interactively access key citywide system performance metrics. The expanded reporting will incorporate new data sources such as roadway volumes at key cordons, as well as local and regional transit ridership, and report a wider range of metrics and insights. We anticipate a full roll out in FY 2027/28 in parallel with the next CMP update. We will continue with monthly updates to the San Francisco Congestion Tracker (<https://congestion.sfcta.org/>).
- **Innovative Travel Demand Management (TDM):** Market Analysis and Strategic Plan. We will complete the TDM Market Analysis, which will identify travel markets and recommend appropriate TDM measures based on the characteristics of the market, the fit of the TDM measure to the market, and an assessment of the effectiveness of the TDM measure at reducing auto mode share. The TDM Market Analysis will inform an update of the TDM Strategic Plan which will also be delivered in FY 2026/27. This plan will inform future programming of Prop L TDM funds and other funds prioritized by the Transportation Authority.

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- **San Francisco Freeway Network Study and Managed Lanes Policy Support.** Building on the Streets and Freeways Study recommendations, we will complete Phase 1 of the San Francisco Freeway Network Study, screening a wide range of potential segment design options to a prioritized sub-set, and, pending Board input, proceed to Phase 2 of the Study, which will further analyze and prioritize options to identify a preferred concept or concepts. We will also continue to plan and coordinate development of San Francisco managed lanes concepts with local and regional partners and to provide input to other regional and county agencies' activities in this area. Highlights for FY 2026/27 include: the MTC Express Lane Strategic Plan, a revision to which is anticipated to launch this year; any follow on efforts to MTC's Next Generation Freeway Study; the Bay Area Infrastructure Financing Authority's I-880 Express Lanes START pilot; Caltrans District 4's Transit Priority Study; and US-101 corridor managed lanes plans with San Mateo and Santa Clara counties.
- **Treasure Island Mobility Management Program.** The Transportation Authority Board also sits as the TIMMA Board. The TIMMA work program for FY 2026/27 is anticipated to be approved by the TIMMA Committee and Board in June and is notable for the start of TIMMA's transition into an operating agency. This year, TIMMA will focus on launching the Bay Wheels bikeshare program on the Islands, initiating planning for on-islands shuttle services, and finalizing the electric ferry business plan, all of which will require operating agreements. On-Island shuttle and ferry services are anticipated to start in mid 2027 (FY 2027/28). Working with TIDA, TIMMA will also update parking and travel demand studies to analyze potential transportation impacts and mitigations for proposed new housing development. TIMMA will also continue program design and outreach on toll and affordability program policies, in advance of local and federal approvals. The Transportation Authority's Capital Projects team will complete the Ferry Terminal Enhancements project this year. TIMMA will develop a communications and engagement strategy and work with TIDA to foster strong connections with the community and ensure their feedback helps shape the program. We will continue to pursue funding sources to complete implementation of the transportation program.

SFTP Implementation and Board Support

- **Neighborhood Transportation Program (NTP).** We will continue to identify and advance new projects through the sales tax-funded NTP and monitor implementation of previously funded NTP projects. Funds for the current cycle (FYs 2023/24-2027/28) include \$700,000 in local match funds for each district (some districts have already drawn down funds) to advance NTP projects toward implementation. Scoping of new NTP planning and capital efforts, including advancing recommendations from recently completed or soon to be completed plans, will be undertaken in coordination with Board members and SFMTA's NTP Coordinator. We anticipate completing the District

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6 (Mission Bay School Access Plan) NTP project. We also will continue working with SFMTA to support implementation of recommendations of prior planning studies.

- **Geary-Fillmore Underpass Community Planning Study.** In FY 2026/27, we will continue to advance the first phase of the Geary-Fillmore Underpass Community Planning Study, an effort to develop transportation and land use concept designs to better connect the Japantown and Fillmore/Western Addition neighborhoods. Phase one of the study will establish study goals and evaluation framework, prepare existing conditions and needs/opportunities assessments, and undertake community outreach, leading to preliminary concepts identification and development.
- **Vision Zero Ramps Phase 3.** This study is recommending quick build safety improvements at I-280 and US-101 on and off-ramps in the south and southeast parts of the city. The study will present design concepts to the community in a second round of outreach and is planned to be completed in FY 2026/27.
- **Bayview Truck Safety Study.** We will continue to advance this Study, which was recommended by the Streets and Freeways Strategy, to reduce conflicts between freight vehicles and vulnerable street users in the Bayview equity priority community. We will complete the existing conditions analysis, conduct public outreach, and advance strategy development tasks, as well as provide an informational update to the Transportation Authority CAC.
- **Mission/Alemany Community Based Transportation Plan (CBTP).** In February 2026, the Transportation Authority Board appropriated \$200,000 in sales tax funds to match \$370,000 in MTC CBTP funds to support the development of a community-based safety and circulation plan in District 11 focused on the Mission and Alemany corridors. We expect to start the CBTP in FY 2026/27, and to conduct approximately the first half of the study leading to goals and needs identification, the first round of community engagement, and initial concepts development, with completion planned for FY 2027/28.

Long Range, Countywide, and Inter-Jurisdictional Planning

- **SFTP 2050+.** We will complete the current update to the San Francisco Transportation Plan (SFTP), or SFTP 2050+, a limited and focused update to SFTP 2050 (adopted December 2022). SFTP 2050+ incorporates PBA 2050+ revisions to projected population growth and reduced revenues and updates modeling to incorporate post-pandemic travel behaviors. SFTP 2050+ will refine the 30-year financially constrained and vision investment plans based on updated information, technical analysis, and stakeholder outreach. The plan will also update associated transportation sector policy recommendations, with anticipated adoption in Fall 2026.

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- **Regional Plan Bay Area (PBA) 2050+.** With the approval of PBA 2050+ in March 2025, the focus of regional discussion will shift to implementing the plan, including update of the region's Major Project Advancement Policy (MAP), initiating a process to reevaluate MTC's identification methodology for Equity Priority Communities (EPCs), and developing the investment priorities for the regional funding within the One Bay Area Grant (OBAG) 4 Program. In mid-2026, MTC will begin work on the next substantial regional planning effort, PBA 2060. We will engage closely, in partnership with other San Francisco transportation agencies, to monitor anticipated transit funding measures and operating plans and to advance San Francisco priorities such as The Portal, Waterfront Resilience Program, the Bayview Caltrain Station, safety improvements for all modes of travel, BART and Muni Core Capacity and train control programs, and state of good repair for transit and streets.
- **Other Regional Policy, Planning and Program Implementation.** We will continue to provide input to numerous regional efforts such as MTC's piloting of more equitable toll policies, further development of Transit Oriented Communities policy guidelines, implementation and update of the Transit Transformation Plan, and advancing Climate Initiatives (e.g., regional bikeshare coordination/e-bike incentives outreach). This work will be coordinated with MTC's Regional Network Management efforts, regional fare integration/BayPass proposals, and Clipper 2.0 implementation. We will also support BART, Caltrain, and SFMTA in the delivery of recommendations included in the final draft of the Senate Bill 63 Phase 1 Financial Efficiency Review, which is set for completion by the end of FY 2025/26.
- **Geary/19th Ave Subway and Regional Connections Study.** These efforts comprise planning for a rail subway along the Geary and 19th Avenue corridors, including regional connections to the east and south, as identified in the Connect SF Transit Strategy and the 2024 California State Rail Plan. We anticipate completing the strategic case phase of study in Summer 2026, to identify the range of design and policy components and choices to be advanced through future phases of project development. In partnership with SFMTA, we plan to seek external grant funding to leverage local funds, to advance a next phase of project planning focused on alternatives analysis.
- **Bayview Caltrain Station.** In FY 2026/27, we will complete activities related to the current Bayview Caltrain Location Study, including additional outreach and a recommendation to the Board. Pending direction from the Board, we will work with agency partners, including Caltrain and the San Francisco Public Utilities Commission, to develop a scope of work and identify roles for subsequent phases of work including preliminary design and environmental clearance. We will also seek to identify and pursue external funding to support these phases of work, which will include additional community engagement and outreach.

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- **Brotherhood Way Safety and Circulation Plan.** This fiscal year, we will bring forward recommendations from this community-driven planning process as a conceptual design for safety, traffic calming and corridor redesign improvements that connect new recreational opportunities and housing near Lake Merced to the City's core active transportation network and the Daly City BART station near Brotherhood Way in southwest San Francisco. The recommended concept will integrate developer-funded street improvements west of the US 101 interchange. As the study progresses towards a recommendation this year, we will continue to engage community stakeholders through a working group appointed by the District 7 and District 11 offices. The study will be completed by late 2026.
- **Westside Transportation Network Planning.** In parallel with the SFTP 2050+, we are conducting a planning effort to develop the multimodal network and policies to support existing transportation needs and planned growth in San Francisco's westside, in partnership with SFMTA, SF Planning Department, and Caltrans. This study supports the City's recently adopted Housing Element and will propose multimodal network investments, programs and policies to advance long range planning goals. The study will incorporate planned improvements for major facilities including Sunset Boulevard and state routes Sloat/Skyline Boulevards. This study will be completed in fall 2026.
- **Support Statewide Policy and Planning Efforts.** We will continue to support studies, planning and policy efforts at the state and regional levels, including the California High-Speed Rail Authority's (CHSHRA) Business Plan; Caltrain Long-Range Service Vision; California Transportation Commission (CTC)/CARB joint efforts on climate policy; CPUC data rulemaking and regulations for AVs and Transportation Network Companies (TNCs, like Uber and Lyft); CalSTA and Caltrans efforts to research and potentially implement a Road Charge Program to replace the gas tax; and Caltrans and the Department of Housing and Community Development vehicle miles traveled (VMT) banking initiatives.
- **Climate Resilience and Electrification Initiatives.** We will continue to support and coordinate with City and regional agencies to advance climate resilience/adaptation and electrification through various planning, policy, funding strategy/support, and project delivery efforts, such as: advocating for funding to implement San Francisco's Climate Action Plan (CAP) through federal, state, and regional (MTC and Air District) grant programs; participating in SFMTA's Embarcadero Connectivity Plan, and the Port's Sea Level Rise Coordinating Committee and Waterfront Resilience Program; supporting adaptation efforts as described in the Ocean Beach Master Plan; providing funding and project delivery support for electrification of Muni's fleet and modernization of its transit facilities; and supporting the launch of SFMTA's permanent Curbside EV Charging Permit Program. We will also support implementation of the 2026 CAP by advancing recommendations from the recently-completed **District 1**

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Mobility Study and Eco-Friendly Downtown Goods Movement Study including seeking funds to pilot mobility hubs for residential and commercial areas in the Richmond and for a microhub logistics program downtown, among other potential areas citywide.

Transportation Forecasting, Data and Analysis

- **Travel Next Generation/Enhanced Congestion Management Program (CMP) Update.** Every two years, we prepare an update to the San Francisco CMP, which documents changes in multi-modal transportation system performance including roadway speeds and reliability, transit reliability, and bicycle and pedestrian counts. We will lay the groundwork for expanded and improved performance monitoring to include additional metrics and more frequent data reporting, potentially including use of “big data” sources, and incorporating Equity Priority Community reporting where possible. We will lead CMP data collection efforts in spring 2027, and the CMP update will be completed in fall 2027.
- **Travel Forecasting.** We will provide modeling and data analysis to support Transportation Authority planning projects including the SFTP 2050+, Freeway Network Study, Treasure Island Mobility Management Agency, and The Portal. We also provide modeling, data analysis, and technical advice to City agencies and consultants through our Model Service Bureau in support of many projects and studies.
- **SF CHAMP Model Development.** We will release the next SF-CHAMP model (version 8) which includes ActivitySim, the product of a multi-agency modeling collaboration. We will also launch the 2026 Household Travel Survey, which will serve as the basis for future improvements to SF-CHAMP and provides other key information used to support Transportation Authority planning and capital projects, as well as updates to the CMP. We will advance planning for future improvements to SF-CHAMP's visitor travel model and commercial vehicle model. For TIMMA, we anticipate supporting baseline data collection and scoping of travel model upgrade efforts.
- **Data Vision Strategy.** The Data Vision Strategy will identify and prioritize the Transportation Authority's data needs and develop procedures to acquire, process, store, and communicate transportation data. Visualizations and potential interactive AI Tools may be integrated as part of the above-mentioned Congestion Management Program Microsite or other features on the Transportation Authority's Data and Maps webpage, for use by the public.

FUND

The Transportation Authority was initially established to administer the Prop B half-cent transportation sales tax (approved 1989), superseded by the Prop K transportation sales tax

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(approved 2003) and by Prop L (approved 2022). This remains one of the agency's core functions, which has been complemented and expanded upon by several other roles including acting as the administrator for Prop AA, the Transportation Authority's share of the Prop D TNC Tax program, the Transportation Fund for Clean Air (TFCA) county program, and serving as CMA for San Francisco. We serve as a funding advisor and strategist for San Francisco projects; advocate for discretionary funds and legislative changes to advance San Francisco priorities; provide support to enable sponsor agencies to comply with timely-use-of-funds and other grant requirements; and seek to secure new revenues for transportation-related projects and programs. The work program activities highlighted below are typically led by the Policy and Programming Division with support from and close coordination with all agency divisions.

Fund Programming and Allocations. We will continue to administer the Prop L sales tax, Prop AA vehicle registration fee, TFCA, and TNC Tax programs through which the agency directly prioritizes and allocates projects for grant funding. In our role as CMA, we also prioritize San Francisco projects for funds and provide project delivery support and oversight for programs such as the State Transit Assistance County Block Grant Program (annual funding cycle), One Bay Area Grant (OBAG), and MTC's new Community Action Resource and Empowerment (CARE) grant program. Notable efforts for FY 2026/27 include:

- **Implement Prop L.** Ongoing work includes supporting sponsor efforts to secure discretionary funds to leverage Prop L, working with Board members to identify and scope new Neighborhood Transportation Program (NTP) projects and support ongoing NTPs; monitoring Prop L revenues; preparing grant allocation requests for Board consideration, and closely tracking grant closeouts, invoicing, and anticipated project expenditures to inform financing needs. *See Customer Service and Efficiency Improvements entry below for additional Prop L work program details.*
- **Winding Down Prop K.** Continue oversight of Prop K projects and proactively work with project sponsors to close out grants and de-obligate unneeded funds as part of the multi-year process to wind down the Prop K program. De-obligated funds will be directed to projects through the Prop L program.
- **Prop AA 5-Year Program of Projects.** Conduct a call for projects to identify projects for the next 5-year period for Prop AA funds covering FY 2027/28 through FY 2031/32, with Board adoption of the project list by the end of FY 2026/27.
- **Program TNC Tax Funds.** Program approximately \$23 million in TNC Tax funds to street safety projects and continue our enhanced project delivery oversight of the SFMTA's Application-Based Residential Traffic Calming Program.
- **Conduct OBAG 4 County Program Call for Projects.** As CMA for San Francisco, conduct call for projects for up to \$47.2 million in federal funds and seek Board approval of San Francisco priorities to submit to MTC for final project selection. MTC intends the OBAG program to fund projects that implement PBA 2050+, with a

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particular focus on projects that support Priority Development Areas and Transit-Oriented Communities. Assist sponsors with providing required documentation to MTC support project applications and subsequently to ensure funds are programmed in the federal Transportation Improvement Program.

- **Conduct CARE Program Call for Projects.** MTC recently created the CARE grant program to fund projects identified through a community-based transportation plan or community-driven process and to advance them from concept to construction. We plan to issue a call for projects for up to \$3 million in late 2026 and submit San Francisco project priorities to MTC in Spring 2027.

We will continue to provide technical, strategic, and advocacy support for a host of other fund programs, such as revenues distributed under Senate Bill 1 (SB 1) (see below), California's Cap-and-Invest programs including the Transit and Intercity Rail Capital Program (TIRCP), and federal competitive grant programs.

Senate Bill 1 (SB 1) and Related Grant Programs. We will continue to work with San Francisco project sponsors and MTC to identify and advance strong candidates for the next cycles of SB1-funded programs such as the Local Partnership Program (LPP) Competitive program and Solutions for Congested Corridors (SCCP), which are anticipated to have calls for projects released in late 2026. After seeking Board approval of project priorities for the Transportation Authority's share of available 2024 LPP Formula funds (\$3.487 million), we will seek approval from the CTC and support allocation requests for projects recommended to receive funding. Project priorities for 2024 LPP Formula funds must be submitted to CTC by April 2028. San Francisco's share of 2026 LPP Formula funds will be announced in Summer 2026 with project recommendations due to CTC by April 2030.

Regional Measure 3 (RM3) Implementation. We will continue to work with MTC/Bay Area Toll Authority (BATA) and San Francisco project sponsors to coordinate the timing of RM3 and Prop L funds to support San Francisco priorities such as BART Core Capacity, The Portal, and Muni facilities needs; providing input and advocate for funding from discretionary RM3 programs such as Regional Express Bus operations funding and Bay Trail/Safe Routes to Transit.

Legislative Advocacy. We will continue to monitor and take positions on state and federal legislation affecting San Francisco's transportation programs and develop strategies for advancing legislative initiatives beneficial to San Francisco's interests and concerns. Our advocacy builds off the agency's adopted legislative program, and is done in coordination with the Mayor's Office, the Self-Help Counties Coalition, and other City and regional agencies. This year we will continue to focus our efforts on three high priority policy areas: 1) advancing funding efforts to sustain transit operations; and 2) securing up to \$1.25 billion in state funding for The Portal, including a multi-cycle commitment from the TIRCP; and 3) advancing AV legislation consistent with the Transportation Authority's legislative and advocacy program.

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Funding and Financing Strategy Opportunities. We will continue to provide funding and financing strategy support for signature projects in the Prop L Expenditure Plan, many of which are also included in MTC's Major Project Advancement Policy (MAP). Examples include: The Portal, SFMTA's Train Control Upgrade, and BART Core Capacity. Other ongoing funding efforts are supporting Treasure Island/Yerba Buena Island infrastructure needs and Treasure Island Mobility Management program as well as Port of San Francisco's seawall capital planning and EV charging facilities, as needed. We will help position San Francisco's projects to receive funding from the federal Infrastructure Investment and Jobs Act, Senate Bill 1, regional One Bay Area Grant programs, and other sources. We serve as a funding resource for San Francisco project sponsors (e.g., brokering fund exchanges, advising on delivery/funding strategies).

Capital Financing/Debt Program Management. Led by the Finance and Administration Division in close collaboration with the Policy and Programming Division, and with the support of our financial advisors, we will continue to provide effective and efficient management of our debt program, including tracking sales tax and other revenue trends, paying down the outstanding sales tax revenues bonds, and utilizing the sales tax revolving credit loan agreement to support sponsor delivery schedules. Our goals are to enable accelerated delivery of sales tax-funded capital projects compared to what is supportable on a pay-go basis while achieving leveraging goals and minimizing financing costs so more funds remain available for projects. We will continue to engage in a variety of cash management activities including facilitating grant close-out and de-obligation of unneeded funds as well as closely tracking cash balances for the \$122 million in remaining Prop K grants and seeking improved lookahead information about billings from our largest grant recipient, the SFMTA.

Oversight. We conduct oversight activities on all fund programs we administer including enhanced oversight and coordination with Federal, state, and regional funding agencies (e.g., with FTA for The Portal, with MTC on multiple SB1 program-funded projects, with SFMTA on NTIP planning studies and capital projects).

Customer Service and Efficiency Improvements. This ongoing multi-divisional initiative will continue to improve our grant-related processes to make them more user-friendly and efficient for both internal and external customers, while maintaining a high level of transparency and accountability appropriate for administration of voter-approved revenue measures (Prop L, Prop K, Prop AA, and the Prop D TNC Tax). The initiative includes maintaining and enhancing the Grants Portal - our web-based grants management database used by our staff and project sponsors, including the addition of a fund programming request module for sponsors. We offer annual sponsor training opportunities regarding resources, policies, and procedures for the voter-approved revenues we administer and we provide project delivery support to

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project sponsors that have federal, state, and regional discretionary grants to avoid the potential loss of these grants to San Francisco. We will continue to maintain MyStreetSF.com, our interactive map/tool which features showcasing underway and completed projects, improved search features, and other customer enhancements.

DELIVER

Supporting the timely and cost-effective delivery of Transportation Authority-funded transportation projects and programs requires a multi-divisional effort, led primarily by the Capital Projects Division with support from other divisions. As in past years, the agency focuses on providing engineering support and oversight of sales tax-funded major capital investments, such as SFMTA's train control and facility upgrade projects, The Portal (Downtown Rail Extension), major BART projects (e.g. Core Capacity), and Caltrain projects including the Guadalupe River Bridges Replacement Project and railyards planning coordination and oversight. We also serve as the lead agency for the delivery of certain capital projects, which typically are multi-jurisdictional in nature and often involve significant coordination with Caltrans. This includes our role leading delivery of the I-80/Yerba Buena Island (YBI) West Side Bridges Project, Hillcrest Road, and Multi-use Path projects. Key activities supporting project delivery for FY 2026/27 include the following:

Transportation Authority - Lead Construction:

- **I-80/YBI East Bound Off Ramp/Southgate Road Realignment Project.** The Southgate Road Realignment Project was opened to the public for use by vehicular traffic, pedestrians and cyclists in 2023, and work continues this year on associated mitigation projects. These include the YBI Torpedo Building preservation project, and Southgate contract closeout efforts, including the ultimate land transfer between United States Coast Guard and TIDA. We combined delivery of the Torpedo Building preservation (Southgate Mitigation Measure) with the Bimla Rhinehart Vista Point (Pier E-2) parking lot reconstruction (a project sponsored by the Bay Area Toll Authority as part of its Bay Bridge East Span Mitigation Measure) into one contract for the construction phase. The construction contract was awarded in 2025 with anticipated construction completion by the end of 2026.
- **YBI West Side Bridges.** We are delivering this rebuild of the ramp and roadway structures connecting Treasure Island to the SF-Oakland Bay Bridge using the Construction Management/General Contractor delivery method, and the project is currently proceeding smoothly on time and on budget. Construction is anticipated to be completed at the end of 2027. A multi-use (bicycle and pedestrian) path adjacent to the West Side Bridges and Hillcrest Road Improvement projects has been added to the construction scope of both projects.

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- **YBI Hillcrest Road Improvement Project.** The construction contract was awarded in April 2024. The project added sidewalks and a bike path and brought Hillcrest Road up to San Francisco Public Works (SFPW) standards and safety features. Construction, which started in July 2024, reached substantial completion in March 2026. We coordinated the Hillcrest project delivery with the adjacent YBI Multi-Use Path Segment 2 that is now fully constructed. (See YBI Multi-Use Path entry below.)

Transportation Authority - Lead Project Development:

- **YBI Multi-Use Path.** The Multi-Use Path project will connect the western side of the Island from the San Francisco-Oakland Bay Bridge (SFOBB) East Span YBI viewing area down to the Treasure Island Ferry Terminal and provide an ultimate connection point to the planned BATA-led SFOBB West Span Skyway Path. The project team awarded the design contracts in November 2024 and started design in Spring 2025. Segment 1 design is in progress with completion anticipated in Summer 2027. Segment 2 construction was completed March 2026; Segment 3 is under construction with completion anticipated by the end of 2027. Segment 4 design was completed in March 2026. Segment 4 construction funding is now fully secured, and construction is anticipated to start in Summer 2026.
- **Treasure Island Ferry Terminal Enhancements.** TIMMA is leading this project to construct restrooms and transit shelters for the Muni 25 bus line on behalf of TIDA. Construction commenced December 2025, and we anticipate project completion in Fall 2026.
- **I-280/Ocean Avenue Southbound Off-Ramp Realignment.** We are leading the design of the I-280/Ocean Avenue Southbound Off-Ramp Realignment Project in coordination with Caltrans, SFPW, SFMTA, and San Francisco Public Utilities Commission (SFPUC). This work includes analyzing geotechnical conditions and geometric, traffic, and structural requirements for the new ramp design, which will signalize the off-ramp intersection at Ocean Avenue and install a Class II bike lane on Ocean Avenue between the off-ramp and Howth Street. We conducted community outreach in Summer 2025 and will continue development of design documents for Caltrans and City review in 2026. Final Drawings and Specifications will be completed in Winter 2027, with implementation thereafter contingent on additional right-of-way clarifications with City College of San Francisco and SFPW as well as securing construction funds. We are also leading the Ocean Avenue Multi-use Path Feasibility Study to explore widening sidewalk/multi-use path from Southbound I-280 Ocean off-ramp to Frida Kahlo Road.
- **Quint Street Connector Road.** SFPUC has started a street vacation for Quint Street between Jerrold Avenue and the Caltrain berm. The Office of Real Estate is working on finalizing an appraisal to acquire the Quint Connector Road right-of-way. This

Attachment 1

Proposed Work Program

acquisition will allow SFPW to begin the design phase of the project. This project is a Racial Equity Plan priority and commitment to the local community to construct an alternate route for vehicle circulation following the 2012 closure of Jerrold Avenue, which was necessary in order to rebuild the Caltrain bridge over that roadway in a way that preserved the future construction of a Bayview Caltrain Station at that location. FY 2026/27 work includes working with City departments on related legislation to facilitate funding and right-of-way acquisition strategies.

- **Pennsylvania Avenue Extension (PAX).** The PAX project is planned to grade-separate the remaining at-grade crossings of the Caltrain corridor, at 16th Street and Mission Bay Drive. Building on our completed PAX Project Initiation Study, the Bridging Study will further develop project options and coordinate with adjacent projects including The Portal and Railyards site development. The study will include engagement with Caltrain, the community, and other city, regional, and state partners and focus on the northern segment at the connection with 4th/King Railyards to inform development plans at the site.

Transportation Authority - Project Delivery Support and Oversight:

- **California High-Speed Rail Program (CHSRA).** We will continue to partner with the CHSRA and Bay Area agencies on high-speed rail issues affecting San Francisco, including project development and funding strategies to bring the high-speed rail system from the Central Valley to the Bay Area and ultimately to downtown San Francisco via The Portal project. We will coordinate with CHSRA on state-level engagement to seek investment of state cap-and-invest program funds in “bookend” projects including The Portal. We will also collaborate with CHSRA on projects within San Francisco, including The Portal, PAX, and Fourth and King Railyards.
- **The Portal (Downtown Rail Extension).** We will continue to serve as an integral member of the six-agency team, led by the Transbay Joint Powers Authority (TJPA), that is progressing The Portal project toward full funding and construction. In FY 2026/27, we will work in partnership with TJPA and other agencies to advance the project's funding plan, in particular through advocacy for state investment through the Transit-Intercity Rail Capital Program (TIRCP) and high-speed rail “bookend” funding, as well as continuing to develop local funding sources. We will continue to lead local oversight efforts as TJPA progresses the procurement of the project’s major contracts and advances other pre-construction activities. We also will work with TJPA to prepare for the establishment of the project's Change Control Board, support major procurements, real estate acquisition and utility relocation activities, and continue to advise and support San Francisco representatives to the TJPA Board.
- **Fourth and King Railyards.** We will continue to participate in planning and project development for the Caltrain Railyards site at Fourth and King streets through our

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Proposed Work Program

active participation in the Railyards Memorandum of Understanding Working Group. We will work with Caltrain and the City as technical planning proceeds, including with respect to contemplated development at the site and integration with Caltrain facility and operational needs. We will also support coordination with The Portal's planned Fourth and Townsend station adjacent to the site. We will track Railyards capital and funding plans as the development project advances toward approval processes. We will continue to coordinate Railyards planning work with the PAX project through the PAX Bridging Study.

- **22nd Street Station ADA Improvements.** We will support Caltrain in completing final design for planned upgrades to improve access at the 22nd Street Station, as recommended by the 22nd Street Station ADA Access Improvement Feasibility Study. We will continue to work with Caltrain to complete the funding plan for these improvements, including support for grant applications to regional, state, and federal sources.
- **Muni Metro Modernization Program Development.** We will continue providing enhanced oversight and planning/program development support to SFMTA in advancing its program of needed investments in the Muni Metro system, including state of good repair and capacity expansion improvements. This includes continuing to advance the recommendations of the SFMTA-led Muni Metro Core Capacity Study, which was completed in FY 2025/26. This study identified a conceptual program of investment to be put forward for Federal Transit Administration (FTA) Core Capacity grant funds. SFMTA's planned follow-up work to the completed study includes developing the subway state of good repair scope to be incorporated into a future FTA Core Capacity grant application. We will also continue to support advancement of the Muni Metro Train Control Upgrade Project, which is a multi-phase initiative to replace the train control system for Muni Metro in its tunneled segments and implement technology for the surface segments.
- **Central Subway Extension.** We will support SFMTA in advancing planning and conceptual design for the extension of the completed Central Subway to North Beach and Fisherman's Wharf. SFMTA is resuming work funded by a previous allocation of Transportation Authority sales tax funds and may request additional funds to further progress this work, as discussed at a hearing at the Board of Supervisors Land Use and Transportation Committee in January 2026.
- **Potrero and Presidio Yards Modernization Projects.** We will continue to provide enhanced oversight of the planned re-builds of these two critical SFMTA transit facilities. The Potrero Yard Modernization Project will replace the existing site with a modern transit facility to serve Muni's zero-emission trolley bus fleet, with the plan to build an integrated joint development housing component. The project was advanced to the delivery phase in FY 2025/26, through the approval of the project

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Proposed Work Program

agreement with the developer team. The Presidio Yard Modernization Project is in the planning phase and is envisioned to rebuild the existing facility with a modern transit facility as well as provide for an adjacent development opportunity.

- **BART Core Capacity and Station Modernization Oversight.** We will continue to provide enhanced oversight of BART's Core Capacity program, including participation in FTA's regular oversight meetings and process. We will coordinate with MTC and other partners, as needed, on this Prop L major transit project. We will also continue to oversee BART's implementation of elevator rehabilitation/upgrade projects, and other improvements at San Francisco stations.
- **Caltrain Capital Improvement Program (CIP) support.** We will provide continued funding partner review and input to Caltrain's CIP program development. The Transportation Authority provides San Francisco's capital contribution to Caltrain from our Prop L sales tax program on behalf of the City until the sales tax funds are depleted for this program.
- **San Francisco Street Safety Initiative.** We will coordinate with the Controller's Office City Performance Unit to assess the effectiveness and completion of City department responsibilities under the Street Safety Act and host an annual hearing on the review of street safety progress, challenges, and data. We will continue to participate on the interdepartmental Street Safety Initiative Working Group to advance the Street Safety Initiative. We will also support local studies and planning efforts led by partners, including implementation of SFMTA's Biking and Rolling Plan and other safe streets projects and initiatives.
- **Other Project Delivery Support and Oversight.** Support and oversee project delivery of Better Market Street and continue coordinating and collaborating with major transportation infrastructure departments (SFMTA, SFPW, SFPUC) to improve project delivery. Projects include Seawall transportation facilities planning (SFMTA), EV Curbside Charging, and Caltrans SF facilities maintenance program including working closely with SFPW, SFMTA, and Caltrans on near-term 19th Avenue paving improvements, US-101 Rehabilitation projects, and planned upgrades to I-280.

TRANSPARENCY AND ACCOUNTABILITY

This section of the work program highlights ongoing agency operational activities and administrative processes to ensure transparency and accountability in the use of taxpayer funds. This work includes ongoing efforts led by the Finance & Administration Division (e.g., accounting, budgeting, human resources, procurement support), by the Data & Forecasting Division (e.g., information technology and systems integration support), and the Policy & Programming Division, as listed below.

Audits. Prepare, procure, and manage fiscal compliance and management audits.

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Proposed Work Program

Budget, Reports, and Financial Statements. Develop and administer agency budget funds, including performance monitoring, internal program, and project tracking. Monitor internal controls and prepare reports and financial statements.

Accounting and Grants Management. Maintain payroll functions, general ledger, and accounting system, including paying, receiving, and recording functions. Manage grants and prepare invoices for reimbursement.

Debt Oversight and Compliance. Monitor financial and debt performance, prepare annual disclosures, and complete required compliance activities.

Systems Modernization and Integration. Ongoing enhancement and maintenance for the enterprise resource planning system (business management and accounting software) to improve accounting functions, general ledger reconciliations, project management tools, grants management (e.g. Grants Portal), Prop L Strategic Plan Model, contacts/customer relationship management databases and financial reporting.

Contract Support. Oversee the procurement process for professional consultant contracts, prepare contracts, and manage compliance for contracts and associated memoranda of agreement and understanding.

Racial Equity Action Plan. Continue work through the Racial Equity Working Group to advance the Racial Equity Action Plan created in 2020. The plan identifies over 80 actions for implementation over a multi-year period. This year, the Racial Equity Working Group continues to focus on completing elements of its Racial Equity Action Plan related to retention, promotion, and professional development as well as participation in the Equity in Infrastructure Program. Continue to identify opportunities to further advance racial equity on active projects by developing additional actions focused on outreach and project work.

Disadvantaged Business Enterprise (DBE) and Local Business Enterprise (LBE).

Administer our own DBE and LBE program, review and update policy for any new state and federal requirements, conduct outreach and review applications, and award certifications to qualifying businesses. Continue to participate in the multi-agency consortium of Bay Area transportation agencies with a common goal to assist small, disadvantaged, and local firms doing business with Bay Area transit and transportation agencies.

Policies and Procedures. Maintain and update Administrative Code, Rules of Order, fiscal, debt, procurement, investment, travel, and other policies. Update guidelines and procedures for new staff. Initiate staff working group on use of AI tools and best practices. Continue to document and update office policies, procedures, and guidance for new and existing staff.

Human Resources. Administer recruitment, personnel, and benefits management and office procedures. Provide professional development training and resources for staff in multiple

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Proposed Work Program

areas of project management, communication, and technical skills. Conduct group coaching on communication, conflict management, and collaboration.

Office Management and Administrative Support. Maintain facilities and provide procurement of goods and services and administration of services contracts. Staff front desk reception and other facilities management duties.

Legal Issues. Manage routine legal issues, claims, and public records requests.

Information Technology. Provide internal development and support; maintain existing technology systems including conference room audio visual equipment, phone and data networks; develop new collaboration tools to further enhance efficiency and technological capabilities; and expand contact management capabilities. Assess and update security, resilience and redundancy protocols, and update process documentation.



**San Francisco
County Transportation
Authority**

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

	Proposed Annual Budget by Fund						
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	Proposed Fiscal Year 2026/27 Annual Budget
Revenues:							
Sales Tax Revenues	\$ 115,432,794	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,432,794
Vehicle Registration Fee	-	-	-	4,546,000	-	-	4,546,000
Traffic Congestion Mitigation Tax	-	-	-	-	-	9,800,000	9,800,000
Interest Income	1,035,418	-	856	12,905	-	1,467,888	2,517,067
Program Revenues	-	57,606,022	2,334,917	-	2,249,961	-	62,190,900
Total Revenues	116,468,212	57,606,022	2,335,773	4,558,905	2,249,961	11,267,888	194,486,761
Expenditures:							
Capital Project Costs	132,715,989	56,897,706	920,000	7,500,000	1,369,763	9,100,000	208,503,458
Administrative Operating Costs	9,694,362	4,343,740	145,898	260,499	1,044,175	241,597	15,730,271
Debt Service Costs	27,331,433	-	-	-	-	-	27,331,433
Total Expenditures	169,741,784	61,241,446	1,065,898	7,760,499	2,413,938	9,341,597	251,565,162
Other Financing Sources (Uses):	56,280,575	3,635,424	(79,976)	-	163,977	-	60,000,000
Net change in Fund Balance	\$ 3,007,003	\$ -	\$ 1,189,899	\$ (3,201,594)	\$ -	\$ 1,926,291	\$ 2,921,599
Budgetary Fund Balance, as of July 1	\$ 18,705,359	\$ -	\$ 760,596	\$ 8,634,605	\$ -	\$ 33,019,741	\$ 61,120,301
Budgetary Fund Balance, as of June 30	\$ 21,712,362	\$ -	\$ 1,950,495	\$ 5,433,011	\$ -	\$ 34,946,032	\$ 64,041,900



**San Francisco
County Transportation
Authority**

**Attachment 3
Proposed Fiscal Year 2026/27 Annual Budget
Comparison of Revenues and Expenditures**

Category	Fiscal Year 2025/26 Amended Budget	Proposed Fiscal Year 2026/27 Annual Budget	Variance from Fiscal Year 2025/26 Amended Budget	% Variance
Sales Tax Revenues	\$ 108,387,600	\$ 115,432,794	\$ 7,045,194	6.5%
Vehicle Registration Fee	4,546,000	4,546,000	-	0.0%
Traffic Congestion Mitigation Tax	9,800,000	9,800,000	-	0.0%
Interest Income	1,852,901	2,517,067	664,166	35.8%
Program Revenues				
Federal	30,965,536	22,703,618	(8,261,918)	-26.7%
State	22,062,283	10,486,903	(11,575,380)	-52.5%
Regional and other	13,929,717	29,000,379	15,070,662	108.2%
Total Revenues	191,544,037	194,486,761	2,942,724	1.5%
Capital Project Costs	204,633,391	208,503,458	3,870,067	1.9%
Administrative Operating Costs				
Personnel expenditures	10,671,254	12,183,048	1,511,794	14.2%
Non-Personnel expenditures	3,371,215	3,547,223	176,008	5.2%
Debt Service Costs	23,482,914	27,331,433	3,848,519	16.4%
Total Expenditures	242,158,774	251,565,162	9,406,388	3.9%
Other Financing Sources (Uses)	60,000,000	60,000,000	-	0.0%
Net change in Fund Balance	\$ 9,385,263	\$ 2,921,599	\$ (6,463,664)	
Budgetary Fund Balance, as of July 1	\$ 51,735,038	\$ 61,120,301		
Budgetary Fund Balance, as of June 30	\$ 61,120,301	\$ 64,041,900		



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

Proposed Annual Budget by Fund							
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	Proposed Fiscal Year 2026/27 Annual Budget
Revenues:							
Sales Tax Revenues	\$ 115,432,794	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,432,794
Vehicle Registration Fee	-	-	-	4,546,000	-	-	4,546,000
Traffic Congestion Mitigation Tax	-	-	-	-	-	9,800,000	9,800,000
Interest Income	1,035,418	-	856	12,905	-	1,467,888	2,517,067
Program Revenues							
Federal							
Advanced Transportation and Congestion Management Technologies Deployment	-	-	-	-	306,446	-	306,446
Ferry Boat Discretionary Funds - Treasure Island Ferry Terminal	-	-	-	-	162,292	-	162,292
FHWA State Planning and Research Funds - San Francisco Freeway Network Management	-	379,343	-	-	-	-	379,343
Highway Bridge Program - Yerba Buena Island (YBI) Westside Bridges	-	14,047,940	-	-	-	-	14,047,940
* Housing Incentive Pool - YBI Multi-Use Path	-	1,867,622	-	-	-	-	1,867,622
* Housing Incentive Pool - YBI Westside Bridges	-	3,233,000	-	-	-	-	3,233,000
Reconnecting Communities & Neighborhoods Program - Geary-Fillmore Underpass Study	-	1,079,768	-	-	-	-	1,079,768
Safe Streets and Roads for All - Vision Zero Ramps Intersection Study Phase 3	-	82,546	-	-	-	-	82,546
Surface Transportation Program 3% Revenue and Augmentation	-	1,544,661	-	-	-	-	1,544,661
State							
Active Transportation Program - YBI Multi-Use Path	-	2,042,590	-	-	-	-	2,042,590
Affordable Housing and Sustainable Communities - Treasure Island Ferry Terminal	-	-	-	-	518,854	-	518,854
* Interregional Transportation Improvement Program - YBI Multi-Use Path	-	4,072,806	-	-	-	-	4,072,806
Planning, Programming & Monitoring SB45 Funds	-	328,000	-	-	-	-	328,000
Seismic Retrofit Proposition 1B - YBI Westside Bridges	-	1,820,060	-	-	-	-	1,820,060
* Senate Bill 1 Local Partnership Program - YBI Multi-Use Path	-	1,461,512	-	-	-	-	1,461,512
Sustainable Communities - Bayview Street Safety and Truck Relief Study	-	243,081	-	-	-	-	243,081
Regional and other							
BATA - I-80/YBI Interchange Improvement	-	3,692,889	-	-	-	-	3,692,889
* BATA Regional Measure 3 - YBI Multi-Use Path	-	14,074,997	-	-	-	-	14,074,997
SFMTA - Travel Demand Modeling Assistance	-	75,000	-	-	-	-	75,000
* Treasure Island Community Development LLC (TICD) Operating Subsidy	-	-	-	-	656,473	-	656,473
TICD Community Facilities District Funds (formerly Ferry Exchange)	-	-	-	-	506,446	-	506,446
* TIDA - Treasure Island Parking Management Program	-	-	-	-	99,450	-	99,450
* TIDA - YBI Multi-Use Path	-	7,376,000	-	-	-	-	7,376,000
TIDA - I-80/YBI Interchange Improvement	-	184,207	-	-	-	-	184,207
Vehicle Registration Fee Revenues (TFCA)	-	-	2,334,917	-	-	-	2,334,917
Total Revenues	\$ 116,468,212	\$ 57,606,022	\$ 2,335,773	\$ 4,558,905	\$ 2,249,961	\$ 11,267,888	\$ 194,486,761
* New Grants							



Proposed Annual Budget by Fund							
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	Proposed Fiscal Year 2026/27 Annual Budget
Expenditures:							
Capital Project Costs							
Individual Project Grants, Programs & Initiatives	\$ 130,000,000	\$ -	\$ 920,000	\$ 7,500,000	\$ -	\$ 9,000,000	\$ 147,420,000
Technical Professional Services	2,715,989	56,897,706	-	-	1,369,763	100,000	61,083,458
Administrative Operating Costs							
Personnel Expenditures							
Salaries	4,081,562	2,866,938	97,265	173,666	516,085	161,065	7,896,581
Fringe Benefits	2,040,781	1,433,469	48,633	86,833	258,043	80,532	3,948,291
Pay for Performance	338,176	-	-	-	-	-	338,176
Non-personnel Expenditures							
Administrative Operations	2,856,943	43,333	-	-	266,947	-	3,167,223
Equipment, Furniture & Fixtures	316,900	-	-	-	-	-	316,900
Commissioner-Related Expenses	60,000	-	-	-	3,100	-	63,100
Debt Service Costs							
Bond Principal Payment	16,360,000	-	-	-	-	-	16,360,000
Interest and Fiscal Charges	10,971,433	-	-	-	-	-	10,971,433
Total Expenditures	\$ 169,741,784	\$ 61,241,446	\$ 1,065,898	\$ 7,760,499	\$ 2,413,938	\$ 9,341,597	\$ 251,565,162
Other Financing Sources (Uses):							
Transfers in - Prop L Match to Grant Funding	-	3,635,424	-	-	84,001	-	3,719,425
Transfers out - Prop L Match to Grant Funding	(3,719,425)	-	-	-	-	-	(3,719,425)
Transfers in - TFCA Funds to TIMMA	-	-	-	-	79,976	-	79,976
Transfers out - TFCA Funds to TIMMA	-	-	(79,976)	-	-	-	(79,976)
Draw on Revolving Credit Agreement	60,000,000	-	-	-	-	-	60,000,000
Total Other Financing Sources (Uses)	56,280,575	3,635,424	(79,976)	-	163,977	-	60,000,000
Net change in Fund Balance	\$ 3,007,003	\$ -	\$ 1,189,899	\$ (3,201,594)	\$ -	\$ 1,926,291	\$ 2,921,599
Budgetary Fund Balance, as of July 1	\$ 18,705,359	\$ -	\$ 760,596	\$ 8,634,605	\$ -	\$ 33,019,741	\$ 61,120,301
Budgetary Fund Balance, as of June 30	\$ 21,712,362	\$ -	\$ 1,950,495	\$ 5,433,011	\$ -	\$ 34,946,032	\$ 64,041,900
Program and Operating Reserves	\$ 11,543,279	\$ -	\$ 233,492	\$ 454,600	\$ -	\$ 980,000	\$ 13,211,371

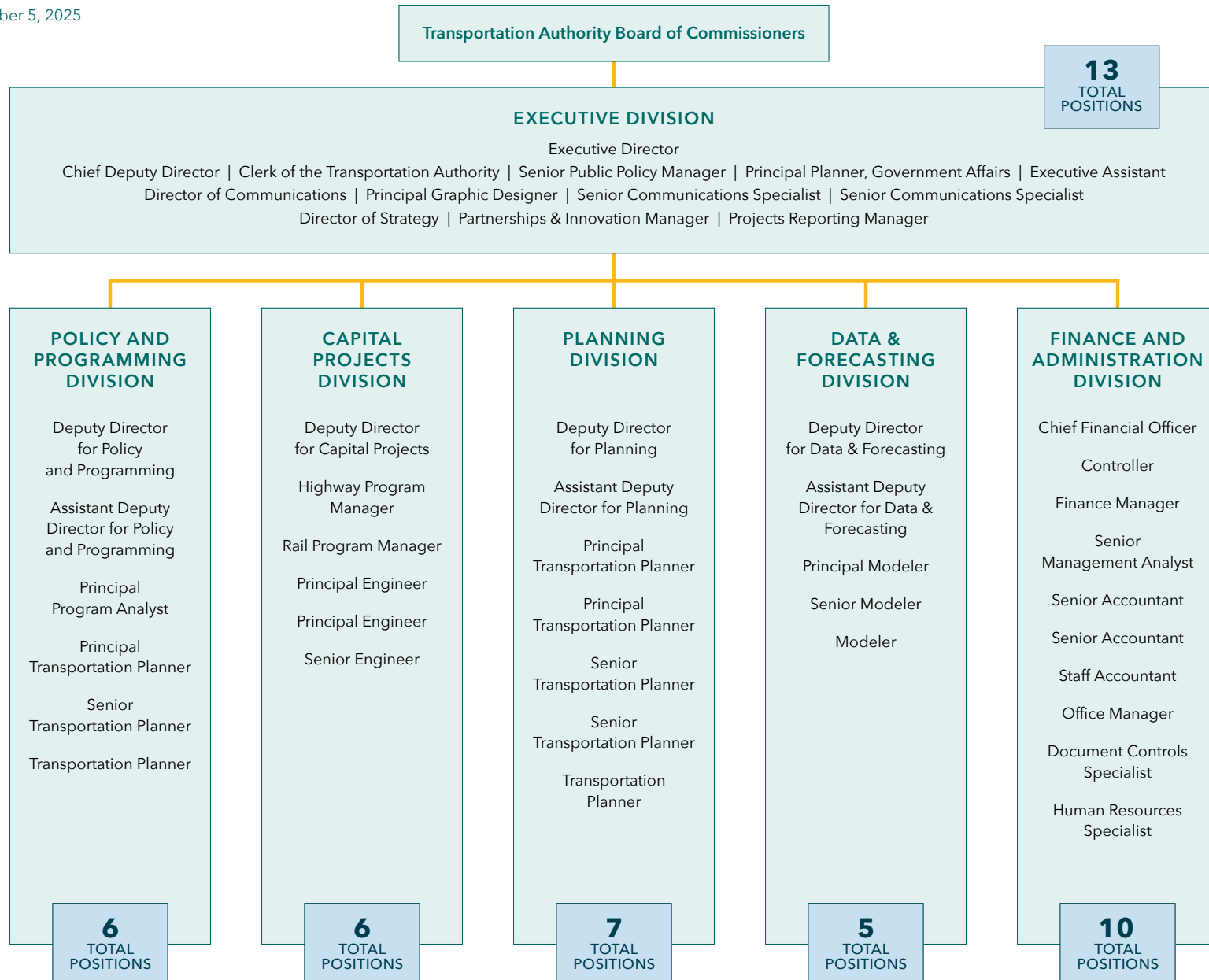
ATTACHMENT 5

Agency Structure 47 STAFF POSITIONS



San Francisco
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Revised December 5, 2025

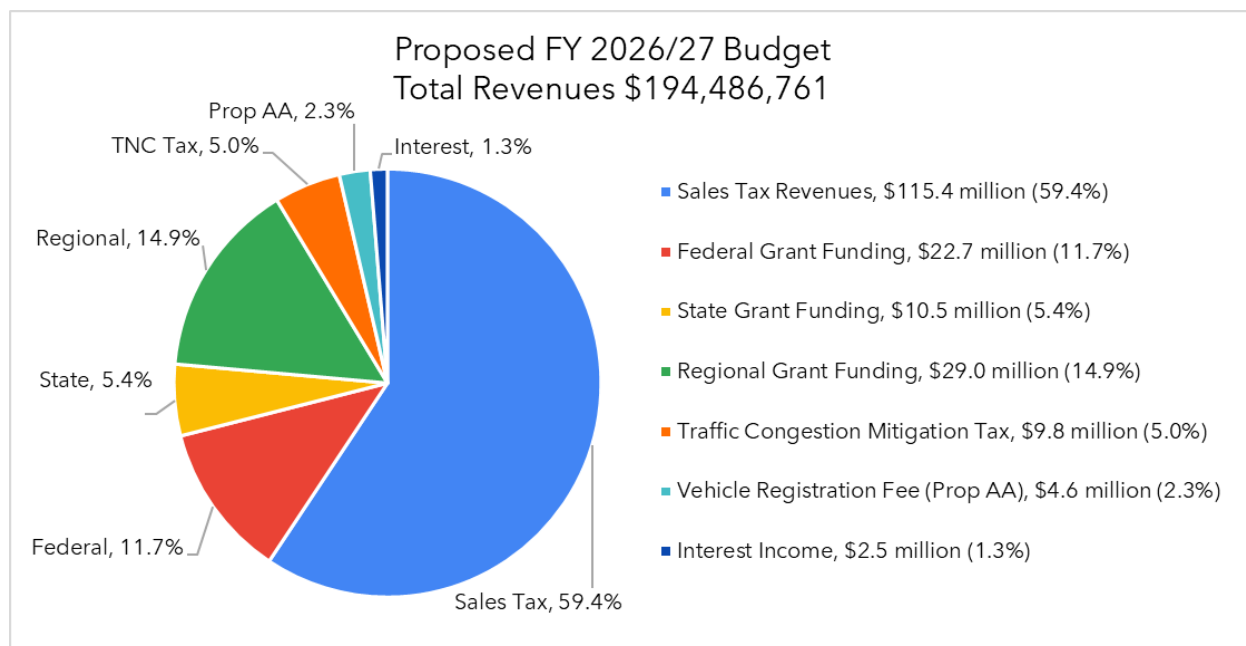


Attachment 6

Line Item Descriptions

TOTAL PROJECTED REVENUES.....\$194,486,761

The following chart shows the composition of revenues for the proposed Fiscal Year (FY) 2026/27 budget.



Prop L Sales Tax Revenues:\$115,432,794

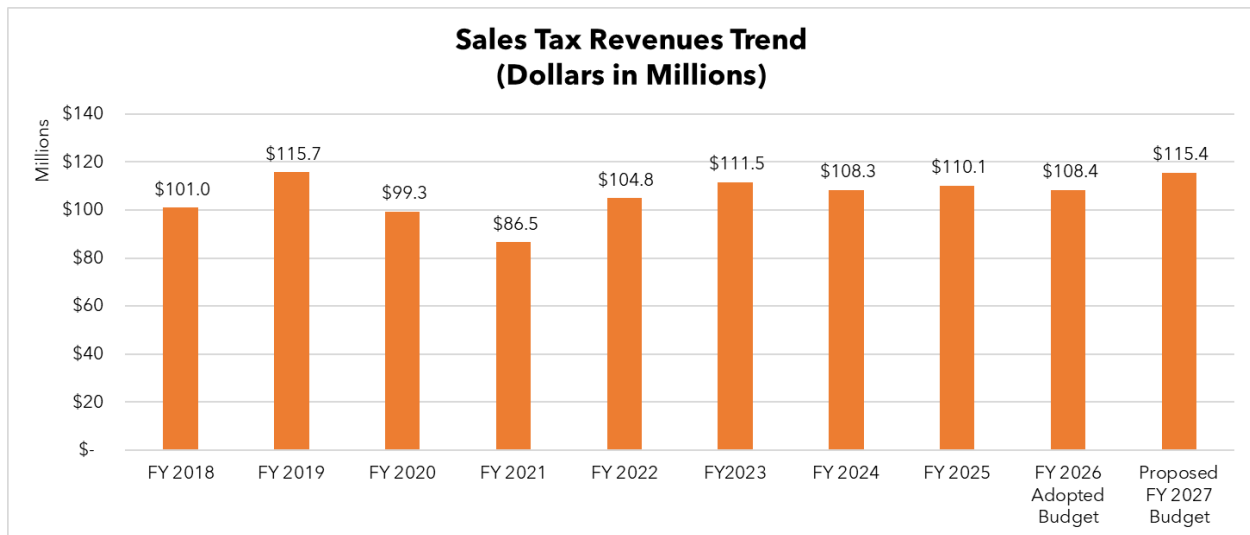
In November 2022, San Francisco voters approved Prop L, the imposition of a retail transactions and use tax of one-half of 1% in the City and County of San Francisco to fund the Prop L Expenditure Plan. The 30-year expenditure plan extends through March 31, 2053, prioritizes \$2.6 billion (in 2020 dollars) and helps San Francisco projects leverage another \$23.7 billion in federal, state, regional and other local funding for transportation projects. The expenditure plan restricts expenditures to five major categories: 1) Major Transit Projects; 2) Transit Maintenance and Enhancements; 3) Paratransit; 4) Streets and Freeways; and 5) Transportation System Development and Management. Prop L superseded the Prop K Expenditure Plan on April 1, 2023.

Based on sales tax receipts collected through February 2026, sales tax revenues are above expectations by 5% and we anticipate modest continuation of this trend through FY 2025/26, with more moderate growth (erring on the conservative side) in FY 2026/27. In coordination with our consultants and with the City's Controller's Office, we project sales tax revenues for FY 2026/27 to increase by 6.5% as compared to the FY 2025/26 budgeted revenues of \$108.3 million. The increase reflects an overall strengthening across various business sectors, such as food businesses and general retail, as San Francisco continues to recover from the pandemic. In addition, the "work-from-anywhere" outmigration trend has largely stabilized,

Attachment 6
Line Item Descriptions

leading to a normalization of the population base and with recent AI investments, demand is trending upward. The increase of AI related employment in San Francisco has improved the daytime workforce estimates as well. However, we remain cautious as economic uncertainty is heightened due to inflation, tariffs, and the geopolitical conflicts. The sales tax revenue projection is net of the California Department of Tax and Fee Administration’s charges for the collection of the tax and excludes interest earnings budgeted in Interest Income.

This chart reflects the eight-year historical and two-year budgeted receipts for sales tax revenues.



Vehicle Registration Fee for Transportation Improvements Program (Prop AA)

Revenues:.....\$4,546,000

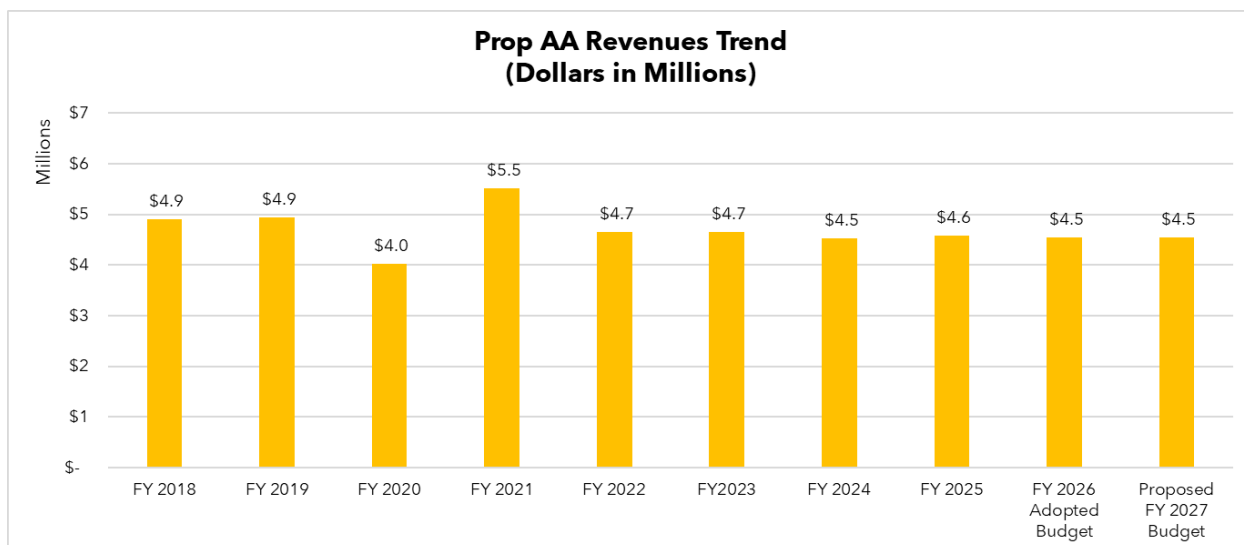
The Transportation Authority serves as the administrator of Proposition AA or Prop AA, a \$10 annual vehicle registration fee on motor vehicles registered in the City and County of San Francisco, which was passed by San Francisco voters on November 2, 2010. The 30-year expenditure plan continues until May 1, 2041 and prioritizes funds that are restricted to three categories: 1) Street Repair and Construction, 2) Pedestrian Safety, and 3) Transit Reliability and Mobility Improvements.

FY 2026/27 Prop AA revenues are projected to remain consistent with the FY 2025/26 budget. The forecast is based on prior year actual revenues as well as year-to-date collections from the current fiscal year. These stable revenue levels reflect a relatively steady number of vehicle registrations in San Francisco following earlier declines in population and activity during and after the pandemic. The amount shown is net of Department of Motor Vehicles’ administrative charges for fee collection

Attachment 6

Line Item Descriptions

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



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

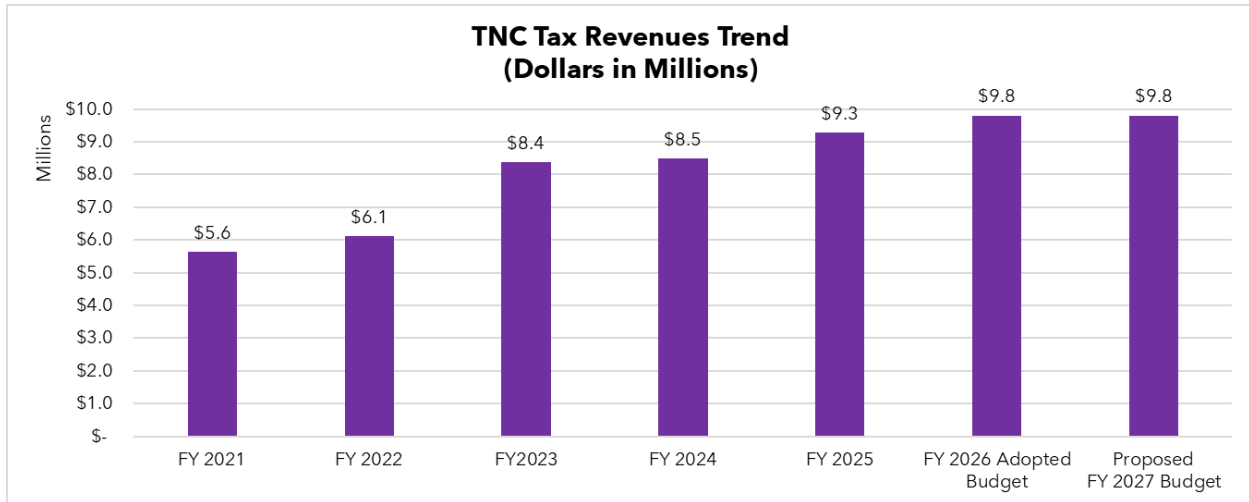
This fund accounts for the November 2019 Proposition D Traffic Congestion Mitigation Tax. The City imposes a TNC Tax (effective January 1, 2020) of 1.5% to 3.25% on fares for rides originating in San Francisco, for the portion of the trip within the city, that are facilitated by commercial rideshare companies or are provided by an autonomous vehicle or private transit services vehicle. After a 2% set aside for administration by the City, 50% of the revenues are directed to the SFMTA for transit operations and improvements, and 50% to the Transportation Authority for bicycle and pedestrian safety improvements, traffic calming, traffic signals, and maintenance.

Based on revenues earned through February 2026 and through ongoing discussions and coordination with the City's Controller's Office and the SFMTA, TNC Tax revenues for FY 2026/27 are projected to remain the same as the prior budget year of FY2025/26.

Attachment 6

Line Item Descriptions

This chart reflects the five-year historical and two-year budgeted receipts for the Transportation Authority's share of TNC Tax revenues.



Note: FY 2020/21 TNC Tax Revenues include \$2.5 million covering January to June 2020 that was received in October 2020.

Interest Income:.....\$2,517,067

Most of our investable assets are deposited in the City's Treasury Pool (Pool). The level of our deposits held in the Pool during the year depends on the volume of Sales Tax and TNC Tax capital project reimbursement requests. Our cash balance consists largely of allocated Sales Tax and TNC Tax funds, which are invested until invoices are received and sponsors are reimbursed. The FY 2026/27 budget for interest income shows a \$664,166 or 35.8% increase as compared to the FY 2025/26 adopted budget which is mainly due to an anticipated higher bank balance in the Sales Tax and TNC Tax Pool accounts as a result of slower than anticipated sponsor reimbursements in prior years, thus more interest is earned on the deposits. The budget does not include any adjustments that would occur due to Governmental Accounting Standards Board Statement No. 31 which is an adjustment to report the change in fair value of investments in the Pool.

Attachment 6

Line Item Descriptions

Congestion Management Agency (CMA) Programs Federal, State and Regional Grant Revenues:.....\$57,606,022

The Transportation Authority is designated under state law as the CMA for the City. Responsibilities resulting from this designation include developing a Congestion Management Program, which provides evidence of the integration of land use, transportation programming, and air quality goals; preparing a long-range countywide transportation plan to guide the City's future transportation investment decisions; monitoring and measuring traffic congestion levels in the city; measuring the performance of all modes of transportation; and developing a computerized travel demand forecasting model and supporting databases. As the CMA, the Transportation Authority is responsible for establishing the City's priorities for state and federal transportation funds and works with the Metropolitan Transportation Commission (MTC) to program those funds to San Francisco projects.

The CMA programs revenues for FY 2026/27 will be used to cover ongoing staffing and professional/technical service contracts required to implement the CMA programs and projects, as well as for large projects undertaken in our role as CMA. CMA revenues are comprised of federal, state, and regional funds received from agencies such as the MTC, the California Department of Transportation (Caltrans), and the United States Department of Transportation (USDOT). Some of these grants are project-specific, such as those for the Yerba Buena Island (YBI) West Side Bridges Project, Pier E-2 parking lot reconstruction work of the YBI Southgate Road Realignment Project, YBI Multi-Use Path Project, and Geary-Fillmore Underpass Community Planning Study. Other funding sources, such as federal Surface Transportation Program (STP) funds and state Planning, Programming and Monitoring funds, can be used to fund a number of eligible activities such as planning, programming, model development, and project delivery oversight and support activities, such as the Congestion Management Program and the Mission/Alemany Community Based Transportation Plan. Regional CMA program revenues include City agency contributions for projects such as travel demand model services provided to City agencies in support of various projects and Bay Area Toll Authority (BATA) contributions for projects such as the Bimla Rhinehart Vista Point (Pier E-2) parking lot reconstruction work of the YBI Southgate Road Realignment Project.

The FY 2026/27 budget includes \$32.2 million from federal and state funding in the CMA program revenues. Some of the major drivers for FY 2026/27 are YBI West Side Bridges Project (\$19.1 million), YBI Multi-Use Path Project (\$5.4 million), projects funded by the STP funds as mentioned above (\$1.5 million), and Geary-Fillmore Underpass Community Planning Study (\$1.1 million). This is a \$16.6 million decrease as compared to FY 2025/26, largely due to a \$7.9 million decrease in state grant funds for the YBI Hillcrest Road Improvements Project, as the construction project reached substantial completion in March 2026, and a net decrease of \$13.3 million in federal and state grant funds for the YBI West Side Bridges Project, as construction activities will be tapering down in FY 2026/27. This decrease is offset by an increase of \$1.9 million in new federal Housing Incentives Program grant funds and

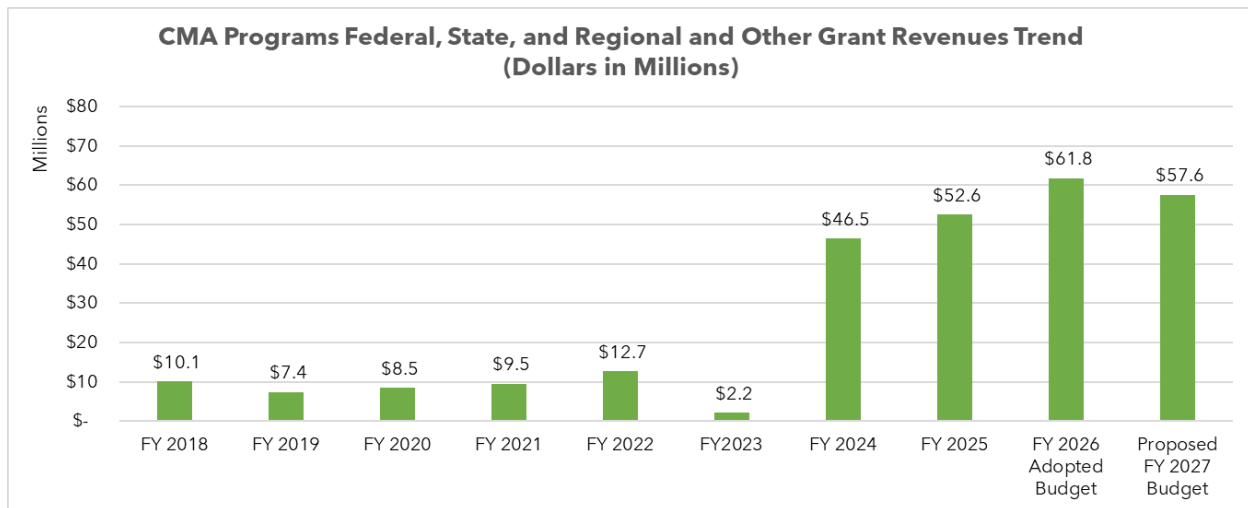
Attachment 6

Line Item Descriptions

\$4.1 million in new state Interregional Transportation Improvement Program grant funds awarded to the construction phase of the YBI Multi-Use Path Project, as well as an increase of \$282,463 in federal grant funds for the Geary-Fillmore Community Underpass Study.

The budget for CMA program revenues also includes \$25.4 million from regional and other funding, a \$12.5 million increase as compared to FY 2025/26, largely due to an increase in regional funds from the BATA and Treasure Island Development Authority for the YBI Multi-Use Path Project construction activities.

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



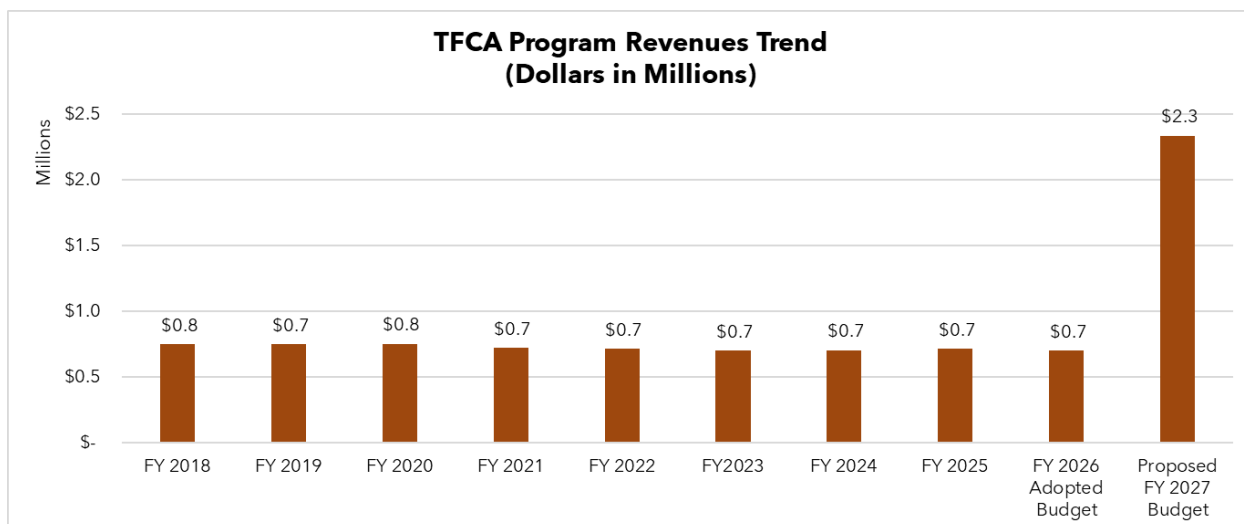
Transportation Fund for Clean Air (TFCA) Program Regional Revenues:.....\$2,334,917

On June 15, 2002, the Transportation Authority was designated to act as the overall program manager for the county share (40 Percent Fund) of transportation funds available through the TFCA program. The TFCA vehicle registration fee revenues (excluding interest earnings in the Interest Income section above) are derived from a \$4 surcharge on vehicles registered in the nine Bay Area counties and must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. TFCA revenues are from vehicle registration fees calculated by the Bay Area Air District (Air District), which administers these revenues, based on actual Calendar Year 2026 revenues. The Air District will account for any differences between actual and projected FY2026/27 revenues in future TFCA cycles. For FY 2026/27, San Francisco will receive \$711,289 in new county share revenues. The Air District is also providing San Francisco with \$1,616,000 in Regional TFCA funds that must be used for bikeway or bike parking projects. TFCA revenues for FY 2026/27 will increase by 242.4%, or \$1.7M compared to FY2025/26.

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Line Item Descriptions

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



Treasure Island Mobility Management Agency (TIMMA) Program

Revenues:.....\$2,249,961

We are working jointly with the Treasure Island Development Authority (TIDA) on the development of the YBI Project. TIDA requested that we, in our capacity as CMA, lead the effort to prepare and obtain approval for all required technical documentation for the project because of our expertise in funding and interacting with Caltrans on design aspects of the project. The Treasure Island Transportation Management Act of 2008 (Assembly Bill 981) authorizes the creation or designation of a Treasure Island-specific transportation management agency. On April 1, 2014, the San Francisco Board of Supervisors approved a resolution designating the Transportation Authority as the TIMMA to implement the Treasure Island Transportation Implementation Plan in support of the Treasure Island/YBI Development Project. In September 2014, Governor Brown signed Assembly Bill 141, establishing TIMMA as a legal entity distinct from the Transportation Authority to separate TIMMA's functions from the Transportation Authority's other functions. The eleven members of the Transportation Authority Board act as the Board of Commissioners for TIMMA. TIMMA is also a blended special revenue fund component unit under the Transportation Authority.

TIMMA's FY 2025/26 budget and work program included several major streams of work: Ferry Service Plan Development and Operating Agreements, Parking Management Plan Development and Memorandum of Understanding, Toll and Affordability Program Design, Ferry Terminal Enhancements Project, and Program Management. At the time of budget adoption, TIMMA had received notice from federal Environmental Protection Agency (EPA) that the \$20 million TI Connects grant that would have funded many of these work streams would be canceled and TIMMA joined a class action lawsuit to challenge this unlawful action, which is still pending. TIMMA Chair Dorsey directed staff to work on ways to backfill the on-

Attachment 6

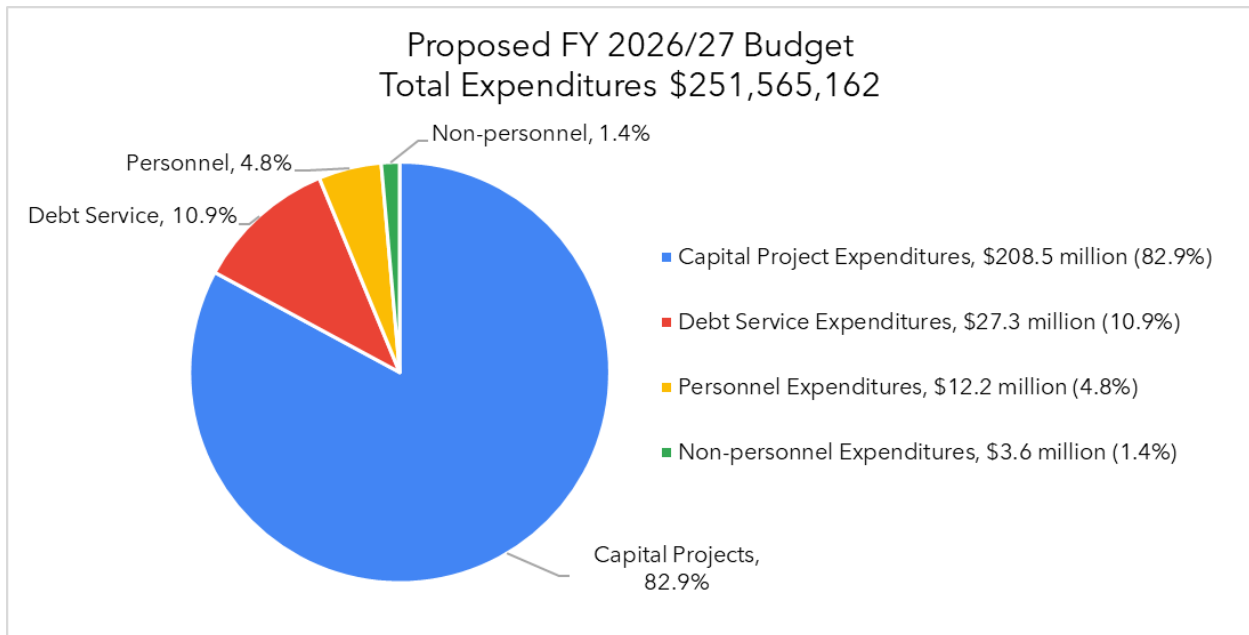
Line Item Descriptions

Island shuttle, bikeshare and other components to the extent feasible and staff is still actively working to secure additional funds. The preliminary TIMMA FY 2026/27 revenues were presented to the April 2026 TIMMA Committee as part of a budget and work program information item. We anticipate presenting the proposed FY 2026/27 budget and work program to the TIMMA Committee and TIMMA Board in June.

TOTAL PROJECTED EXPENDITURES.....\$251,565,162

Total Expenditures projected for the budget year are comprised of Capital Project Expenditures of \$208.5 million, Administrative Operating Expenditures of \$15.7 million, of which \$12.2 million is for Personnel Expenditures and \$3.5 million is for Non-personnel Expenditures, and Debt Service Expenditures of \$27.3 million.

The following chart shows the composition of expenditures for the proposed FY 2026/27 budget.



CAPITAL PROJECT EXPENDITURES.....\$208,503,458

Capital project expenditures in FY 2026/27 are budgeted to increase from the FY 2025/26 adopted budget by an estimated 1.9%, or \$3.9 million, which is primarily due to anticipated higher capital expenditures for the Sales Tax, TFCA and TNC Tax Program, offset by lower capital expenditures for the CMA Programs. Expenditures by Program Fund are detailed below.

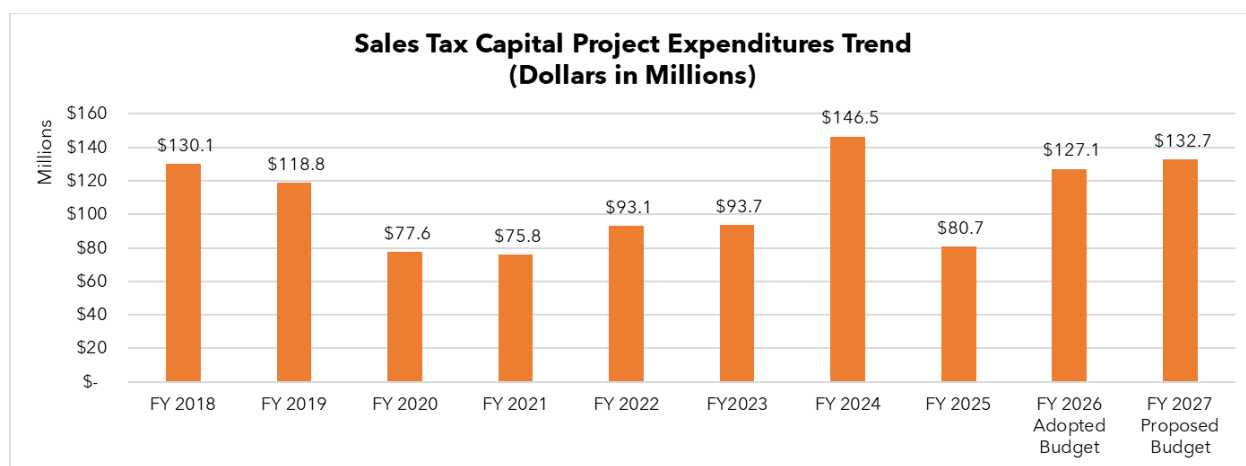
Attachment 6

Line Item Descriptions

Sales Tax Program Expenditures:.....\$132,715,989

The estimate of sales tax capital expenditures reflects the ongoing coordination with project sponsors to maintain up-to-date project reimbursement schedules for the existing Prop K grants (which carried forward into Prop L) with large remaining balances as well as the expected timing for reimbursements and new allocations of Prop L funds. The primary drivers of Sales Tax capital expenditures for FY 2026/27 are SFMTA's Muni maintenance, rehabilitation and replacement projects, which include various projects such as motor coach and battery electric bus procurements (\$40 million) and facility modernization and electrification projects at Potrero, Presidio, Woods/ Islais Creek and 1399 Marin maintenance yards (\$12 million); SFMTA's Paratransit operations (\$14 million); The Portal (Downtown Rail Extension) (\$17 million); various Caltrain state of good repair projects (\$8 million); and SF Public Works' pavement renovation projects (\$5 million).

This chart reflects the eight-year historical and two-year budgeted sales tax program capital expenditures.

**CMA Programs Expenditures:.....\$56,897,706**

This line item includes construction activities and technical consulting services such as planning, programming, engineering, design, and environmental services, consistent with our CMA responsibilities under state law. Included are various projects such as YBI Multi-Use Path Project, Geary-Fillmore Underpass Community Planning Study, San Francisco Freeway Network Study, and Bayview Street Safety and Truck Relief Study. Also included is the YBI West Side Bridges and Pier E-2 parking lot reconstruction work of the YBI Southgate Road Realignment Project.

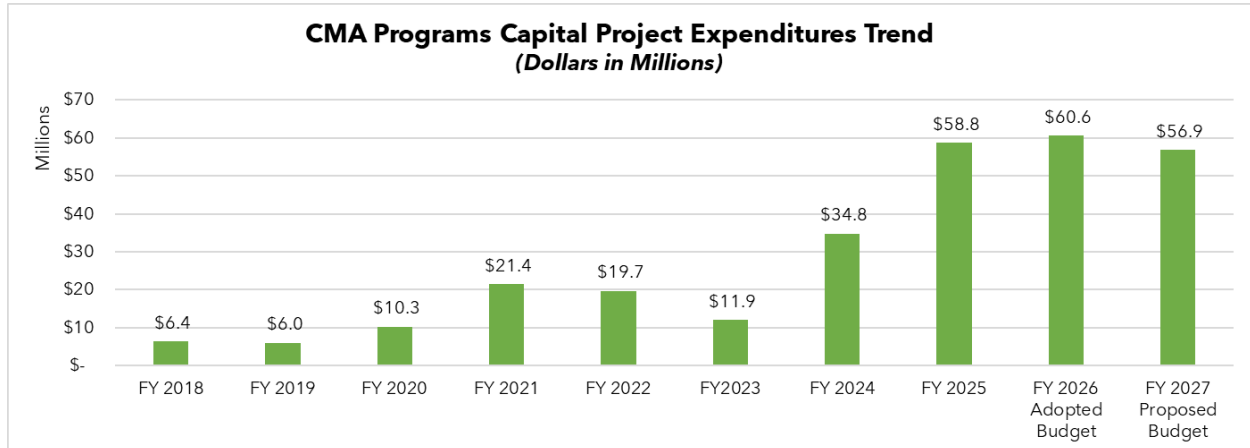
Expenditures in FY 2026/27 are budgeted to decrease by 6.0%, or \$3.7 million, as compared to FY 2025/26 proposed adopted budget. This decrease is primarily due to decreased construction activities for the YBI Hillcrest Road Improvement Project of \$8.4 million in capital expenditures. The primary drivers of CMA Programs capital expenditures for FY 2026/27 are

Attachment 6

Line Item Descriptions

construction activities for YBI Multi-Use Path Project (\$30.9 million) and YBI West Side Bridges Project (\$19.1 million).

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



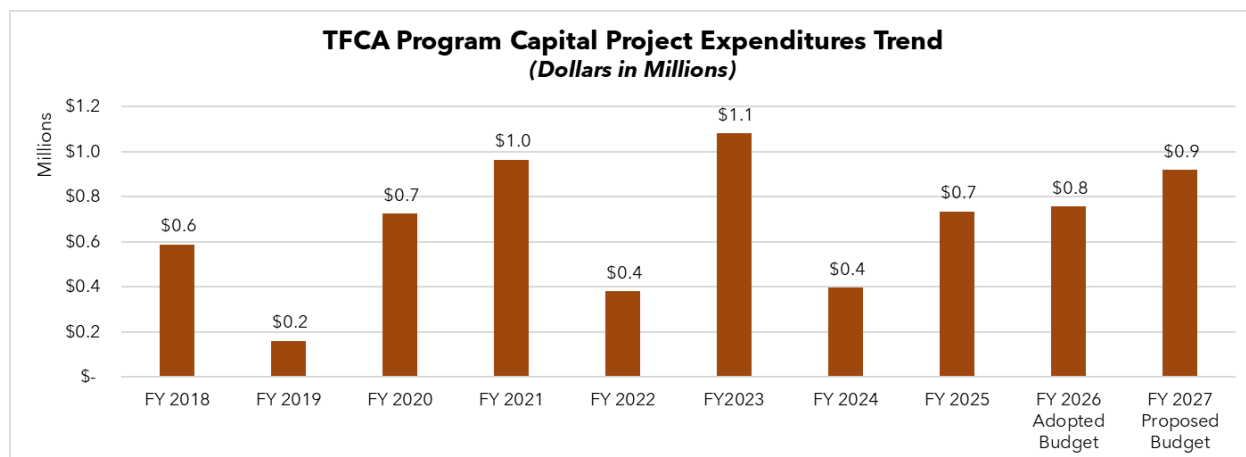
TFCA Program Expenditures:.....\$920,000

This line item covers projects to be delivered with TFCA funds, a regional program administered by the Air District, with the Transportation Authority serving as the administering agency for the county share (40 Percent Fund). For this Fiscal Year, the Air District has also provided additional Regional TFCA funds to be administered by the Transportation Authority, specifically for bikeways and bike parking. TFCA monies must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. The TFCA capital expenditures program includes new FY 2026/27 projects, anticipated to be approved by the Board in June 2026, carryover prior year projects with multi-year schedules and FY 2025/26 projects that are taking longer to complete than originally anticipated. This year's budget of \$920,000 is higher than the FY 2025/26 amended budget by 21.7% or \$164,000. The largest capital project expenditures are anticipated for the SFMTA's Short-Term Bike Parking program and new FY 2026/27 projects to be identified through a call for projects.

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

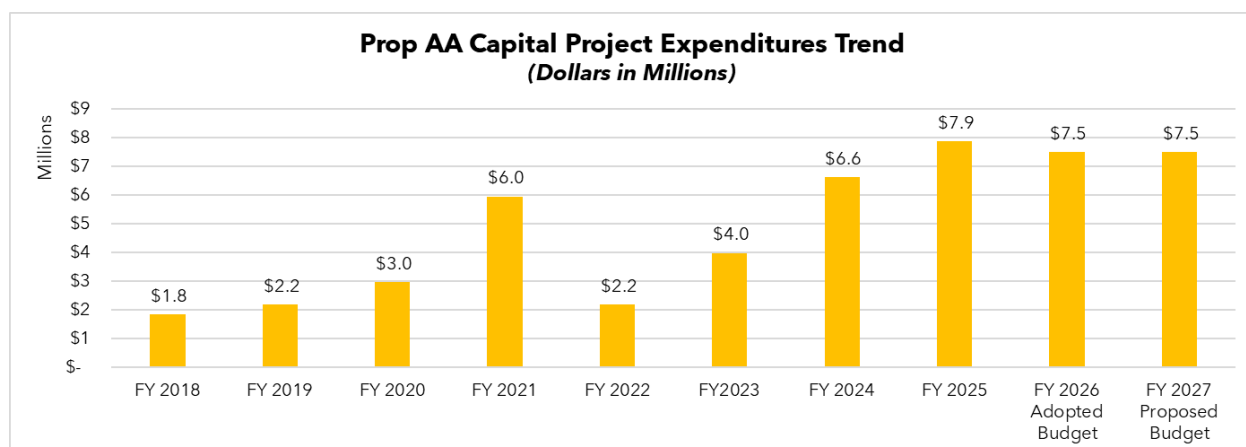


Vehicle Registration Fee for Transportation Improvements Program (Prop AA)

Expenditures:\$7,500,000

This line item includes projects that will be delivered under the voter-approved Prop AA Expenditure Plan. Consistent with the Prop AA Expenditure Plan, the revenues will be used for design and construction of local road repairs, pedestrian safety improvements, transit reliability improvements, and transportation demand management projects. The Prop AA capital expenditures include FY 2026/27 projects programmed in the Prop AA Strategic Plan, carryover prior year projects with multi-year schedules, and other projects that will not be completed as anticipated by the end of FY 2025/26. The largest capital project expenditures include San Francisco Public Works' 8th Street, Clay Street and Leavenworth Street Pavement Renovation; Various Locations Pavement Renovation No. 90; and Japantown Buchanan Mall Improvements; and SFMTA's M Ocean View Transit Reliability and Mobility Improvements project and Transit Stop Signage Enhancement Program.

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



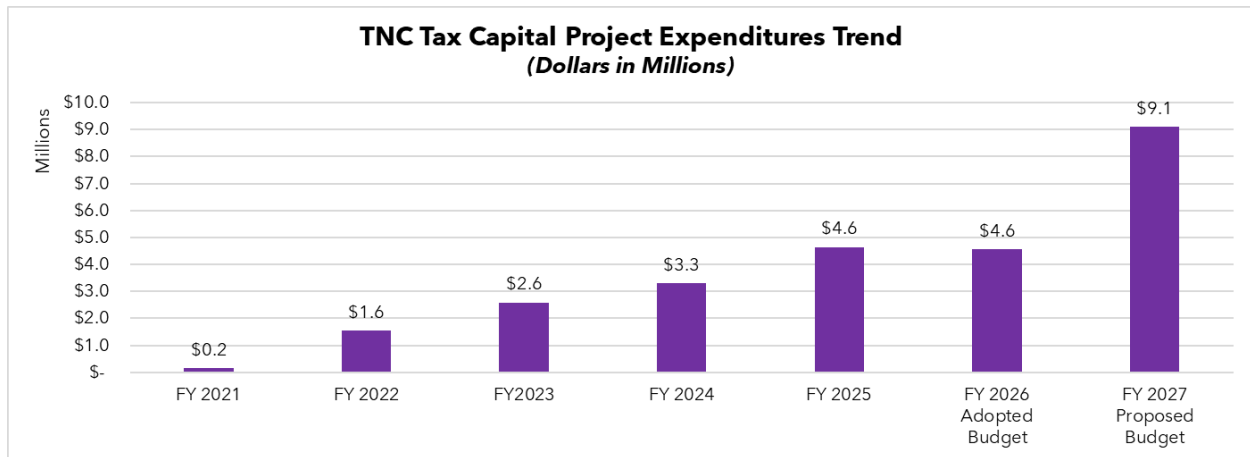
Attachment 6

Line Item Descriptions

Traffic Congestion Mitigation Tax Program (TNC Tax) Expenditures:.....\$9,100,000

Capital Project Costs for the TNC Tax Program in FY 2026/27 are expected to increase by \$4,500,000, or 100%, as compared to the adopted budget, due to projects ramping up. In FY 2026/27, SFMTA is expected to make significant progress in delivering on the backlog of requests to the Application Based Residential Traffic Calming Program, which had been experiencing significant project delivery issues, and the Vision Zero Quick-Build Program, and complete several projects in late FY 2025/26 and throughout FY 2026/27.

This chart reflects the five-year historical and two-year budgeted TNC Tax capital project expenditures.



TIMMA Program Expenditures:.....\$2,413,938

The preliminary TIMMA FY 2026/27 expenditures were presented to the April 2026 TIMMA Committee as an information item and are anticipated to be presented as a separate item to the TIMMA Board at the June meeting. The preliminary work program anticipates, subject to confirming funding, a suite of activities including launching bikeshare on Treasure Island and Yerba Buena Island, initiating implementation of the on-island shuttle, updating the parking and demand management study, continuing work on the toll and affordability system, and completion of the Ferry Terminal Enhancements Project.

ADMINISTRATIVE OPERATING EXPENDITURES.....\$15,730,271

Administrative operating expenditures in FY 2026/27 are budgeted to increase from the FY 2025/26 adopted budget by \$1.7 million, or 12%. Operating expenditures include personnel, administrative, Commissioner-related, and equipment, furniture, and fixtures expenditures.

Personnel:.....\$12,183,048

Personnel costs are budgeted at a higher level by 14.2% as compared to the FY 2025/26 adopted budget, reflecting a budget of 43 full-time equivalents. This increase is primarily due

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Line Item Descriptions

to the implementation of the revised salary structure, approved in March 2026 through Resolution 26-41 and the anticipated hiring of a Highway/Rail Program Manager. The increase in fringe benefits reflects the proportional increase in salaries as mentioned above, and rising healthcare costs. Capacity for merit increases is also included in the pay-for-performance and salary categories; however, there is no assurance of any annual pay increase. Employees are not entitled to cost of living increases. All salary adjustments are determined by the Executive Director based on merit only.

Assembly Bill No. 2561 (McKinnor) requires public agencies to present the status of vacancies and recruitment and retention efforts at a public hearing at least once per fiscal year. For FY 2026/27, we have four unfilled positions: a Principal Transportation Planner, a Senior Engineer, a Transportation Modeler, and a Human Resources Specialist. These vacancies will be filled contingent upon securing sufficient funding and will be included in future year budgets or budget amendments, as needed.

Non-Personnel:.....\$3,547,223

This line item includes typical operating expenditures for office rent, telecommunications, postage, materials and office supplies, printing and reproduction equipment and services, and other administrative support requirements for all of our activities, along with all administrative support contracts, whether for City-supplied services, such as the City Attorney legal services and the Department of Technology cablecast services, or for competitively procured services (such as auditing, legislative advocacy, outside computer system support, etc.). Also included are funds for ongoing maintenance and operation of office equipment, computer hardware, licensing requirements for computer software, an allowance for replacement furniture and fixtures, Commissioner meeting fees, and compensation for Commissioners' direct furniture, equipment and materials expenditures related to Transportation Authority activity.

Non-personnel expenditures in FY 2026/27 are budgeted to increase from the FY 2025/26 adopted budget by an estimated 5.2%, or \$176,008. This is mainly due to an increased budget to complete the replacement of all conference room audio visual equipment, as needed, to ensure reliability.

DEBT SERVICE COSTS.....\$27,331,433

On October 31, 2024, the Transportation Authority entered into a new Revolving Credit Agreement (RCA) with U.S. Bank National Association (U.S. Bank) for \$185.0 million and the full balance is currently available to draw upon for Sales Tax capital project costs. This line item assumes fees and interests of \$6.2 million related to the expected drawdown from the Revolving Credit Loan Agreement noted in the Other Financing Sources/Uses section, anticipated bond principal payment of \$16.4 million and interest payments of \$4.7 million related to our 2017 Sales Tax Revenue Bonds and anticipated drawdowns from the Revolving Credit Loan Agreement, and other costs associated with our debt program. Debt service

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Line Item Descriptions

expenditures in FY 2026/27 are budgeted to increase the FY 2025/26 adopted budget by an estimated 16.4% or \$3.8 million.

OTHER FINANCING SOURCES/USES.....\$60,000,000

The Other Financing Sources/Uses section of the Line Item Detail for the FY 2026/27 budget includes anticipated drawdowns from the Revolving Credit Loan Agreement. We had budgeted our first tranche for a \$65 million drawdown in our FY 2024/25, our second tranche for a \$60 million drawdown in the FY 2025/26 amended budget, and another \$60 million in FY 2026/27. The estimated level of sales tax capital expenditures for FY 2026/27 may trigger the need to drawdown up to an additional \$60 million, utilizing the remaining capacity in the \$185 million Revolving Credit Loan Agreement. We will continue to monitor capital spending closely during the upcoming year through a combination of cash flow needs for allocation reimbursements, progress reports and conversations with project sponsors, particularly our largest grant recipient, the SFMTA.

This line item also includes inter-fund transfers of \$3.7 million among the sales tax, CMA, and TIMMA funds. These transfers represent Sales Tax appropriations to projects such as the YBI West Side Bridges, YBI Multi-Use Path Project, Geary-Fillmore Underpass Community Planning Study, and San Francisco Freeway Network Study. In addition, this line item includes inter-fund transfers of \$79,976 between TFCA and TIMMA funds for bikeshare operations, funded by a TFCA grant.

PROGRAM AND OPERATING RESERVES.....\$13,211,371

Our Fiscal Policy directs that we shall allocate not less than 5% and up to 15% of estimated annual sales tax revenues as a hedge against an emergency occurring during the budgeted fiscal year. In the current economic climate, a budgeted fund balance of \$11.5 million, or 10% of annual projected sales tax revenues, is set aside as a program and operating reserve. This program and operating reserve in the Sales Tax Program includes the utilization of up to \$475,000 in FY 2026/27 to support Prop L program administration and operating costs, approved in March 2026 through Resolution 26-41. We have also set aside \$233,492 or about 10% as a program and operating reserve respectively for the TFCA Program; \$454,600 or about 10% as a program and operating reserve respectively for the Prop AA Program; and \$980,000 or about 10% as a program and operating reserve respectively for the TNC Tax Program.



RESOLUTION ADOPTING THE PROPOSED FISCAL YEAR 2026/27 BUDGET AND
WORK PROGRAM

WHEREAS, Pursuant to State statutes (California Public Utilities Code, Sections 131000 et seq.), the Transportation Authority must adopt an annual budget by June 30 of each year; and as called for in the Fiscal Policy (Resolution 24-48) and Administrative Code (Ordinance 24-01), the Board shall set the overall budget parameters for administrative and capital expenditures, and the spending limits on certain line items, and adopt the budget prior to June 30 of each year; and

WHEREAS, The proposed Fiscal Year (FY) 2026/27 Work Program described in Attachment 1 includes activities in six divisions overseen by the Executive Director: 1) Executive, 2) Policy and Programming, 3) Capital Projects, 4) Planning, 5) Data and Forecasting, and 6) Finance and Administration; and

WHEREAS, These categories of activities are organized to efficiently address the Transportation Authority's designated mandates, including administering the Sales Tax program, functioning as the Congestion Management Agency (CMA) for San Francisco, acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program, administering the \$10 Prop AA vehicle registration fee; administering the Prop D Traffic Congestion Mitigation Tax program (TNC Tax); and operating as the Treasure Island Mobility Management Agency (TIMMA) for San Francisco; and

WHEREAS, Attachment 2 displays the proposed budget in a format described in the Transportation Authority's Fiscal Policy; and

WHEREAS, Total revenues are projected to be \$194.5 million and sales tax revenues, net of interest earnings, are projected to be \$115.4 million, or 59.4%, of FY 2026/27 revenues; and

WHEREAS, Total expenditures are projected to be about \$251.6 million, and of this amount, capital project costs are \$208.5 million, or 82.9%, of total projected



expenditures, with 4.8% of expenditures budgeted for personnel costs, 1.4% of non-personnel expenditures budgeted for administrative operating costs, and 10.9% for debt service and interest costs; and

WHEREAS, The division of revenues and expenditures into the Sales Tax program, CMA program, TFCA program, Prop AA program, TNC Tax program, and TIMMA program on Attachment 2 reflects the six distinct Transportation Authority responsibilities and mandates; and

WHEREAS, At its May 27, 2026, meeting, the Community Advisory Committee was briefed on the proposed FY 2026/27 Budget and Work Program and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the proposed FY 2026/27 Budget and Work Program.

Attachments:

1. Attachment 1 - Proposed Work Program for FY 2026/27
2. Attachment 2 - Proposed Budget for FY 2026/27

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San Francisco
County Transportation
Authority



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

RECOMMENDATION ☐ Information ☒ Action

- 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

- ☒ Fund Allocation
- ☒ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other: _____

SUMMARY

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



(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.	
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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	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.

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	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. 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. Deliverable: Upon completion, SFMTA shall provide an informational update to the Transportation Authority CAC and Board.
TOTAL			\$ 230,700	

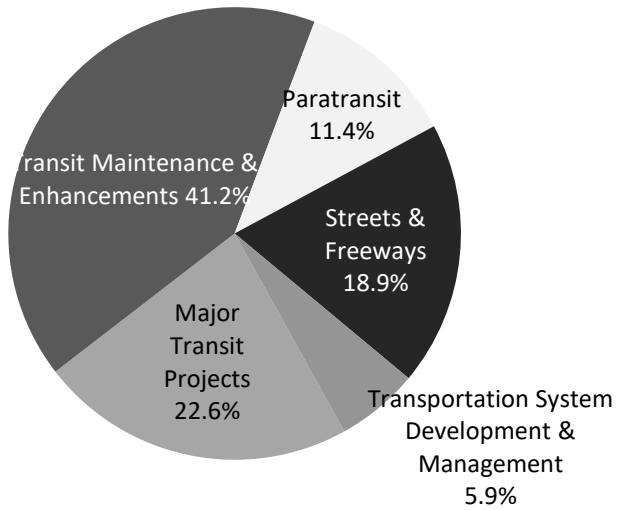
¹ See Attachment 1 for footnotes.

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

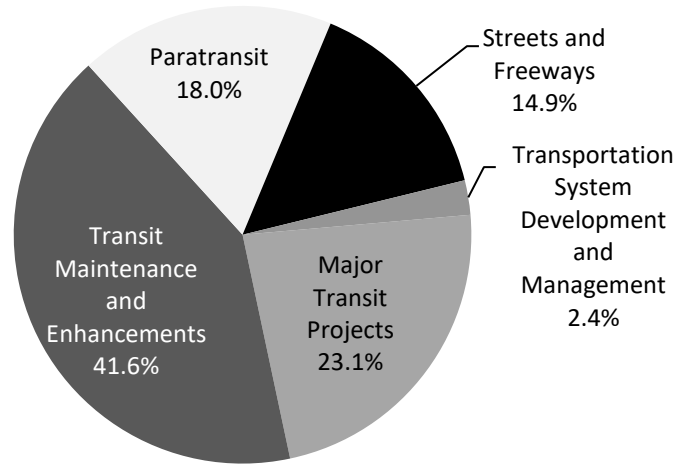
PROP L SALES TAX						
FY 2026/27	Total	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY2030/31
Prior Allocations	\$ 22,651,000	\$ 12,414,000	\$ 8,837,000	\$ 1,400,000	\$ -	\$ -
Current Request(s)	\$ 230,700	\$ 25,000	\$ 205,700	\$ -	\$ -	\$ -
New Total Allocations	\$ 22,881,700	\$ 12,439,000	\$ 9,042,700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



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

- 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.
- 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.
- Upon completion of Task 4 (anticipated December 2027), SFMTA shall provide technical memo documenting benefits, tradeoffs and considerations of phasing options.
- 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.
- Upon completion of Task 3 (anticipated October 2027), SFMTA shall provide final technical memorandum on North Beach extension.
- Upon completion of project (anticipated May 2028), SFMTA shall provide an informational update to the Transportation Authority CAC and Board.

Special Conditions

- 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.



**San Francisco
County Transportation
Authority**

BD060926

RESOLUTION NO. 26-XX

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

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Memorandum

AGENDA ITEM 9

DATE: May 28, 2026

TO: Transportation Authority Board

FROM: Jesse Koehler - Director of Strategy

SUBJECT: 6/9/2026 Board Meeting: Adopt the Geary/19th Ave Subway and Regional Connections Study Final Report

RECOMMENDATION ☐ Information ☒ Action

Adopt the Geary/19th Ave Subway and Regional Connections Study Final Report.

SUMMARY

The Geary/19th Ave Subway is one of five recommended major transit expansion projects identified in the ConnectSF Transit Strategy (2021) and the 2050 San Francisco Transportation Plan (2022). At the request of Commissioner Melgar, the Transportation Authority, in partnership with SFMTA and the San Francisco Planning Department (SF Planning), initiated the Geary/19th Ave Subway & Regional Connections Study (Study) to undertake initial planning for the subway and to prepare for subsequent phases of project development. The Study is intended to refine our understanding of potential project performance and benefits, as well as to identify the key strategic choices that would need to be evaluated and considered in future phases of work. The Study finds that the project would deliver broad benefits to San Francisco and the region, and that support exists from community members and stakeholders to continue project development. The project's capital costs are significant - estimated at approximately \$20-30 billion in current year dollars - and advancing the project will require the development of new funding mechanisms, including sources that harness project benefits. The Study recommends advancing further analysis of alternatives and phasing options, funding strategy development, and continued outreach.

- ☐ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☒ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other: _____



BACKGROUND

Local and regional planners have considered the potential for a subway along the Geary corridor through numerous studies over the past several decades. These plans have consistently identified the need for an improved connection between the west side of San Francisco and Downtown, and the needs of travelers have remained constant – faster trips, less crowding, and better connections to the regional transit system. Recent investments in the surface transportation network through projects including SFMTA’s Geary Boulevard Improvement Project and 19th Avenue Rapid Project have helped address nearer-term capacity and congestion challenges, but long-term forecasts show the need for grade-separated rapid transit in the future.

The ConnectSF Transit Strategy (2021) and the 2050 San Francisco Transportation Plan (2022) evolved our understanding of potential solutions. By aligning a subway under Geary Boulevard with a new transbay rail crossing in the east (Link21) and by incorporating an alignment under 19th Avenue to make a connection in northern San Mateo County, the project would benefit both San Francisco and regional travelers, acting as an important link in the regional and state rail network.

In April 2022, the Board appropriated \$577,156 in Prop K sales tax funds for the Study. The Board also concurrently allocated \$170,367 in Prop K funds to SFMTA and \$74,751 in Prop K funds to SF Planning to provide for the partner agencies’ work within the Study.

DISCUSSION

Study Approach. Planning and construction of a subway is a multi-phase effort, occurring over many years. The Study included work to: identify and preliminarily assess key design choices; refine understanding of project benefits and costs; identify a preliminary framework for project funding; and develop an initial roadmap to inform project planning and development through subsequent phases of work.

The Study Team, with the review of partner agencies and incorporating community input through public outreach, developed a high-level goal framework for the project through which to assess project benefits:

- Improve the traveler experience and provide better transit service to the corridor, San Francisco, and the Bay Area;
- Serve current needs and planned growth in the corridor and region; and



- Contribute to regional and state targets by advancing equity, affordability, climate, and environmental goals

With these goals in mind, we worked to identify significant project attributes that illustrate key options for the project's design and that represent an envelope of anticipated performance. This set of project attributes focused on:

- Regional Connectivity: How could a Geary/19th Avenue Subway connect to the East Bay and to the Peninsula?
- Downtown Routing: What options exist for a route through Downtown San Francisco?
- Connecting Geary Boulevard & 19th Avenue: What are the implications of the alignment to connect these two core segments?
- Train Technology: What options exist to provide strong regional connectivity while serving the corridor's need for high-capacity rapid transit?

The Study Team developed a set of indicative options to evaluate project performance against the project goals. The results of this analysis have been used to describe an initial range for project benefits, including anticipated reductions in travel time, increases in accessibility, and benefits to Equity Priority Communities. We have also identified additional strategic considerations and building blocks that future phases of planning should address.

Outreach. The Study Team conducted two rounds of public outreach focused on surfacing community interest and questions and sharing the results of the Study's analysis. The Study Team also presented directly to interested neighborhood groups and other community based organizations and hosted an online survey which received over 2,400 responses. The feedback at in-person and online events, along with the survey, was broadly consistent: participants generally understood the need for a Geary/19th Ave Subway and were interested in exploring ways to deliver the project more quickly and at lower cost. Some community members raised questions about potential construction methods and disruptions related to construction for both residents and businesses.

Study Findings. The Study finds that a Geary/19th Avenue Subway has the potential to contribute significantly to improvements across the project's three goal areas described above. Specifically, the Study identifies the following initial findings:



- The case for the project is promising, and San Francisco should continue to advance planning while developing potential project funding mechanisms to support the anticipated project cost of approximately \$20-30 billion.
- Regional connectivity expands and broadens benefits, as the project performs very strongly as an integrated part of the regional rail network with through-running trains.
- Multiple design options can provide improvements, with various approaches to project alignment and connectivity performing similarly in overall ridership while directly serving different destinations.
- The project delivers travel time savings, greenhouse gas reductions, and equity benefits, with greater benefits accruing to residents of Equity Priority Communities.
- Project development and delivery will require significant new funding sources and continuing to advance the project will require a mix of new and existing funding sources from all levels of government.
- A Geary/19th Ave Subway will drive value creation in terms of land value, economic activity, mobility improvements, and reduced climate impacts; capturing a share of this value will be a critical element of the project's funding plan.

Next Steps. The Geary/19th Ave Subway and Regional Connections Study is the initial step of a multi-year process by which a major transit capital investment is planned, environmentally cleared, designed, constructed, and eventually opened for passenger service. Because major transit capital projects are complex undertakings involving many stakeholders, varied interests, and multiple approvals, it typically takes at least 15 to 20 years to progress from project initiation to revenue service. Progressing to each stage of project development also requires the availability and commitment of funding to undertake the next stage of work.

The next broad phase of project development is the Alternatives Analysis stage, in which conceptual alignments, stations, and technologies are defined. These decisions are supported by conceptual engineering, refined conceptual cost estimation, further ridership and benefits analysis, risk and constructability screening, stakeholder engagement, and funding strategy development. The completion of a full Alternatives Analysis stage for the Geary/19th Avenue Subway is estimated to require approximately \$10 million to \$15 million, depending on the number of alternatives to be explored and level of engineering design to be prepared.



We have identified an initial set of prioritized Alternatives Analysis tasks that could be advanced with near-term funding in the range of approximately \$1.5 million – or up to \$3 million if the project is successful in securing competitive regional funding – in the near term. The following technical and engagement task areas have been identified for potential incorporation into the immediate next phase of project development:

- Regional integration – additional early concept-level design development of project interfaces with the regional transit network, including at the Downtown and southern ends of the project alignment.
- Technology evaluation – assessment and comparison of the rail technology options for the project, with consideration of key tradeoffs for cost, integration, phasing, facilities, and other issues.
- Station and facility sizing and potential locations – early concept-level definition of footprints for potential station locations and for needed operations and maintenance facility or facilities.
- Capital cost refinement – development of updated planning-level cost estimates, based on additional early concept-level design development and reference projects.
- Funding strategy – preparation of an indicative funding plan and assessment supported by early development of potential project-specific funding mechanisms.
- Engagement with the public, stakeholders, and partners – community outreach and collaboration with key local, regional, and state agencies.

An overall aim of the immediate next phase would be to undertake prioritized work that is supportive of subsequent completion of the full Alternatives Analysis stage, including preparation for the future Environmental Review stage.

There is \$1.5 million in Prop L funds programmed to advance planning for the Geary/19th Avenue Subway project in the Board-adopted 5-Year Prioritization Program for Next Generation Transit Investments. We are planning to submit an application for an additional approximately \$1.5 million in One Bay Area Grant (OBAG) County funding in July 2026. The underway OBAG call for projects is a competitive process and staff will present recommended project priorities to the Board for approval this fall, that will then be submitted to the Metropolitan



Transportation Commission for selection by early 2027. We will also continue to seek other external grant funding sources to support project development.

Other Major Transit Expansion Projects and Prioritization. The Geary/19th Ave Subway is one of five major rail and transit enhancements identified in the ConnectSF Transit Strategy and the 2050 San Francisco Transportation Plan, 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 parallel to the proposed prioritized Alternatives Analysis tasks for the Geary/19th Avenue Subway described above, the exploration of potential phasing options for a Central Subway Extension northward from its current terminus at Chinatown - Rose Pak Station is the subject of a separate item on the same agenda.

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 not have an impact on the amended Fiscal Year 2025/26 budget or proposed Fiscal Year 2026/27 budget. Appropriation or allocation of additional funds to continue project development is subject to future Board action.

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 - Executive Summary
- Attachment 2 - Resolution
- Enclosure - Draft Final Report

Executive Summary

ES.1 Introduction

The Geary/19th Ave Subway is envisioned as a rail rapid transit subway oriented under Geary Blvd and 19th Ave in San Francisco. An investment of this scale – a dual-track subway approximately 10 miles in length, with approximately 5 – 6 stations – is significant, with a capital cost estimated in the range of \$20B – \$30B. However, the potential benefits to San Francisco, the region, and the statewide rail network are transformative. This study, the Geary/19th Ave Subway and Regional Connections Study Strategic Case, aims to advance the understanding of key project development components and choices, including the anticipated benefits that the subway could deliver.

The idea for a subway under Geary Boulevard has been included in numerous studies over the past decades. Recent planning and community engagement work, documented in the Connect SF Transit Strategy (2021) and the 2050 San Francisco Transportation Plan (2022) evolved the understanding of potential needs and opportunities in both the Geary Blvd corridor and western San Francisco, resulting in a corridor that begins in Downtown San Francisco, continues west along Geary Blvd as far west as the Inner Richmond, where it turns south below Golden Gate Park and continues beneath 19th Ave through the Sunset District, terminating roughly near the existing Daly City Bay Area Rapid Transit (BART) station.

This study uses evidence and analysis to address four key questions:

- What is the broad case for advancing the Geary/19th Ave Subway to the next phase of study?
- What are the potential benefits unlocked by an investment in a Geary/19th Ave Subway?
- What are the key decisions that will shape those benefits, such as the project's route, technology, and other design options?
- What are the key issues that should be incorporated into the next phase of study?

These questions enable decision-makers, project partners, and the public to understand the benefits that would be unlocked by the Geary/19th Ave Subway and to guide future phases of project development.

Importantly, this study did not:

- Select a preferred alternative or advance planning/design beyond a pre-feasibility level
- Confirm benefits, costs, risks, and timelines for a specific alternative

These decisions will be advanced in future phases of project development, informed by additional analysis and stakeholder engagement, should the project proceed.

ES.2 Project Needs and Goals

The Geary/19th Ave Corridor is critically important for moving people and goods across San Francisco and the wider Bay Area. A Geary/19th Subway provides the opportunity for a high capacity, fast, frequent, and reliable transit service across the corridor and beyond. It can help meet future travel demand, support planned housing development, and better meet the evolving needs of San Francisco and the Bay Area.

Today, the Geary/19th Ave Corridor is home to nearly 29% of San Francisco's population, 43% of its jobs, and many significant employment, cultural, academic, and social service centers and institutions. Communities along the corridor are anticipated to grow significantly in the coming decades. Population growth planned for in San Francisco's 2022 Housing Element reflects 100,000 new people and 80,000 new jobs along the corridor.

Travel demand on the corridor is significant. Each day hundreds of thousands of trips are made to places along the corridor or to access other parts of the Bay Area. This high level of travel demand can make transit crowded and roads congested, resulting in slow and unreliable travel times.

Recently, substantial transit priority investments along Geary Boulevard and 19th Avenue have improved reliability along the congested surface network. However, they do not always provide competitive travel times for trips across the entire city or to key regional destinations elsewhere in the Bay Area, nor do they provide the capacity needed to serve future demand. The improvements required to meet these needs are not achievable solely with at-grade transit service. A new grade-separated rapid transit service – a subway – is needed to provide reliable, fast, frequent, and comfortable mobility and to support the growth expected along the Geary/19th Ave Corridor.

To support the analysis and development of a Geary/19th Ave Subway, the study team identified three overarching goals for the Geary/19th Ave Subway:



Improve the traveler experience and provide better transit service to the corridor, San Francisco, and the Bay Area



Serve current needs and planned growth in the corridor and region



Support crucial regional policy goals of affordability, equity, and the environment

ES.3 Subway Design Options

The study team identified major design choices for the subway and how each could result in potential tradeoffs that will need to be addressed or resolved in subsequent project phases. The study team identified three key topics of consideration to inform the potential universe of alternatives for a Geary/19th Ave Subway:

- What are the key destinations that a Geary/19th Ave Subway should serve?
- How should a Geary/19th Ave Subway connect to or integrate with the existing and planned regional rail network?
- What rail technologies are well suited for the operational and service requirements of the Geary/19th Ave Subway?

This phase of work has examined an initial range of routing and station location considerations across the corridor, as well as in three focused areas within the corridor:

- Downtown San Francisco;
- The connection between Geary Blvd and 19th Ave portions of the corridor; and
- The southern terminus of the project in northern San Mateo County.

ES.4 Potential Benefits of a Geary/19th Ave Subway

The study team evaluated the performance of the Geary/19th Ave Subway, and the project's potential design options and choices, against a set of metrics developed to illustrate how and to what extent the project would address the project goals.

Key project benefits, and illustrative results, are summarized below:



Grow transit ridership in SF and across the region: Serve 162,000 to 314,000 trips a day, including 62,000 to 106,000 net new transit trips.



Improve customer experience and travel times: Save transit riders from 19,000 to 45,000 hours per day (or roughly 5 - 7 minutes per passenger, per trip) and reduce regional crowding by 15 to 30%.



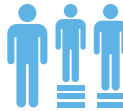
Increase access between jobs and workers: The average San Francisco worker could access up to 47,000 more jobs in 45 minutes by transit, while the average Bay Area worker could access up to 10,000 more jobs in 45 minutes.



Reduce localized air pollution and single-occupancy vehicle travel: Reduce vehicle miles traveled in San Francisco by 4 - 7%, corresponding to greenhouse gas emissions reductions of by 23,000 to over 35,000 tons per year.



Increase regional accessibility: Put 138,000 to 156,000 more households and 382,000 to 404,000 more jobs within walking distance of transit.



Deliver disproportionate benefits to residents of Equity Priority Communities (EPCs): For example, access to jobs within 45 minutes on transit for the average resident of an EPC would increase 60% more than the average of all San Francisco residents (76,000 jobs vs 47,000 jobs).



Support housing affordability: 41,000 to 50,000 new housing units would be in walking distance of rail rapid transit.

ES.5 Key Project Building Blocks

ES.5.1 PROJECT FUNDING

An urban rail transit project such as the Geary/19th Ave Subway is a large, complex public investment. Existing local, regional, state, and federal funding sources are not sufficient to fully fund the project, which has an initial cost estimate range of approximately \$20B - \$30B in 2026 dollars, as discussed in Chapter 4. The project has the potential to drive significant value creation in multiple areas (such as travel time, land value, economic development, and environmental quality). The study team identified potential mechanisms to return a part of this value to the project, helping to support its funding plan. It is important to begin exploring these mechanisms in parallel with early planning, to inform further development of the funding strategy and advancement of specific funding sources during future phases of work.

Subsequent phases of work should include the development of an indicative funding plan for the project, reflecting the ranges of potential funding from existing and new sources. This plan should include initial revenue range analyses for a range of potential

new sources, developed to an order-of-magnitude level, with a focus on the sources that could harness the value created by the project. Development of this indicative funding plan will also require coordination with other related efforts, such as pricing studies, travel demand management initiatives, and regional and statewide rail planning and development efforts. Future phases of study will also seek and include input on potential funding strategies from members of the public and policy-makers.

ES.5.2 ENGAGEMENT & OUTREACH

In addition to technical work, engagement with residents, businesses, institutions, and community stakeholders is essential to advancing project development for the Geary/19th Ave Subway. This study included public outreach activities, to identify key interests and potential concerns of community members, and to share study analysis and initial findings. Future phases will also include public engagement efforts, as specifics about the subway and its design, construction, and operation come into better focus.

ES.5.3 PROJECT DEVELOPMENT & PRIORITIZATION

The Geary/19th Ave Subway is one of five major rail and transit enhancements identified in the ConnectSF Transit Strategy and the 2050 San Francisco Transportation Plan (SFTP). Each project will require substantial funding to advance from concept to final construction and delivery. While these plans laid out the initial concepts of each project, they did not prioritize the order in which each should advance or be implemented.

Project prioritization is anticipated to begin with the preparation of the next major update to the SFTP – SFTP 2060, which is planned to kick off in 2027. This plan will use updated information about each project’s performance, as well as other effectiveness and readiness criteria, to make recommendations regarding how and on what timeline San Francisco’s full vision of long-range transit and rail expansion should advance. Through the SFTP process, projects will be evaluated based on their impact with respect to the SFTP goals: equity, economic vitality, environmental sustainability, safety & livability, and accountability & engagement.

ES.6 Conclusions & Next Steps

ES.6.1 CONCLUSIONS

This study finds that a grade separated, high capacity rapid transit investment is both needed and viable in the Geary Boulevard and 19th Avenue corridors in Western San Francisco. As future phases of the project are completed, significant project decisions will need to be considered related to regional integration, routing and station location, technology, and funding, in increasing levels of detail. Future phases will also more deeply explore the trade-offs among these decisions, informed by more robust engineering, planning, and cost estimation than was completed in this initial phase of work.

In summary, this study finds that:

- **The case for the Geary/19th Ave Subway is promising:** The Geary/19th Ave Subway is an integral part of the future San Francisco, Bay Area, and statewide rail system, and San Francisco should continue to advance planning and project development. The project will create value in time savings for travelers, accessibility and value of land, and economic activity and productivity; leveraging this value will be key to the project's viability and success.
- **Regional connectivity expands and broadens benefits:** The Geary/19th Ave Subway performs well as a San Francisco-only investment, but performs much better as an integrated part of the region's rail network. By enabling through-running of trains beyond San Francisco, project benefits would also accrue to a wider range of Bay Area residents, workers, visitors, and travelers.
- **Multiple design options can provide improvements:** Choices about how to route the project at both ends of the alignment and for the connection between Geary Blvd and 19th Ave should be informed by additional technical work and robust engagement with stakeholders. While project performance of the various options for these segments of the project is similar, the profile of project benefits may vary depending on the final routing and station location decisions made in future phases.
- **The Geary/19th Ave Subway delivers travel time savings, environmental improvements, and equity benefits:** In future years, the project drives improvements in many key metrics related to travel time, environmental quality, and equity as compared to a future where the project is not built.
- **Project development and delivery will require significant new funding sources:** While the project is expected to perform well under traditional federal and state funding criteria, major transit investments such as the Geary/19th Ave Subway must secure support from all levels, including the development of new, project-specific funding sources.
- **A Geary/19th Ave Subway will drive value creation:** Investing in the Geary/19th Ave Subway will create value in terms of land use, economic activity, mobility improvements and time savings, and reduced climate impacts. Capturing a share of this value will be a critical element of the project's funding plan, and will help to secure other regional and state funds.

ES.6.2 NEXT STEPS

The Geary/19th Ave Subway and Regional Connections Study is the initial step of a multi-year process by which a major transit capital investment is planned, environmentally cleared, designed, constructed, and eventually opened for passenger service. Projects proceed through multiple stages of development, with the conclusion

of each supporting decision-making regarding the project's readiness and worthiness to advance to subsequent stages.

Because major transit capital projects are complex undertakings involving many stakeholders, varied interests, and multiple approvals, it usually takes at least 15 to 20 years to progress from project initiation to revenue service. Peer projects in California have typically spent a total of approximately 5 – 8 years in the Planning, Alternatives Analysis, and Environmental stages, followed by approximately 7 – 10 years for construction and commissioning. Projects moving more quickly through these steps typically demonstrate robust local and regional financial commitment, including through voter-approved funding measures, that enable project sponsors to secure necessary approvals and commitment of state and federal funding.

The completion of Concept Development and Alternatives Analyses studies for the Geary/19th Avenue Subway are estimated to require approximately \$10 million to \$15 million, depending on the number of alternatives explored and level of engineering design required. The study team has identified an initial set of prioritized Alternatives Analysis tasks that could be advanced with available funding – approximately \$1.5 million in programmed half-cent sales tax funds, up to \$3 million if the project is successful in securing competitive regional funding – in the near term. The inclusion of specific tasks within a next phase of work will be subject to available funding, including external grant funding from regional and state sources. An overall aim of the immediate next phase would be to undertake prioritized work that is supportive of subsequent completion of the full Alternatives Analysis stage, including preparation for the future Environmental Review stage.



RESOLUTION ADOPTING THE GEARY/19TH AVENUE SUBWAY AND REGIONAL
CONNECTIONS STUDY FINAL REPORT

WHEREAS, The Geary/19th Avenue Subway is a long-term recommendation for transit system expansion in the ConnectSF Transit Strategy (2021) and the 2050 San Francisco Transportation Plan (2022); and

WHEREAS, The Geary/19th Avenue Subway and Regional Connections Study (Study) was requested by Commissioner Myrna Melgar; and

WHEREAS, In April 2022, the Transportation Authority Board appropriated \$577,167 in Prop K sales tax funds for the Study and allocated \$170,367 in Prop K funds to the SFMTA and \$74,751 in Prop K funds to the San Francisco Planning Department for these partner agencies' work within the Study; and

WHEREAS, The Study team, led by the Transportation Authority with support from the SFMTA and the San Francisco Planning Department, developed a goals framework for the Study to assess project benefits; and

WHEREAS, The Study identified and preliminarily analyzed key design choices, advanced understanding of project benefits and costs, identified a preliminary framework for project funding, and developed an initial roadmap to inform project planning and development through subsequent phases of work for the Geary/19th Avenue Subway; and

WHEREAS, The Study team analyzed potential project benefits and described an envelope of anticipated performance, including forecasted reductions in travel time, increases in accessibility, and benefits for Equity Priority Communities; and

WHEREAS, The Study team also identified additional strategic considerations and building blocks that future phases of planning should address; and

WHEREAS, The Study team conducted public outreach and stakeholder engagement to inform the Study and share findings with the community; and

WHEREAS, The Study finds that a Geary/19th Avenue Subway has the potential



to contribute significantly to improvements in traveler experience, support current needs and planned growth, and contribute to regional and state policies on equity, affordability, climate, and the environment; and

WHEREAS, The attached Geary/19th Avenue Subway and Regional Connections Study Final Report documents Study activities and findings and recommends that San Francisco continue to advance planning and project development for the Geary/19th Avenue Subway while exploring potential project funding mechanisms; and

WHEREAS, The final report includes a discussion of initial cost estimates, potential funding sources, and anticipated next steps for project development and prioritization; and

WHEREAS, The Transportation Authority Community Advisory Committee considered the Geary/19th Avenue Subway and Regional Connections Study Final Report at its May 27, 2026, meeting and adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the attached Geary/19th Avenue Subway and Regional Connections Study Final Report; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the document for final publication and distribute the document to all relevant agencies and interested parties.

Attachment:

1. Geary/19th Ave Subway & Regional Connections Study Final Report

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 10

DATE: May 28, 2025

TO: Transportation Authority Board

FROM: Carl Holmes – Deputy Director for Capital Projects

SUBJECT: 06/09/26 Board Meeting: Authorize an Additional Construction Allotment of \$2,000,000, for a Revised Additional Construction Allotment Not to Exceed \$3,896,564; and Approve a Contract Amendment with GHD Inc. in the Amount of \$324,000 for the Bimla Rhinehart Vista Point Pier Parking Lot Project

RECOMMENDATION ☐ Information ☒ Action

- Authorize an additional construction allotment of \$2,000,000, for a revised additional construction allotment not to exceed \$3,896,564, for the Bimla Rhinehart Vista Point Pier Parking Lot Project (Project)
- Approve a contract amendment with GHD Inc. (GHD) to increase the contract by \$324,000, to a revised not to exceed amount of \$1,564,455, to perform construction management services for the Project
- ~~Approve a contract amendment with GHD Inc. (GHD) to increase the contract by \$324,000, to a revised not to exceed amount of \$1,564,455, to perform construction management services for the Project~~
- Authorize the Executive Director to negotiate and modify contract payment terms and non-material terms and conditions

SUMMARY

The Transportation Authority is leading and administering construction work for the Project on behalf of the Bay Area Toll Authority (BATA). The Project will improve public parking and restroom facilities for the existing Bimla Rhinehart Vista Point, built to commemorate the historic east span of the Bay Bridge. In December 2024, through Resolution 25-27, the Board awarded a base construction contract to Thompson Builders Corporation in an amount not to exceed \$8,965,637, with an additional construction allotment of \$896,564 for the Pier E-2 (Bimla Rhinhart Vista Point) Parking Lot and Torpedo Building

- ☐ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☒ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☒ Contract/Agreement
- ☐ Other: _____



Retrofit Projects. In December 2025, through Resolution 26-32, the Board approved an additional construction allotment of \$1,000,000. In May 2026, the Transportation Authority secured an additional \$2,400,000 for the Project, from BATA funding. The additional funding will allow soil mediation of contaminants left over from construction of the east span of the Bay Bridge and will also cover removal of contaminated soils from previous Naval operations on the site. Additionally, we have negotiated a contract amendment with GHD to provide construction management services for this additional work. We anticipate completing construction by Fall 2026.	
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BACKGROUND

In March 2018, the Caltrans Toll Bridge Program Oversight Committee approved retaining four of the six remaining marine pier foundations of the San Francisco Oakland Bay Bridge that will serve as public access. On the San Francisco side, the Bimla Rhinehart Vista Point serves as an observation platform where one can imagine the prior east span alignment while seeing the new, current eastern span. The development of the historic Pier E-2 into a public access site adds to existing amenities including access to the bicycle and pedestrian path (Bay Bridge Trail), and the Torpedo Building. Newly constructed roads and bike paths on Yerba Buena Island (YBI) will provide public access to Pier E-2.

The current project has expanded the Vista Point parking lot, added a restroom, developed landscaping, drainage and signage at the site, upgraded the entrance gates and provide utilities to serve both the parking lot improvements and the future improvements planned for the Torpedo Building. At the completion of the Project improvements, the Vista Point will be completed and opened to the public for enhanced access to the San Francisco Bay and other amenities described above. The Transportation Authority, on behalf of BATA, is contracting and managing the construction of the parking lot portion of the project.

DISCUSSION

Additional Construction Allotment. In December 2024, through Resolution 25-27, the Transportation Authority awarded a base construction contract to Thompson Builders Corporation (TBC) in an amount not to exceed \$8,965,637 and authorized an additional construction allotment of \$896,564 for the Pier E-2 Parking Lot and Torpedo Building Retrofit Projects. Funding above the base construction contract with TBC is included in the construction phase budget as additional construction allotment. In December 2025, through Resolution 26-32, we increased the additional



construction allotment by \$1,000,000, to a revised amount not to exceed \$1,896,564. This additional amount was used to construct the Multi Use access pathway from the east span of the Bay Bridge to the Bimla Rhinehart Vista Point Park.

We are now proposing to increase the construction allotment by \$2,000,000 to fund additional soil remediation work requested by Caltrans to mitigate soil contamination left over from prior construction of the east span of the Bay Bridge and former Naval operations at the site. The additional work will extend the project schedule by six months.

GHD Contract Amendment. In September 2023 the Transportation Authority Board awarded a two-year professional services contract to GHD in an amount not to exceed \$1,200,000 for construction management services for the Project. To date, GHD's current agreement is for \$1,240,455 through June 30, 2026.

Concurrent with the recommendation to increase the additional construction allotment by \$2,000,000, we are seeking approval to increase the GHD contract amount by \$324,000, to a total amount not to exceed \$1,564,455, and extend the contract through October 31, 2026.

To date, GHD has exceeded its 20% Small Business Enterprise (SBE) goal and maintained a 25% SBE participation through January 2026, from multiple sub-consultants including Saylor Consulting Group (SBE) and VSCE, Inc. (SBE).

The proposed amended scope of work is provided in Attachment 2.

Budget. The overall construction phase budget for the Bimla Rhinehart Vista Point and Torpedo Building Projects of \$15,234,702 is shown on the following table:

Construction Phase Budget

Budget Item	Budget Amount
Base Construction Contract	\$ 8,965,637
Approved Construction Allotment	\$ 1,896,564
Construction Engineering	\$ 1,972,501
Additional Construction Allotment for Soil Mitigation	\$ 2,000,000
Additional Construction Engineering for Soil Mitigation	\$ 400,000
Total Construction Budget	\$ 15,234,702

Schedule. The Project schedule forecasts the following milestones:

- Award and Executed Construction Contract - December 2024
- Construction Start - March 2025



- Construction Completion – August 2026
- Project Closeout – December 2026

FINANCIAL IMPACT

The proposed construction phase contracts will be funded by local funding sources, including BATA Bridge Rehabilitation Funds, discussed above. Funding for the proposed construction phase contract amendments is included in the proposed Fiscal Year 2026/27 Budget and Work Program.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 – Map of YBI Construction Projects
- Attachment 2 – GHD Scope of Services
- Attachment 3 – Resolution

YBI Construction Projects

ATTACHMENT 1

227

completed
Design phase
Construction

YBI MUP Segment 4:
Treasure Island Road
Improvements
(2026 - 2028)*

*Anticipated schedules subject
to funding availability

Macalla Rd
improvement
(TICD)

Interim config	Opened 2023
Final config	2028

West Side
Bridges Project
(SFCTA)
(2023 - 2026)

Hillcrest Road
Improvement Project
(SFCTA)
(2024 - 2026)

YBI MUP Segment 3: West
Side Bridges Contract
Change Order
(2025-2026)

Forest Road
Detour (TICD)
Opened 2023-
2027

YBI WB Ramps
Opened October
2016

Pier E2 & Torpedo
Building (SFCTA)
(2024 - 2026)

I-80 EB Off-
Ramp/Southgate Road
Realignment (SFCTA)
Opened 2023

YBI Vista Point
Opened May
2017

YBI MUP Segment 1

Interim config	2025- 2026
Final config	Pending funds

YBI MUP Segment 2:
Hillcrest Contract
Change Order
(2025-2026)



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Attachment 2

GHD Scope of Work

I. Description of Services

The construction management contract for each project will consist of a three-phase effort with Phase 1 consisting of pre-construction services; Phase 2 consisting of construction phase management services, and Phase 3 consisting of post construction phase services. The construction management (CM) services required will include:

Phase 1 - Pre-Construction Services

- Provide timely briefings to Transportation Authority, Bay Area Toll Authority (BATA), and Treasure Island Development Authority (TIDA) management regarding project issues, construction issues, and progress.
- Perform constructability review of the construction contract documents (construction plans, special provisions, bid proposal and relevant information) for the project and submit a constructability report on discrepancies, inconsistencies, omissions, ambiguities, proposed changes, and recommendations.
- Perform biddability review of the 100% contract documents (construction plans, special provisions, bid proposal and relevant information) for the project and submit a biddability report on discrepancies, inconsistencies, omissions, ambiguities, proposed changes, and recommendations.
- Prepare a detailed Critical Path Method construction schedule including pre-construction and construction activities.
- Management of the construction contract bidding phase; and management of the pre-bid conference and bid opening procedures including review of bids, bid bonds, insurance certificates and related contractor bid proposal submittals; and assist the Transportation Authority in selecting the recommended lowest qualified bidder.
- Process construction contract for execution by the contractor.
- Arrange for, coordinate and conduct a pre-construction conference, including preparation of meeting minutes.
- Complete review, comment and approval of the Construction Contractor's baseline schedule of work.
- Oversee construction renovation of historic buildings including roof replacement, structural enhancements, and repair/rehabilitation of historic windows and doors.
- Oversee parking lot construction, landscaping, streetlight installation, utility installation, drainage, traffic signage, traffic striping, and restroom construction.

Phase 2 - Construction Phase Services

- Perform all necessary construction-administration functions as required by the Transportation Authority's Construction Contract Administration Procedures, City and County of San Francisco (City) Department requirements and specifications, Bay Area Toll Authority (BATA)

requirements, Caltrans Standard Specifications, and Caltrans Construction and Local Assistance Procedures Manual including:

- Perform all required field inspection activities, monitor contractor's performance and enforce all requirements of applicable codes, specifications, and contract drawings.
- Provide inspectors for day-to-day on the job observation/inspection of work. The inspectors shall make reasonable efforts to guard against defects and deficiencies in the work of the Construction Contractor and to ensure that provisions of the contract documents are being met.
- Prepare daily inspection reports documenting observed construction activities.
- Hold weekly progress meetings, weekly or as deemed necessary, between contractors, the Transportation Authority, the City, Treasure Island Development Authority (TIDA), BATA, Caltrans oversight, U.S. Coast Guard (USCG), and other interested parties. Prepare and distribute minutes of all meetings.
- Take photographs and videotape recordings of pre-construction field conditions, during construction progress, and post construction conditions.
- Prepare and recommend contractor progress payments including measurements of bid items. Negotiate differences over the amount with the contractor and process payments through the Transportation Authority Project Manager.
- Monitor project budget, purchases and payment.
- Prepare monthly progress reports documenting the progress of construction describing key issues cost status and schedule status.
- Prepare quarterly project status newsletters.
- Establish and process project control documents including:
 - Daily inspection diaries
 - Weekly progress reports
 - Monthly construction payments
 - Requests for Information (RFI)
 - Material certifications
 - Material Submittals
 - Weekly Statement of Working Days
 - Construction Change Orders
 - Review of certified payrolls
- Review of construction schedule updates:
 - Review construction contractor's monthly updates incorporating actual progress, weather delays and change order impacts. Compare work progress with planned schedule and notify construction contractor of project slippage. Review Construction Contractor's plan to mitigate schedule delay. Analyze the schedule to determine the impact of weather and change orders.
- Evaluate, negotiate, recommend, and prepare change orders. Perform quantity and cost analysis as required for negotiation of change orders.
- Analyze additional compensation claims submitted by the Construction Contractor and prepare responses. Perform claims administration including coordinating and monitoring claims responses, logging claims and tracking claims status.
- Process all Construction Contractor submittals and monitor City and Caltrans review activities.

- Review, comment and facilitate responses to RFI's. Prepare responses to RFI on construction issues. Transmit design related RFI's to designer. Conduct meetings with Construction Contractor and other parties as necessary to discuss and resolve RFI's.
- Act as construction project coordinator and the point of contact for all communications and interaction with the Construction Contractor, the City, TIDA, BATA, Caltrans, USCG, project designer and all affected parties.
- Schedule, manage and perform construction staking in accordance with the methods, procedures and requirements of the City and Caltrans.
- Schedule, manage, perform and document all field and laboratory testing services. Ensure the Construction Contractor furnishes Certificates of Compliance or source release tags with the applicable delivered materials at the project site. Materials testing shall conform to the requirements and frequencies as defined in the Transportation Authority's Construction Contract Administration Procedures, the City requirements and codes, Caltrans Construction Manual and the Caltrans Materials Testing Manuals.
- Coordinate and meet construction oversight requirements of the City, BATA, Caltrans, USCG, and TIDA for work being performed within the respective jurisdictions. Construction Manager shall be responsible for coordinating with the City, Caltrans, USCG, and TIDA regarding traffic control measures, press releases, responses to public inquiries, and complaints regarding the project.
- Oversee environmental mitigation monitoring. Monitor and enforce Construction Contractor Stormwater Pollution Prevention Plan compliance.
- Enforce safety and health requirements and applicable regulations for the protection of the public and project personnel.
- Facilitate all necessary utility coordination with respective utility companies.
- Provide coordination and review of Construction Contractor's detours and staging plans with the City, TIDA, Caltrans, and BATA construction management staff.
- Maintain construction documents per funding requirements. Enforce Labor Compliance requirements.
- Quality Assurance/Quality Control (QA/QC) - Establish and implement a QA/QC procedure for construction management activities undertaken by in-house staff and by subconsultants. The QA/QC procedure set forth for the project shall be consistent with Caltrans' most recent version of the "Guidelines for Quality Control/Quality Assurance for Project Delivery." Enforce Quality Assurance requirements.
- Ensure construction contractor complies with State Prevailing Wage Law (Labor Code Sections 1720-1781) requirements.

Phase 3 - Post-Construction Services

- Perform Post Construction Phase activities including:
 - Prepare initial punch list and final punch list items.
 - Finalize all bid items, claims, and change orders. Provide contract change order documentation to project designer. Coordinate preparation of record drawings (as-built drawings) by project designer.

- Provide final inspection services and project closeout activities, including preparation of a final construction project report per Federal, State, and the City requirements.
- Turn all required construction documents over to Transportation Authority, the City, Caltrans, and BATA for archiving.

General Project Administration

The Construction Manager will also perform the following general project administrative duties:

- a) Prepare a monthly summary of total construction management service charges made to each task. This summary shall present the contract budget for each task, any re-allocated budget amounts, the prior billing amount, the current billing, total billed to date, and a total percent billed to date. Narratives will contain a brief analysis of budget-to-actual expenditure variances, highlighting any items of potential concern for Transportation Authority consideration before an item becomes a funding issue.
- b) Provide a summary table in the format determined by the Transportation Authority indicating the amount of DBE and/or SBE firm participation each month based upon current billing and total billed to date.
- c) Provide a monthly invoice in the standard format determined by the Transportation Authority that will present charges by task, by staff members at agreed-upon hourly rates, with summary expense charges and subconsultant charges. Detailed support documentation for all Construction Manager direct expenses and subconsultant charges will be attached.

The Construction Manager shall demonstrate the availability of qualified personnel to perform construction engineering and construction contract administration.

The Construction Manager shall maintain a suitable construction field office in the project area for the duration of the project. Under a separate contract with the Transportation Authority, the Construction Contractor will be required to provide a construction trailer for the construction management team's use which shall include desks, layout table, phone, computers, fax machine, reproduction machine, file cabinets and for use for weekly construction meetings. The Construction Manager shall provide all necessary safety equipment required for their personnel to perform the work efficiently and safely. The Construction Manager personnel shall be provided with radio or cellular-equipped vehicles, digital camera, and personal protective equipment suitable for the location and nature of work involved.

The Construction Manager shall provide for the field personnel a fully operable, maintained and fueled pick-up truck which is suitable for the location and nature of work to be performed (automobiles and vans without side windows are not suitable). Each vehicle shall be equipped with an amber flashing warning light visible from the rear and having a driver control switch.

The Construction Manager field personnel shall perform services in accordance with the City, BATA, and Caltrans criteria and guidelines and subject to the following general requirements:

All reports, calculations, measurements, test data and other documentation shall be prepared on forms specified and/or consistent with City and Caltrans standards.

All construction management services and construction work must comply with the requirements of the Transportation Authority, the City, Caltrans, BATA, USCG and TIDA. The Construction Manager will report directly to the Transportation Authority’s Project Manager.

Schedule

The planned schedule for the construction management service for both projects is as follows:

<u>Activity</u>	<u>Completion Date</u>
• Notice to Proceed for Pre-construction Services	Oct 2023
• Perform Pre-construction Services	Oct 2023 – Jan 2024
• Notice to Proceed for Construction Services	Mar 2025
• Perform Construction Management Services	Mar 2025 – Jun 2026



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BD060926

RESOLUTION NO. 26-XX

RESOLUTION AUTHORIZING AN ADDITIONAL CONSTRUCTION ALLOTMENT OF \$2,000,000, FOR A REVISED ADDITIONAL CONSTRUCTION ALLOTMENT NOT TO EXCEED \$3,896,564; APPROVING A CONTRACT AMENDMENT WITH GHD INC. IN THE AMOUNT OF \$324,000; AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS FOR THE BIMLA RHINEHART VISTA POINT PIER PARKING LOT PROJECT

WHEREAS, The Transportation Authority is leading and administering construction work for the Bimla Rhinehart Vista Point Pier Parking Lot Project (Project) on behalf of the Bay Area Toll Authority (BATA) to improve public parking and restroom facilities for the existing Bimla Rhinehart Vista Point; and

WHEREAS, In December 2024, through Resolution 25-27, the Board awarded a base construction contract to Thompson Builders Corporation in an amount not to exceed \$8,965,637, with an additional construction allotment of \$896,564 for the Bimla Rhinehart Vista Point Pier Parking Lot and Torpedo Building Retrofit Projects; and

WHEREAS, In December 2025, through Resolution 26-32, the Board approved an additional construction allotment of \$1,000,000, to construct the Multi Use access pathway from the east span of the Bay Bridge to the Bimla Rhinehart Vista Point Park; and

WHEREAS, In September 2023, the Board awarded a two-year professional services contract to GHD Inc. (GHD) in an amount not to exceed \$1,200,000 for construction management services for the Project, and which was subsequently amended to an amount not to exceed \$1,240,455 through June 30, 2026; and

WHEREAS, In May 2026, the Transportation Authority secured an additional \$2,400,000 for the Project, from BATA's Toll Bridge Rehabilitation Program, which would allow for additional soil remediation and removal at the site as requested by



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Caltrans; and

WHEREAS, The Project's construction phase budget totals \$15,234,702 and is funded with local funding sources, including BATA Toll Bridge Rehabilitation Funds; and

WHEREAS, The Project started construction in March 2025 and is anticipated to be completed by August 2026, with Project closeout anticipated by December 2026; and

WHEREAS, Transportation Authority staff are seeking approval to increase the additional construction allotment by \$2,000,000; and increase GHD's contract amount by \$324,000, to a total amount not to exceed \$1,564,455, and extend the contract through October 31, 2026, to cover construction management services for the additional soil work; and

WHEREAS, Funding for the proposed construction phase contract amendments is included in the Transportation Authority's proposed Fiscal Year 2026/27 Budget and Work Program; and

WHEREAS, At its May 27, 2026, meeting, the Community Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes an additional construction allotment of \$2,000,000, for a revised additional construction allotment not to exceed \$3,896,564; and approves a contract amendment with GHD Inc. to increase the amount by \$324,000, to a revised not to exceed amount of \$1,564,455, for construction management services on the Bimla Rhinehart Vista Point Pier Parking Lot Project; and be it further

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

RESOLVED, That for the purposes of this resolution, "non-material" shall mean



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contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

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

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Memorandum

AGENDA ITEM 11

DATE: May 31, 2026

TO: Transportation Authority Board

FROM: Carl Holmes – Deputy Director for Capital Projects

SUBJECT: 06/09/26 Board Meeting: Award a Construction Contract to the Lowest Responsible and Responsive Bidder, Gordon N. Ball, Inc., in an Amount Not to Exceed \$12,351,339; Authorize an Additional Construction Allotment of \$6,051,268, for a Total Construction Allotment Not to Exceed \$18,402,607; Approve a Contract Amendment with WMH Corporation in the Amount of \$750,000 to Provide Design Support During Construction; and Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for Treasure Island Road Improvement (TIRI) - Yerba Buena Island Multi-Use Pathway (YBI MUP) Segment 4

RECOMMENDATION ☐ Information ☒ Action

- Award a construction contract to the lowest responsible and responsive bidder, Gordon N. Ball, Inc., in an amount not to exceed \$12,351,339
- Authorize an additional construction allotment of \$6,051,268, for a total construction allotment not to exceed \$18,402,607, for the TIRI - YBI MUP Segment 4 (Project)
- Approve a contract amendment with WMH Corporation (WMH) to increase the contract by \$750,000, to a total amount not to exceed \$3,400,000, to provide design support during construction
- Authorize the Executive Director to negotiate contract payment terms and non-material contract terms and conditions
- Authorize the Executive Director to execute all other related supporting and supplemental agreements

- ☐ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☒ Contract/Agreement
- ☐ Other: _____



SUMMARY

We are delivering the Treasure Island Road Improvements (TIRI) - YBI MUP Segment 4 Project (Project) on behalf of the Treasure Island Development Authority (TIDA) and Bay Area Toll Authority (BATA). With a total project budget of \$38,000,000, the Project will widen the road to modern standards and increase the safety and usability of Treasure Island Road by providing two travel lanes, one dedicated Transit Lane, and a 16-ft-wide Class I Multi-Use Pathway.

We advertised the construction contract on April 8 and received 6 electronic bids on May 19. After reviewing submitted bids, we determined that the lowest responsive and responsible bidder is Gordon N. Ball, Inc. with a bid of \$12,351,339. We are also recommending an additional construction allotment of \$6,051,268 for supplemental funds, agency furnished materials, contingency and finance costs included in Attachment 3. Additionally, now that the construction contract is being awarded for the Project, it is an appropriate time to reassess the level of design support required to complete the Project during the construction phase. Thus, we are seeking approval to increase the amount of the WMH Corporation contract as described above.

BACKGROUND

The redevelopment of Treasure Island and Yerba Buena Island will transform the islands into a new San Francisco neighborhood with new businesses, homes, retail, parks, and transportation modes. At full buildout, the redevelopment will create 8,000 new housing units and anticipates up to 25,000 new residents, workers and thousands of visitors each year. To improve traffic circulation around the islands given the anticipated population growth, we are working jointly with TIDA, BATA, SFMTA, the United States Coast Guard, and San Francisco Public Works (SFPW) on the development of various transportation projects on the islands.

One of these projects is the YBI MUP, which will provide a safe, emission-free, and low-cost multi-modal transportation connection between the existing multi-use pathway on the East Span of the Bay Bridge and the new ferry terminal on Treasure Island. The YBI MUP will ultimately enable bicycle and pedestrian commuters and



recreational users the opportunity to travel between the East Bay and downtown San Francisco.

The YBI MUP is being constructed in four segments integrated with adjacent roadway projects. The subject of this item is the Treasure Island Road Improvements (TIRI) – YBI MUP Segment 4 Project (Project). Spanning from the intersection of Treasure Island Road to the northern limit of the adjacent West Side Bridges (YBI MUP Segment 3) project, the Project will widen Treasure Island Road and provide two travel lanes, a new 12-ft dedicated transit lane, and a new 16-ft Class I multi-use path. The Project will also include a 950-foot retaining wall, streetlights, medians, and safety barriers and railings. The Project scope includes aesthetic treatment of the retaining wall and environmental monitoring and mitigation.

DISCUSSION

Bid Process and Results. On April 8, we issued an Invitation to Bid (ITB) for construction services for the Project through an electronic bid website.

We conducted active outreach to the contractor community to ensure that robust competition for this procurement opportunity took place. In particular, we coordinated with multiple trade and contractor industry organizations to distribute the appropriate notifications of plan availability for this construction bid opportunity. We prioritized providing access to contract documents and conducting active outreach to the contractor community to encourage participation from Disadvantaged Business Enterprise (DBE) and/or Small Business Enterprise (SBE) firms through the following means:

- Contract announcement placed in six local/ethnic publications: San Francisco Chronicle, San Francisco Examiner, El Reportero, Nichi Bei, Wind Newspaper, and Small Business Exchange; and
- Announcements posted on the Transportation Authority's website, the electronic bid website, and distributed via email.

On April 28, we held a virtual non-mandatory, pre-bid meeting and networking session, which provided opportunities for interested disadvantaged and small businesses to meet potential prime contractors and form partnerships. Representatives from 23 firms attended this event, including disadvantaged and small business enterprises and potential prime contractors, along with a representative from the United States Coast Guard. We also held site tours at the Project location on May 5 and May 7.



On the bid-opening date of May 19, we received and opened 6 bids in response to the ITB. We and our construction management consultant, WSP USA, Inc., reviewed and evaluated the bids. The verified bid results are listed below in Table 1.

Table 1. Bid Results

BIDDER	AMOUNT
Engineers Estimate	\$26,650,158.00
Gordon N. Ball, Inc.	\$12,351,339.00
Disney Construction Inc.	\$12,457,884.00
DeSilva Gates Construction, Inc.	\$13,093,093.00
Ghilotti Construction Company, Inc.	\$13,957,907.95
Thompson Builders Corporation	\$15,376,000.00
Golden State Bridge, Inc.	\$16,929,999.00

We have determined that Gordon N. Ball, Inc. is the lowest responsible and responsive bidder, bidding \$12,351,339. Gordon N. Ball, Inc.'s detailed bid item list is included in Attachment 1. The amount is approximately 46% under the Engineer's Estimate for the Project's construction cost of \$26,650,158. The remaining 5 bids, including 1 non-responsive bid, were above Gordon N. Ball's bid.

On October 3, 2025, the U.S. Department of Transportation (DOT) issued an Interim Final Rule (IFR), effective immediately, dramatically modifying USDOT's DBE regulations. The changes eliminated the race- or gender-based presumptions previously used to establish firms' eligibility for DBE certification in all federally-funded projects, which required temporarily suspending DBE goals on pending procurements and existing contracts and discontinuing the tracking of DBE participation. As a result of the DOT IFR, there is no DBE goal for this construction contract.

Schedule. The Project schedule is projected as follows:

- Award Construction Contract - June 2026
- Begin Construction - July 2026
- Substantial Construction Completion - November 2027

Additional Construction Allotment. In order to construct the project, we will need to enter into agreements, permits, or certifications with other agencies/entities, including but not limited to the Caltrans, TIDA, the California Highway Patrol, the San Francisco Public Utilities Commission, SFMTA, and SFPW, perform utility tie-ins, purchase agency furnished materials, and for these agencies/entities to oversee



select portions of the construction contractor's work. The construction capital cost estimate includes \$2,179,000 for supplemental work items, \$902,000 for agency furnished materials, and \$500,000 for finance costs. A list of supplemental work items, and cost estimates for agency furnished materials and expenses are included in Attachment 2. We also recommend an additional contingency of \$2,470,268, or 20% of total anticipated construction costs, for a total construction allotment of \$6,051,268. Due to the island location, two other adjacent construction projects, and the TIRI project is the last project before Treasure Island and Hillcrest Road open to the public, we recommend a higher contingency percentage to cover any potential unforeseen costs. The budget includes \$500,000 in finance costs for the construction phase of the Project due to the advancement of sales tax funds to pay for Project costs. This brings the total construction capital cost estimate to \$18,402,607.

WMH Contract Amendment. In November 2024, through Resolution 25-18, the Board awarded a two-year contract in the amount of \$1,150,000 to WMH Corporation to provide design services up to 35% design and engineering service for Segments 3 and 4 of the Project. In March 2025, through Resolution 25-36, the Board increased the amount by \$1,500,000, to a not to exceed \$2,650,000, to WMH Corporation to complete 100% final design plans for Segments 3 and 4 and provide design and engineering services for the YBI Transit-only Lane Project.

Concurrent with the recommendation to award a contract for the construction contract, we are seeking approval to amend the WMH Corporation contract to provide design support services during construction for the Project. The proposed amendment would allow capacity for WMH Corporation to coordinate design services with the construction team, including reviewing any required submittals from the Construction Contractor, responding to any unknown conditions discovered in the field, and completing As-Built documents upon the successful completion of construction of the project.

The total amount of the WMH Corporation contract includes proposed amendments would increase the existing contract amount by \$750,000, to a total amount not to exceed \$3,400,000, and extend the contract through June 30, 2028. The proposed contract amendment scope of services is included as Attachment 3.

Funding. The construction phase funding plan totals \$38,000,000, as shown on Attachment 4. The construction contract, additional construction allotment for supplemental work items and contingency, and the WMH contract amendment for Design Services During Construction will be funded with a combination of sources,



including the Regional Measure 3 (RM3) Safe Routes to Transit and Bay Trail program, the Interregional Transportation Improvement Program (ITIP), Senate Bill 1 Local Partnership Program formula funds received by the Transportation Authority, the federal Housing Incentive Pool, Prop L, Prop K savings from the Hillcrest Road Improvements (YBI MUP Segment 2) project, and funds from TIDA. .

Given that bids came in well under the Engineer's Estimate, after accounting for the Base Construction Contract, Additional Construction Allotment, and Construction Support totaling about \$25.7 million, there will be about \$12.3 million in secured construction sources that are not needed to support the recommended actions. As such, we will consult with our funding partners and review eligible uses and requirements (e.g. local match, proportional cost sharing, ability to request reprogramming of funds, or scope amendments, etc.) for each funding source. We will also work with our project partners on the islands to take a comprehensive look at the funding needs for the program of related infrastructure projects to ensure the full delivery of a safe, multi-modal connection between the East Span of the Bay Bridge and the new ferry terminal. After these reviews and discussions, if any proposed reprogramming of funds, scope amendments, or other recommendations require action by the Board, we will bring back an item or items to seek Board approval.

FINANCIAL IMPACT

The proposed construction phase contracts will be funded by the various federal, state and local funding sources listed above. In addition, we estimated \$500,000 in financing costs for the construction phase of the Project due to the advancement of sales tax funds to pay for Project costs. Interest will be covered by TIDA and will accrue on all outstanding unreimbursed Project costs until we receive reimbursements from the various funding sources noted above. We have a Memorandum of Agreement with TIDA for the reimbursement of the TIDA funds.

The first year's activities are included in the proposed Fiscal Year (FY) 2026/27 budget and work program, and sufficient funds will be included in future budgets. Any proposed reprogramming of funds, scope amendments, or other recommendations that require action by the Board will be incorporated into the FY 2026/27 mid-year budget amendment and/or future budgets, as needed.



CAC POSITION

Due to the Local Partnership Program funding guidelines that require grant recipients to award a construction contract within six months of approved funding allocation, or by June 2026, and the procurement protest period ending on June 1, the staff recommendations were not presented to the Community Advisory Committee. We did not receive any procurement protests.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Gordon N. Ball's Detailed Bid Item List
- Attachment 2 - TIRI - YBI MUP Segment 4 Project - Construction Capital Cost Estimate
- Attachment 3 - Scope of Services for WMH Contract Amendment
- Attachment 4 - TIRI - YBI MUP Segment 4 Construction Phase Funding Table
- Attachment 5 - Resolution

Gordon N. Ball, Inc.'s Detailed Bid Item List

\$12,351,339.00

Item No.	Item Code	Final Pay	Item Description	Units	Quantity	Unit Price	Extension
Alternates are not included in bid total.							
1	051240		CONSTRUC TION STAKING	LS	1.0	\$50,000.00	\$50,000.00
2	070030		LEAD COMPLIAN CE PLAN	LS	1.0	\$5,000.00	\$5,000.00
3	080050		PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	1.0	\$10,000.00	\$10,000.00
4	100100		DEVELOP WATER SUPPLY	LS	1.0	\$10,000.00	\$10,000.00
5	120090		CONSTRUC TION AREA SIGNS	LS	1.0	\$3,000.00	\$3,000.00
6	120100		TRAFFIC CONTROL SYSTEM	LS	1.0	\$60,000.00	\$60,000.00
7	120120		TYPE III BARRICAD E	EA	4.0	\$150.00	\$600.00
8	128651		PORTABLE CHANGEAB LE MESSAGE SIGN (EA)	EA	1.0	\$25,000.00	\$25,000.00
9	130001		STORM WATER ANNUAL REPORT	EA	2.0	\$2,000.00	\$4,000.00
10	130100		JOB SITE MANAGEM ENT	LS	1.0	\$100,000.00	\$100,000.00
11	130200		PREPARE STORM	LS	1.0	\$5,000.00	\$5,000.00
							Total: \$12,351,339.00

Item No.	Item Code	Final Pay	Item Description	Units	Quantity	Unit Price	Extension
			WATER POLLUTION PREVENTION PLAN				
12	130312		PRE-STORM EVENT INSPECTION REPORT	EA	30.0	\$350.00	\$10,500.00
13	130322		DURING- AND POST-STORM EVENT INSPECTION REPORT	EA	60.0	\$350.00	\$21,000.00
14	130500		TEMPORARY EROSION CONTROL BLANKET	SQYD	640.0	\$10.00	\$6,400.00
15	130505		MOVE-IN/ MOVE-OUT (TEMPORARY EROSION CONTROL)	EA	4.0	\$1,000.00	\$4,000.00
16	130530		TEMPORARY HYDRAULIC MULCH (BONDED FIBER MATRIX)	SQYD	8,800.0	\$1.00	\$8,800.00
17	130550		TEMPORARY HYDROSEED	SQYD	8,800.0	\$0.50	\$4,400.00
18	130610		TEMPORARY CHECK DAM	LF	350.0	\$15.00	\$5,250.00
19	130620		TEMPORARY DRAINAGE INLET PROTECTION	EA	18.0	\$100.00	\$1,800.00
							Total: \$12,351,339.00

Item No.	Item Code	Final Pay	Item Description	Units	Quantity	Unit Price	Extension
20	130640		TEMPORAR Y FIBER ROLL	LF	4,000.0	\$3.00	\$12,000.00
21	130670		TEMPORAR Y REINFORC ED SILT FENCE	LF	1,100.0	\$10.00	\$11,000.00
22	130710		TEMPORAR Y CONSTRU TION ENTRANCE	EA	2.0	\$1,000.00	\$2,000.00
23	130730		STREET SWEEPING	LS	1.0	\$5,000.00	\$5,000.00
24	130800		TEMPORAR Y ACTIVE TREATMEN T SYSTEM	LS	1.0	\$5,000.00	\$5,000.00
25	130900		TEMPORAR Y CONCRETE WASHOUT	LS	1.0	\$1,000.00	\$1,000.00
26	149002		DUST CONTROL	LS	1.0	\$40,000.00	\$40,000.00
27	170103		CLEARING AND GRUBBING (LS)	LS	1.0	\$100,000.00	\$100,000.00
28	190101		ROADWAY EXCAVATIO N	CY	6,800.0	\$60.00	\$408,000.00
29	190105		ROADWAY EXCAVATIO N (TYPE Z-2) (AERIAL LY DEPOSIT ED LEAD)	CY	1,365.0	\$260.00	\$354,900.00
30	190130A		SCARIFICA TION AND RE- COMPACTI	SQFT	25,000.0	\$1.00	\$25,000.00
							Total: \$12,351,339.00

Item No.	Item Code	Final Pay	Item Description	Units	Quantity	Unit Price	Extension
			ON				
31	190140A		ROADWAY EXCAVATION (OVER-EXCAVATION)	CY	930.0	\$100.00	\$93,000.00
32	192055	F	STRUCTURE EXCAVATION (SOIL NAIL WALL)	CY	915.0	\$200.00	\$183,000.00
33	193028	F	STRUCTURE BACKFILL (SOIL NAIL WALL)	CY	71.0	\$100.00	\$7,100.00
34	208738		8" CORRUGATED HIGH DENSITY POLYETHYLENE PIPE CONDUIT	LF	70.0	\$90.00	\$6,300.00
35	210010		MOVE-IN/ MOVE-OUT (EROSION CONTROL)	EA	1.0	\$2,000.00	\$2,000.00
36	210270		ROLLED EROSION CONTROL PRODUCT (NETTING)	SQFT	9,500.0	\$1.00	\$9,500.00
37	210300		HYDROMULCH	SQFT	13,100.0	\$0.25	\$3,275.00
38	210350		FIBER ROLLS	LF	2,790.0	\$5.00	\$13,950.00
39	210420		STRAW	SQFT	13,100.0	\$0.30	\$3,930.00
40	210430		HYDROSEED	SQFT	13,100.0	\$0.50	\$6,550.00
41	210610		COMPOST (CY)	CY	40.0	\$170.00	\$6,800.00
42	211111		PERMANENT	LS	1.0	\$8,000.00	\$8,000.00
							Total: \$12,351,339.00

Item No.	Item Code	Final Pay	Item Description	Units	Quantity	Unit Price	Extension
			T EROSION CONTROL ESTABLISH MENT WORK				
43	260203		CLASS 2 AGGREGAT E BASE (CY)	CY	120.0	\$250.00	\$30,000.00
44	280001		CONCRETE BASE	CY	1,310.0	\$450.00	\$589,500.00
45	390132		HOT MIX ASPHALT (TYPE A)	TON	960.0	\$210.00	\$201,600.00
46	390133A		HOT MIX ASPHALT (TYPE A) (MULTI-USE PATH)	TON	355.0	\$210.00	\$74,550.00
47	460300		SOIL NAIL	LF	29,284.0	\$65.00	\$1,903,460. 00
48	490604		30" CAST- IN- DRILLED- HOLE CONCRETE PILING	LF	72.0	\$850.00	\$61,200.00
49	510094	F	STRUCTUR AL CONCRETE , DRAINAGE INLET	CY	20.7	\$7,000.00	\$144,900.00
50	510500	F	MINOR CONCRETE (DRAINAGE CHANNEL)	CY	71.0	\$1,500.00	\$106,500.00
51	510502	F	MINOR CONCRETE (MINOR STRUCTUR E)	CY	91.0	\$3,000.00	\$273,000.00
52	511106		DRILL &	LF	480.0	\$75.00	\$36,000.00
							Total: \$12,351,339.00

Item No.	Item Code	Final Pay	Item Description	Units	Quantity	Unit Price	Extension
			BOND DOWEL				
53	520103	F	BAR REINFORCING STEEL (RETAINING WALL)	LB	116,195.0	\$2.00	\$232,390.00
54	530050		ARCHITECTURAL TREATMENT	SQFT	14,473.0	\$30.00	\$434,190.00
55	530200	F	STRUCTURAL SHOTCRETE	CY	1,140.0	\$1,500.00	\$1,710,000.00
56	600025		REMOVE RETAINING WALL (PORTION) (LF)	LF	140.0	\$200.00	\$28,000.00
57	600026A		REMOVE CRIB WALL (LF)	LF	30.0	\$500.00	\$15,000.00
58	600027A		REMOVE PILING (LF)	LF	18.0	\$300.00	\$5,400.00
59	641101		12" PLASTIC PIPE	LF	530.0	\$225.00	\$119,250.00
60	641107		18" PLASTIC PIPE	LF	740.0	\$180.00	\$133,200.00
61	682000A		CITY CULVERT TRENCH	LF	1,230.0	\$110.00	\$135,300.00
62	700617		DRAINAGE INLET MARKER	EA	16.0	\$50.00	\$800.00
63	709522		INLET DEPRESSION	EA	14.0	\$1,000.00	\$14,000.00
64	710100		ABANDON	EA	12.0	\$4,000.00	\$48,000.00
							Total: \$12,351,339.00

Item No.	Item Code	Final Pay	Item Description	Units	Quantity	Unit Price	Extension
			CULVERT (EA)				
65	710110		ABANDON MANHOLE (STORM)	EA	6.0	\$2,000.00	\$12,000.00
66	710132		REMOVE CULVERT (LF)	LF	119.0	\$100.00	\$11,900.00
67	710150		REMOVE INLET	EA	2.0	\$5,000.00	\$10,000.00
68	730010		MINOR CONCRETE (CITY CURB) (LF)	LF	1,630.0	\$60.00	\$97,800.00
69	730011		MINOR CONCRETE (CITY CURB & GUTTER) (LF)	LF	1,320.0	\$70.00	\$92,400.00
70	730070		DETECTABLE WARNING SURFACE	SQFT	36.0	\$30.00	\$1,080.00
71	731502		MINOR CONCRETE (MISCELLANEOUS CONSTRUCTION)	CY	1.2	\$1,000.00	\$1,200.00
72	731503A		MINOR CONCRETE (MISCELLANEOUS CONSTRUCTION) (BOLLARD)	CY	1.6	\$6,000.00	\$9,600.00
73	731511		MINOR CONCRETE (ISLAND PAVING)	CY	40.0	\$1,000.00	\$40,000.00
74	731521		MINOR CONCRETE	CY	17.0	\$900.00	\$15,300.00
Total: \$12,351,339.00							

Item No.	Item Code	Final Pay	Item Description	Units	Quantity	Unit Price	Extension
			(SIDEWALK)				
75	731623		MINOR CONCRETE (CURB RAMP)	CY	2.0	\$2,500.00	\$5,000.00
76	731710		REMOVE CONCRETE CURB (LF)	LF	1,884.0	\$10.00	\$18,840.00
77	731750		REMOVE CONCRETE CURB AND SIDEWALK (LF)	LF	35.0	\$50.00	\$1,750.00
78	731775		REMOVE CONCRETE FLAG (LF)	LF	12.0	\$10.00	\$120.00
79	731840		REMOVE CONCRETE (CURB & GUTTER) (LF)	LF	110.0	\$10.00	\$1,100.00
80	731840A		REMOVE CONCRETE (DITCH) (LF)	LF	275.0	\$15.00	\$4,125.00
81	750001	F	MISCELLANEOUS IRON AND STEEL	LB	7,312.0	\$3.00	\$21,936.00
82	750500	F	MISCELLANEOUS METAL (BOLLARD)	LB	880.0	\$10.00	\$8,800.00
83	770010A		CITY MANHOLE (STORM)	EA	10.0	\$20,000.00	\$200,000.00
84	770090		LIGHTING (CITY STREET)	LS	1.0	\$225,000.00	\$225,000.00
85	780230		SURVEY MONUMENT (TYPE D)	EA	3.0	\$3,000.00	\$9,000.00
							Total: \$12,351,339.00

Item No.	Item Code	Final Pay	Item Description	Units	Quantity	Unit Price	Extension
86	780400		ARCHITECT URAL TREATMEN T (STAINING)	SQFT	20,775.0	\$20.00	\$415,500.00
87	780410		ARCHITECT URAL TREATMEN T (ANTI GRAFFITI)	SQFT	20,775.0	\$6.00	\$124,650.00
88	800321		CHAIN LINK FENCE (TYPE CL-4, VINYL- CLAD)	LF	961.0	\$35.00	\$33,635.00
89	802100		4' CHAIN LINK GATE (TYPE CL-4, VINYL- CLAD)	EA	1.0	\$4,000.00	\$4,000.00
90	803020		REMOVE FENCE	LF	6.0	\$100.00	\$600.00
91	810230		PAVEMENT MARKER (RETRORE FLECTIVE)	EA	8.0	\$6.00	\$48.00
92	820170		DELINEATO R (CLASS 1)	EA	6.0	\$265.00	\$1,590.00
93	820750		FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"- UNFRAMED)	SQFT	55.0	\$60.00	\$3,300.00
94	820820		METAL (ROADSIDE SIGN)	LB	576.0	\$15.00	\$8,640.00
95	820860		INSTALL SIGN (STRAP	EA	19.0	\$100.00	\$1,900.00
							Total: \$12,351,339.00

Item No.	Item Code	Final Pay	Item Description	Units	Quantity	Unit Price	Extension
			AND SADDLE BRACKET METHOD)				
96	833026		PEDESTRIA N RAILING (ORNAMEN TAL)	LF	830.0	\$500.00	\$415,000.00
97	839643		CONCRETE BARRIER (TYPE 60MD)	LF	970.0	\$130.00	\$126,100.00
98	839651		CONCRETE BARRIER (TYPE 60MSC)	LF	312.0	\$250.00	\$78,000.00
99	839652		CONCRETE BARRIER (TYPE 60MSC W/ SCUPPERS)	LF	521.0	\$230.00	\$119,830.00
100	839752		REMOVE GUARDRAI L	LF	900.0	\$15.00	\$13,500.00
101	846005		4" THERMOPL ASTIC TRAFFIC STRIPE (ENHANCE D WET NIGHT VISIBILITY)	LF	3,340.0	\$3.00	\$10,020.00
102	846007		6" THERMOPL ASTIC TRAFFIC STRIPE (ENHANCE D WET NIGHT VISIBILITY)	LF	2,900.0	\$5.00	\$14,500.00
103	846012		THERMOPL ASTIC CROSSWAL	SQFT	2,440.0	\$12.00	\$29,280.00
							Total: \$12,351,339.00

Item No.	Item Code	Final Pay	Item Description	Units	Quantity	Unit Price	Extension
			K AND PAVEMENT MARKING (ENHANCED WET NIGHT VISIBILITY)				
104	872140A		REMOVE ELECTROLIER	EA	3.0	\$5,000.00	\$15,000.00
105	872141		REMOVING LIGHTING SYSTEMS (CITY)	LS	1.0	\$50,000.00	\$50,000.00
106	999990		MOBILIZATION (10%)	LS	1.0	\$1,200,000.00	\$1,200,000.00
107	780400A		ARCHITECTURAL TREATMENT (STAINING) (EXISTING RETAINING WALL NO. 1)	SQFT	31,000.0	\$25.00	\$775,000.00
108	780410A		ARCHITECTURAL TREATMENT (ANTI GRAFFITI) (EXISTING RETAINING WALL NO. 1)	SQFT	31,000.0	\$6.00	\$186,000.00
Total: \$12,351,339.00							

Attachment 2
Treasure Island Road Improvement Project
Construction Capital Cost Estimate

SUPPLEMENTAL WORK ITEMS

1	FEDERAL TRAINEE PROGRAM	\$ 15,000
2	PROTECT EXISTING UNDERGROUND FACILITIES	\$ 120,000
3	ADDITIONAL UNDERGROUND FACILITIES	\$ 80,000
4	BIRD PROTECTION	\$ 50,000
5	MAINTAIN TRAFFIC	\$ 75,000
6	MAINTAIN TRAFFIC (STAGED TRAFFIC THROUGH SITE)	\$ 145,000
7	REMOVE UNSUITABLE MATERIAL	\$ 60,000
8	REMOVE BURIED MANMADE OBJECTS	\$ 150,000
9	UNFORSEEN SITE CONDITIONS	\$ 250,000
10	ADDITIONAL EXCAVATION AND/OR BACKFILL	\$ 80,000
11	ADDITIONAL EXCAVATION (HAZARDOUS MATERIAL) (ADL)	\$ 100,000
12	ADDITIONAL PAVING ASPHALT	\$ 80,000
13	ADDITIONAL PAVEMENT DELINEATION & SIGNING (FINAL WSB & HRI)	\$ 105,000
14	SOIL NAIL OVERBREAK	\$ 110,000
15	ACCESS LIMITATION (WSB Const TRAFFIC)	\$ 105,000
16	ADDITIONAL ARCHITECTURAL TREATMENT	\$ 74,000
17	ADDITIONAL WATER POLLUTION CONTROL	\$ 260,000
18	STORM WATER SAMPLING AND ANALYSIS	\$ 60,000
19	ADDITIONAL STRUCTURE REMOVAL	\$ 60,000
20	PARTNERING	\$ 40,000
21	ADDITIONAL CITY REQUIREMENTS	\$ 100,000
22	ADDITIONAL FENCE	\$ 60,000
SUBTOTAL SUPPLEMENTAL WORK ITEMS		\$ 2,179,000.00

AGENCY FURNISHED MATERIALS AND EXPENSES

1	COZEEP CONTRACT	\$ 40,000.00
2	TRAFFIC MANAGEMENT PLAN PUBLIC INFORMATION	\$ 22,000.00
3	MONUMENT DISC	\$ 15,000.00
4	RESIDENT ENGINEER OFFICE	\$ 130,000.00
5	CONTRACTOR YARD	\$ 525,000.00
6	CDTFA HAZARDOUS WASTE GENERATION & HANDLING FEE - ADL REMOVAL	\$ 170,000.00
SUBTOTAL AGENCY FURNISHED MATERIALS AND EXPENSES		\$ 902,000.00

TOTAL SUPPLEMENTAL WORK ITEMS AND AGENCY FINISHED MATERIALS AND EXPENSES	\$ 3,081,000.00
CONTINGENCIES (20%)	\$ 2,470,268.00
FINANCE COST	\$ 500,000.00
ADDITIONAL CONSTRUCTION ALLOTMENT SUBTOTAL	\$ 6,051,268.00
CONSTRUCTION CONTRACT	\$ 12,351,339.00
CAPITAL COST TOTAL	\$ 18,402,607.00

Attachment 3

Scope of Services for WMH Contract Amendment

Task 5 - Design Services During Construction (DSDC)

WMH Corporation (CONTRACTOR) and its subcontractors shall perform the following construction phase services as required up to the not-to-exceed contract limit for this Scope of Work.

5.1. Project Management and Administration

CONTRACTOR shall provide continued overall project management and administrative services in support of the construction phase of work.

Construction duration is assumed to be 15 months. This may include the following efforts:

- a. Project organization and technical oversight. This will be based upon the contractor's construction schedule - provided to CONTRACTOR by the San Francisco County Transportation Authority (Transportation Authority)'s Resident Engineer (RE).
- b. Direct and coordinate the work of associated firms and subconsultants to ensure the timely provision of staff, resources, and responses.
- c. Prepare and submit monthly progress reports to the Transportation Authority as part of each invoice submittal.
- d. Prepare and submit monthly invoices to the Transportation Authority.

5.2. Meetings

Attend weekly coordination meetings with the construction management team, and any technical meetings regarding RFIs and Change Orders requested by the Construction Management team, or any other meetings requested by the Transportation Authority.

5.3. Requests For Information (RFI)

CONTRACTOR shall review and respond to written Requests-for-Information (RFIs), as defined below, and as requested by the Transportation Authority's RE per the RE's Project SharePoint site.

The CONTRACTOR will utilize the RE's SharePoint site to respond to RFIs as follows:

- The RE shall send an e-mail notification to the CONTRACTOR of a new RFI that is located on the Project SharePoint site.

- CONTRACTOR will evaluate the request and engage the appropriate Design Team members to respond.
- The Design Team will prepare and submit a Response to the RE for the RFI, including any necessary attachments, calculations, etc.
- The RE will review the Design Team response. If the RE concurs with the response, the Design Team will sign the Response, and then the RE will forward it to the contractor via SharePoint.
- If the RE has further comments, the Design Team will reevaluate and revise the response and resubmit it to the RE.
- This process will repeat until a satisfactory response is agreed upon by the RE and Design Team.

The CONTRACTOR shall respond to each RFI within 5 working days of receipt of notification. If the CONTRACTOR requires additional time for review, then such need will be identified in the response.

CONTRACTOR shall utilize the RE's SharePoint site to communicate, route and respond to all RFIs.

CONTRACTOR shall provide design clarifications and technical support to RE, as required.

All RFI review comments shall be tracked within the RE's SharePoint Project site.

5.4. Construction Submittals

The CONTRACTOR shall review and respond to construction submittals as provided by the RE. The CONTRACTOR shall respond to each submittal within 5 working days of receipt, unless otherwise stated. If the CONTRACTOR requires additional time for review, then such need will be identified in the response. All Submittal review comments shall be tracked within the RE's SharePoint Project site. The revise and concurrence process will be similar to the RFI process described above.

Submittals may include but not limited to:

- Material samples
- Mock-up samples
- Catalog cuts

- Storage handling plans
- Operation plans
- Schedules
- Shop drawings
- Temporary structure plans

5.6. Contract Change Orders

The CONTRACTOR shall review and respond to contract change order proposals as provided by the RE and agree to by the Transportation Authority project manager.

CONTRACTOR shall respond to each proposal within 5 working days of receipt. If the CONTRACTOR requires additional time for review, then such a need will be identified in the response.

If the RE directs the CONTRACTOR to proceed with the contract change order, and it is also approved in advance by the Transportation Authority Project Manager, CONTRACTOR shall assist with the preparation of contract change order packages, including revisions to contract plans, quantities, and technical specifications.

CONTRACTOR may be asked by the RE or the Transportation Authority Project Manager to review a Cost Reduction Incentive Proposal (a.k.a. Value Engineering Change Proposal) generated by the construction contractor. The CONTRACTOR shall respond to each such proposal within 10 working days of receipt. If the CONTRACTOR requires additional time for review, then the need will be identified in the response.

CONTRACTOR shall prepare Contract Change Orders to incorporate relevant review comments and responses - as part of the approved City Permit design package or the Caltrans Encroachment Permit. The CONTRACTOR requires 15 days to provide these contract change order packages following the request by RE and the Transportation Authority Project Manager to proceed.

5.7. As-Built Plans (Record Drawings)

CONTRACTOR shall prepare final As-Built Plans electronically based upon the red-line drawings provided by the RE, in accordance with Caltrans and the City and County of San Francisco drafting format and standards.

5.8. Closeout Activities

CONTRACTOR shall assist in performing closeout activities so that the Project may be completed in its entirety.

5.9 Miscellaneous Additional Services

The CONTRACTOR shall assist in permit, agreement, and certification coordination and compliance activities with various agencies, including but not limited to the City of San Francisco, Caltrans, TIDA, Department of Toxic Substances Control, US Coast Guard, and State Water Resources Control Board.

The CONTRACTOR shall perform additional construction support services as directed by SFCTA. This may include reviewing alternative construction methods, additional meetings, coordination with Treasure Island Community Development (TICD) for adjacent projects, coordination with Westside Bridges, support and/or assistance from the toll system integrator, and/or coordination with Caltrans and City Agencies.

Attachment 4
Treasure Island Road Improvements - Yerba Buena Island Multi-Use Pathway Segment 4
Construction Phase Funding Table

FUNDING SOURCE	AMOUNT
Federal Housing Incentive Pool	\$2,267,000
State Interregional Transportation Improvement Program (ITIP)	\$4,944,000
State Local Partnership Program - Formula Funds (SFCTA)	\$1,774,000
Regional Measure 3	\$16,250,000
Treasure Island Development Authority (TIDA) secured Infill Infrastructure Grant (IIG) funds	\$7,500,000
TIDA secured TICD funds	\$3,300,000
Prop L (SFCTA)	\$1,000,000
Prop K (SFCTA) savings transferred from other YBI projects	\$965,000
Total Construction Funding	\$38,000,000



RESOLUTION AWARDING A CONSTRUCTION CONTRACT TO THE LOWEST RESPONSIBLE AND RESPONSIVE BIDDER, GORDON N. BALL, INC., IN AN AMOUNT NOT TO EXCEED \$12,351,339; AUTHORIZING AN ADDITIONAL CONSTRUCTION ALLOTMENT OF \$6,051,268, FOR A TOTAL CONSTRUCTION ALLOTMENT NOT TO EXCEED \$18,402,607; APPROVING A CONTRACT AMENDMENT WITH WMH CORPORATION IN THE AMOUNT OF \$750,000 TO PROVIDE DESIGN SUPPORT DURING CONSTRUCTION; AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS; AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ALL OTHER RELATED SUPPORTING AND SUPPLEMENTAL AGREEMENTS FOR THE TREASURE ISLAND ROAD IMPROVEMENT - YERBA BUENA ISLAND MULTI-USE PATHWAY SEGMENT 4 PROJECT

WHEREAS, The Transportation Authority is delivering the Treasure Island Road Improvement (TIRI) - Yerba Buena Island (YBI) Multi-Use Pathway (MUP) Segment 4 Project (Project) on behalf of the Treasure Island Development Authority (TIDA), which will improve the safety of the existing Treasure Island Road from the intersection of Treasure Island Road to the northern limit of the adjacent West Side Bridges Seismic Retrofit Project; and

WHEREAS, The Project will widen the road to provide two traffic lanes, a new 12-foot wide dedicated transit lane, and a new 16-foot wide Class I multi-use pathway along Treasure Island Road with an approximately 950 ft long retaining wall with an average height of approximately 16 feet; and

WHEREAS, on April 8, 2026, the Transportation Authority issued an Invitation to Bid for construction services for the Project, received 6 bids on May 19, 2026, and determined that the lowest responsive and responsible bidder is Gordon N. Ball, Inc., with a bid of \$12,351,339; and

WHEREAS, In order to construct the project, the Transportation Authority



will need to enter into agreements, permits, or certifications with other agencies/entities, including but not limited to the Caltrans, TIDA, the California Highway Patrol, the San Francisco Public Utilities Commission, San Francisco Municipal Transportation Agency, and San Francisco Public Works, to perform utility tie-ins, purchase agency furnished materials, and for these agencies/entities to oversee select portions of the construction contractor's work; and

WHEREAS, The Transportation Authority staff is also recommending an additional construction allotment of \$6,051,268 for supplemental funds, agency furnished materials, contingency, and finance costs, for a total construction allotment of \$18,402,607; and

WHEREAS, In November 2024, through Resolution 25-18, the Transportation Authority awarded a two-year professional services contract to WMH Corporation in an amount not to exceed \$1,150,000 for 35% design and engineering services for the Project and in March 2025, through Resolution 25-36, the Transportation Authority increased the amount by \$1,500,000 for 100% design and engineering services; and Transportation Authority staff is now seeking to increase the amount of the professional services contract by \$750,000, to a total amount not to exceed \$3,400,000, and extend the contract through June 30, 2028, for design services during construction for the Project; and

WHEREAS, The construction contract, additional construction allotment for supplemental work items and contingency, and the WMH Corporation contract amendment for design services during construction will be funded with a combination of sources, including Regional Measure 3 Safe Routes to Transit and Bay Trail program, the Interregional Transportation Improvement Program, Senate Bill 1 Local Partnership Program formula funds received by the Transportation Authority, the federal Housing Incentive Pool, Prop L, Prop K savings from the Hillcrest Road Improvement project, and funds from TIDA; and

WHEREAS, Funding for the proposed construction phase contracts is



included in the Transportation Authority's proposed Fiscal Year 2026/27 Budget and Work Program; and

WHEREAS, Due to the Senate Bill 1 Local Partnership Program funding requirements to award a construction contract within six months of approved funding allocation, or by June 2026, and the procurement protest period ending on June 1, the Community Advisory Committee was not presented the staff recommendation for contract awards; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a construction contract to the lowest responsible and responsive bidder, Gordon N. Ball, Inc, in an amount not to exceed \$12,351,339; and

RESOLVED, That the Transportation Authority hereby authorizes an additional construction allotment of \$6,051,268, for a total construction allotment not to exceed \$18,402,607; and

RESOLVED, That the Transportation Authority hereby approves a contract amendment with WMH Corporation to increase the amount of the professional services contract by \$750,000, to a total amount not to exceed \$3,400,000, and extends the contract through June 30, 2028, to provide design services during construction; and

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

RESOLVED, That the Executive Director is hereby authorized to execute all other related supporting and supplemental agreements for the Treasure Island Road Improvement - Yerba Buena Island Multi-Use Pathway Segment 4 Project, and be it further

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



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