



Memorandum

AGENDA ITEM 7

DATE: May 15, 2026
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 06/18/2026 Board Meeting: Approve the Fiscal Year 2026/27 Transportation Fund for Clean Air Program of Projects, Totaling \$2,496,917, with Conditions

<p>RECOMMENDATION <input type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>Approve the Fiscal Year (FY) 2026/27 Transportation Fund for Clean Air (TFCA) Program of Projects, with conditions</p> <p>SUMMARY</p> <p>As the San Francisco TFCA 40% Program administrator, the Transportation Authority annually develops the Program of Projects for San Francisco’s share of TFCA funds. Revenues come from a portion of a \$4 vehicle registration fee in the Bay Area and must be used for projects that reduce motor vehicle emissions. For FY 2026/27, we have a total of \$2,496,917 to program which is significantly more than prior cycles due to the Bay Area Air District (Air District) asking each county to also program regional TFCA funds for bikeway and bike parking projects, which totals to \$1,616,000 for San Francisco. After netting out 6.25%, or \$145,898, for program administration, as allowed by the Air District, the amount available for projects is \$2,351,019. Following Board approval of our Local Expenditure Criteria (Attachment 1) in February, we issued a call for projects on March 6 and received eight project applications, requesting \$2,651,456 in TFCA funds (Attachment 2). After verifying project eligibility, we prioritized the projects using the Local Expenditure Criteria and working with sponsors to refine the projects to utilize all funds available to San Francisco, including complying with the requirements particular to the regional TFCA funds. As shown in Attachment 3, we recommend funding seven of the eight projects, with</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input checked="" type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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<p>conditions, in the amounts requested and partially funding SFMTA’s Short-Term Bike Parking project, which is scalable. We anticipate that funds will be available for expenditure by September 2026 following execution of required agreements with the Air District and with project sponsors.</p>	
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BACKGROUND

In 1991, the California Legislature authorized the Air District to impose a \$4 vehicle registration surcharge to provide grant funding to projects that address on-road motor vehicle emissions. The Air District defines the eligible project types that can receive TFCA funds which include bikeways, electric vehicle charging stations, zero-emission vehicles, and shuttle and ridesharing projects. The Air District typically administers 60% of the TFCA funds through the TFCA Regional Fund, which it typically uses to for a suite of grant programs targeted to different project types, such as the Charge! Program for electric vehicle chargers. The Air District transfers the remaining 40% of the TFCA funds to designated administering agencies, such as the Transportation Authority, in each of the nine Bay Area counties to be awarded to TFCA-eligible projects.

DISCUSSION

Funds Available. As shown in the table below, we have a total of \$2,496,917 available for FY 2026/27 TFCA programming cycle, with \$2,351,019 available for projects and \$145,898 (6.25%) available for program administration. The funds are comprised of local and regional TFCA funds, each of which has different requirements established by the Air District. The amount of available funds includes estimated FY 2026/27 40% County Program TFCA revenues, reconciliation of prior year revenue estimates compared to actual revenue, interest income, and de-obligated funds from completed prior year TFCA projects. In addition, as noted in the Summary, for FY 2026/27, the Air District offered each TFCA Administering Agency supplementary funds from the Regional TFCA program for bikeway and bike parking projects in each county, totaling \$1,616,000 for San Francisco. Of this amount, a minimum of \$468,750 must be spent on bike projects in high priority communities as designated by the California Air Resources Board (CARB) Community Air Protection Program established in response to Assembly Bill 617 and the remainder can be spent on bike projects citywide \$1,046,250, net of program administration \$101,000 (6.25%). Attachment 5 shows San Francisco’s one AB 617 high priority community in Bayview Hunters Point/Southeast San Francisco.



The regional TFCA supplementary funds can only be used for eligible bikeway or bike parking projects and must otherwise generally follow the same policies, guidelines, cost effectiveness limits, and timelines as the rest of our TFCA program, except they have a higher CE limit for projects in an AB 617 community in order to encourage investment in those areas.

Table 1. Funds Available

Estimated FY 2026/27 TFCA Funds Available	Funds for Projects	Funds for Program Administration (6.25%)
Estimated TFCA Revenues (FY 2026/27)	\$666,834	\$44,456
Interest Income (Calendar Year 2025)	\$544	
De-obligated funds from cancelled project: <ul style="list-style-type: none"> Taxi Electrification (FY 2022/23) (SFMTA) - \$162,000 	\$162,000	
Reconciliation of difference between FY2024/25 Revenue Estimate and Actual FY2024/25 Revenues	\$6,642	\$443
<i>Sub-Total TFCA 40% Program Funds</i>	<i>\$836,019</i>	<i>\$44,898</i>
Regional TFCA Funds for Bikeway and Bike Parking - Citywide	\$1,046,250	\$69,750
Regional TFCA Funds for Bikeway and Bike Parking - Restricted to AB617 Planning Area	\$468,750	\$31,250
<i>Sub-Total Regional TFCA Funds</i>	<i>\$1,515,000</i>	<i>\$101,000</i>
Total TFCA Funds	\$2,351,019	\$145,898

Prioritization Process. On March 6, 2026 we issued San Francisco’s FY 2026/27 TFCA call for projects. We received eight applications for projects requesting \$2,651,456 in TFCA funds. Attachment 2 provides a summary of the applications received including a brief project description, total cost, and amount of TFCA funds requested along with other information.

We evaluated the TFCA project applications following the Board adopted prioritization process shown in Attachment 1. The first step involved screening



projects to ensure eligibility according to the Air District's TFCA guidelines. This screening includes ensuring a project's cost effectiveness (CE) ratio was calculated correctly and was low enough to be eligible for consideration. The Air District's CE ratio, described in detail in Attachment 1, is designed to measure the effectiveness of a project in reducing air pollutant emissions and to encourage submittal of projects that leverage funds from non-TFCA sources. CE ratio limits are expressed in dollars per ton of emissions reduced and vary by project type. In addition, a new feature for FY 2026/27 is that the Air District has adjusted CE limits such that projects providing emissions reductions in Air District defined Priority Areas¹ have a 50% higher CE limit, which means we can provide additional TFCA funds to such projects per unit of emissions reduced.

We performed our review of the CE ratio calculations in consultation with project sponsors. The focus was to ensure that the forms were completed correctly and that any assumptions other than default values had adequate justification.

After determining that all of the proposed projects met the screening criteria, we prioritized the projects using factors such as project type (e.g., first priority to zero emission projects), cost effectiveness, leveraging, program diversity, project delivery (i.e., readiness), benefits to Equity Priority Communities, investment from non-public project sponsors, community support, and a sponsor's track record for delivering prior TFCA projects. Our prioritization process also considered carbon dioxide (CO₂) emissions reduced by each project. CO₂ emissions are estimated in the Air District's CE worksheets but were not a subject of the state legislation that created TFCA and are not a factor in the CE calculations. Lastly, we worked closely with project sponsors to ensure projects could meet the requirements particular to the regional bikeway and bike parking TFCA funds (see Funds Available section for details).

Staff Recommendation. Attachment 3 shows the staff recommendation. Attachment 4 includes a Project Information Form for each project with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

Schedule for Fund Availability. We expect to enter into a master funding agreement with the Air District by July 2026, after which we will issue grant agreements for the recommended FY 2026/27 TFCA funds. Pending timely review

¹ Priority Areas are communities identified through the Assembly Bill (AB) 617 process; and Priority Populations as defined by SB 535 disadvantaged communities and AB 1550 low-income communities.



and execution of the grant agreements by the Air District and project sponsors, we expect funds to be available for expenditure beginning in September 2026.

FINANCIAL IMPACT

The estimated total budget for the recommended FY 2026/27 TFCA program is \$2,496,917. This includes \$2,351,019 for the eight proposed projects and \$145,898 for program administration. Revenues and expenditures for the TFCA program are included in the Transportation Authority's proposed FY 2026/27 budget and will be included in future year budgets, as appropriate.

CAC POSITION

The CAC will consider this item at its June 24, 2026 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - FY 2026/27 TFCA Local Expenditure Criteria
- Attachment 2 - FY 2026/27 TFCA - Summary of Applications Received
- Attachment 3 - FY 2026/27 TFCA Program of Projects - Detailed Staff Recommendation
- Attachment 4 - Project Information Forms (8)
- Attachment 5 - Map of AB617 Planning Area



Attachment 1

Fiscal Year 2026/27 Transportation Fund for Clean Air Program

Fiscal Year 2026/27 TFCA Local Expenditure Criteria

The following are the Fiscal Year 2026/27 Local Expenditure Criteria for San Francisco's TFCA 40 Percent Fund program.

ELIGIBILITY SCREENING

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA 40 Percent Fund Expenditure Plan Guidance Commencing Fiscal Year Ending 2027. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NO_x), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District's CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO₂) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

Consistent with the Air District's guidelines, in order to be eligible for Fiscal Year 2026/27 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NO_x, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet the appropriate CE threshold cannot be considered for funding.

PROJECT PRIORITIZATION

Candidate projects that meet the cost effectiveness thresholds will be prioritized for funding based on the two-step process described below:



Step 1 - TFCA funds are programmed to eligible projects, as prioritized using the Transportation Authority Board-adopted Local Priorities (see below).

Step 2 - If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow administering agencies to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2026/27 funds are not programmed within 6 months of the Air District's approval of San Francisco's funding allocation, expected in May 2026, funds can be redirected (potentially to non-San Francisco projects) at the Air District's discretion. New candidate projects must meet all TFCA eligibility requirements and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

LOCAL PRIORITIES

The Transportation Authority's Local Priorities for prioritizing TFCA funds include the following factors:

1. Cost Effectiveness of Emissions Reduced - Priority will be given to projects that achieve high CE (i.e., a low cost per ton of emissions reduced) compared to other applicant projects. The Air District's CE worksheet predicts the amount of reductions each project will achieve in ROG, NO_x, PM, and CO₂ emissions. However, the Air District's calculation only includes the reductions in ROG, NO_x, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO₂ emission reductions based on data available from the Air District's CE worksheets. The reduction of transportation-related CO₂ emissions is consistent with the City and County of San Francisco's 2021 Climate Action Plan.

2. Project Readiness - Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2027 or earlier (e.g., to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

3. Community Support - Priority will be given to projects with demonstrated community support (e.g., recommended in a community-based transportation plan, outreach conducted



to identify locations and/or interested neighborhoods, or a letter of recommendation provided by the district Supervisor or a community-based organization).

4. Benefits Equity Priority Communities - Priority will be given to projects that directly benefit Equity Priority Communities, whether the project is directly located in an Equity Priority Community (see map in Attachment 3) or can demonstrate benefits to disadvantaged populations.

5. Fund Leveraging - Priority shall be given to projects that can demonstrate leveraging of TFCA funds, or that can justify why they are ineligible, have very limited eligibility, or compete poorly to receive Prop L or other discretionary funds.

6. Investment from Non-Public Project Sponsors or Partners - Non-public entities may apply for and directly receive TFCA grants for alternative-fuel vehicle and infrastructure projects and may partner with public agency applicants for any other project type. For projects where a non-public entity is the applicant or partner, priority will be given to projects that include an investment from the non-public entity that is commensurate with the TFCA funds requested.

7. Project Delivery Track Record - Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during the previous two fiscal years:

- **Monitoring and Reporting** - Project sponsor has failed to fulfill monitoring and reporting requirements for any previously funded TFCA project.
- **Implementation of Prior Project(s)** - Project sponsor has a signed Funding Agreement for a TFCA project that has not shown sufficient progress; the project sponsor has not implemented the project by the project completion date without formally receiving a time extension from the Transportation Authority; or the project sponsor has violated the terms of the funding agreement.

8. Program Diversity - Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. The Transportation Authority will continue to develop an annual program that contains a diversity of project types and approaches and serves multiple constituencies.

Attachment 2
San Francisco County Transportation Authority
Fiscal Year 2026/2027 TFCA Program of Projects - Summary of Applications Received

Projects are sorted by responsiveness to Local Expenditure Criteria¹

Sponsor ²	Project Description	District	Total Project Cost	TFCA Amount Requested
SFMTA	<p>Bicycle Parking Corrals at Daylit Intersections - SFMTA will use TFCA funds to purchase and install approximately 75 corrals with at least 370 bicycle parking spaces at daylit intersections throughout the city. Most corrals will have parking spaces for 4 to 6 bikes, however, in locations with higher demand and more available space, SFMTA may install larger corrals with parking for 8 to 12 bikes. These corrals are a type of “daylighting hardening” and have the safety co-benefit of protecting daylit areas from illegal parking/double parking. SFMTA will prioritize installing corrals at daylit intersections located on the High Injury Network, on the bikeway network, on commercial corridors/metered blocks, and in Equity Priority Communities. The public can request bike parking by filling out the online form available at https://www.sfmta.com/getting-around/bike/bike-parking/request-bike-rack</p>	Citywide	\$ 616,667	\$ 203,926
SFMTA	<p>Short-Term Bike Parking - SFMTA requests TFCA funds to purchase and install an estimated 316 bicycle parking racks throughout the city, providing an additional 632 bicycle parking spaces. Bicycle parking spaces provide end-of-trip facilities for new bicycle and scooter trips, thereby replacing vehicle trips and reducing motor vehicle emissions.</p>	Citywide	\$ 650,000	\$ 650,000
SFMTA	<p>Bayview Community Shuttle Vans - TFCA funds would be used to replace three gasoline-powered vehicles that have reached the end of their useful lives with newer model, zero-emission E-Ford transit model vehicles for the Bayview Shuttle. The Bayview Shuttle provides on-demand service seven days a week with first–and last-mile connections between the Bayview-Hunters Point neighborhood and public transit, employment centers, and critical health resources.</p>	10	\$ 271,000	\$ 168,900

Attachment 2
San Francisco County Transportation Authority
Fiscal Year 2026/2027 TFCA Program of Projects - Summary of Applications Received

Projects are sorted by responsiveness to Local Expenditure Criteria ¹				
Sponsor ²	Project Description	District	Total Project Cost	TFCA Amount Requested
SFMTA	<p>Howard Streetscape - This project would improve the safety of Howard Street between 4th Street and 11th Street and enhance mobility for the neighborhood's high concentration of low-income residents who are most dependent upon transit, walking and bicycling. The scope of the project includes reducing vehicle lanes from three to two, replacing the existing bicycle lane with a two-way protected bikeway, and installing pedestrian and bicycle safety infrastructure including raised crosswalks, pedestrian bulb-outs, protected intersections, traffic signals with separate bicycle and vehicle phases and new, more efficient pedestrian-scale lighting. The project is expected to be open for use by Spring 2030.</p>	6	\$ 58,360,575	\$ 696,687
SFRPD	<p>Visitacion Avenue Bike and Pedestrian Safety Improvements - This project would construct new pedestrian and bicycle facilities in the Visitacion Avenue corridor in the southeastern section of San Francisco's McLaren Park. This project is a collaboration between the Recreation and Parks Department with Mercy Housing and SFPW to calm traffic, improve access to Visitacion Valley Middle School, and better connect the Visitacion Valley and Sunnysdale neighborhoods to McLaren Park's program areas and trail network. The scope includes new sidewalk, new or upgraded crosswalks, a two-way cycle track on Visitacion Avenue between Mansell Street and Leland Avenue, and an off-road multi-use path connecting Visitacion Avenue to Sunnysdale and Herz Recreation Center. The project straddles the boundary of the AB 617 Planning Area in southeast San Francisco. The project is expected to be open for use by September 2027.</p>	10	\$ 7,308,498	\$ 341,000
SFMTA	<p>School Parking for Bikes, Scooters, and Skateboards - SFMTA requests TFCA funds to work with SFUSD and, potentially, other established non-SFUSD schools in the AB617 Planning Area, to identify interest and install infrastructure to allow the parking of a minimum of 154 bikes, scooters and skateboards on school property. The school district/site would be responsible for installing the racks and as necessary, SFMTA will contract with SFUSD to reimburse them for implementation costs.</p>	9,10	\$ 127,750	\$ 127,750

Attachment 2
San Francisco County Transportation Authority
Fiscal Year 2026/2027 TFCA Program of Projects - Summary of Applications Received

Projects are sorted by responsiveness to Local Expenditure Criteria¹				
Sponsor²	Project Description	District	Total Project Cost	TFCA Amount Requested
SFMTA	Emergency Ride Home - This program furthers San Francisco's Transit First Policy and Climate Action Plan by incentivizing commuters' usage of sustainable commute modes by providing a subsidized taxi ride home in the event of a personal emergency. Requested funds would support 12 months of program operations, which are currently transitioning from the San Francisco Department of Environment to the SFMTA starting with this program cycle. The project includes outreach and engagement activities with a continued focus on audiences such as multi-lingual communities, community-based organizations, small businesses, and the SFUSD school community.	Citywide	\$ 74,499	\$ 74,499
TIMMA	Treasure Island Bikeshare Expansion - This project would expand the bikeshare pilot on Treasure Island and Yerba Buena Island to include 20 new e-bikes, docks and two new charging stations for e-bikes, the electrification costs to set up charging stations, and 2 years of operations for this infrastructure.	6	\$ 388,694	\$ 388,694

Total TFCA Requested: \$ 2,651,456
Total TFCA Funding Available for Projects: \$ 2,351,019

¹See Attachment 3 for detailed staff recommendation leading to project ranking.

²Sponsor acronyms include San Francisco Municipal Transportation Agency (SFMTA), San Francisco Recreation and Parks Department (SFRPD), and Treasure Island Mobility Management Agency (TIMMA).

Attachment 3
San Francisco County Transportation Authority
Fiscal Year 2026/2027 TFCA Program of Projects - Detailed Staff Recommendation

PROJECTS RECOMMENDED FOR TFCA FUNDS (sorted by responsiveness to Local Expenditure Criteria²)											
Sponsor¹	Project Name, Recommendation Notes	District	Prop L Eligible	CE Ratio³	CO₂ Tons Reduced⁴	Total Project Cost	TFCA Amount Requested	Total TFCA Amount Recommended	Recommended TFCA Funds		
									TFCA 40% Fund	Regional TFCA (Citywide)	Regional TFCA (AB 617 Area)
SFMTA	Bicycle Corrals at Daylit Intersections	Citywide	Yes	\$ 497,733	196	\$ 616,667	\$ 203,926	\$ 203,926	\$ 203,926	\$ -	\$ -
SFMTA	Short-Term Bike Parking Partial funding recommended to fully fund the remaining projects and recognizing that the bike parking project is scalable.	Citywide	Yes	\$ 499,151	623	\$ 650,000	\$ 650,000	\$ 349,563	\$ -	\$ 349,563	\$ -
SFMTA	Bayview Community Shuttle Vans	10	Yes	\$ 782,334	211	\$ 271,000	\$ 168,900	\$ 168,900	\$ 168,900	\$ -	\$ -
SFMTA	Howard Streetscape Special Condition - By February 27, 2027, SFMTA must provide evidence of full funding for this project or we may cancel it and make these funds available through the FY 2027/28 call for projects.	6	Yes	\$ 1,499,999	220	\$ 58,360,575	\$ 696,687	\$ 696,687	\$ -	\$ 696,687	\$ -
SFRPD	Visitacion Avenue Bike and Pedestrian Safety Improvements Special Condition - By February 27, 2027, SFRPD must provide evidence of full funding for this project (namely Prop L funds (anticipated SFCTA action July 28, 2026) and PG&E funds (anticipated Board of Supervisors action in July 2026)) or we may cancel it and make these funds available through the FY 2027/28 call for projects.	10	Yes	\$ 1,484,463	109	\$ 7,308,498	\$ 341,000	\$ 341,000	\$ -	\$ -	\$ 341,000
SFMTA	School Parking for Bikes, Scooters, and Skateboards Special Conditions - TFCA funds are eligible for expenses incurred for installation of parking within the AB617 Planning Area. Using TFCA funds for scooter and skateboard parking is subject to confirmation of eligibility by Bay Area Air District.	9,10	Yes	\$ 725,798	51	\$ 127,750	\$ 127,750	\$ 127,750	\$ -	\$ -	\$ 127,750

Attachment 3
San Francisco County Transportation Authority
Fiscal Year 2026/2027 TFCA Program of Projects - Detailed Staff Recommendation

PROJECTS RECOMMENDED FOR TFCA FUNDS (sorted by responsiveness to Local Expenditure Criteria²)											
Sponsor ¹	Project Name, Recommendation Notes	District	Prop L Eligible	CE Ratio³	CO₂ Tons Reduced⁴	Total Project Cost	TFCA Amount Requested	Total TFCA Amount Recommended	Recommended TFCA Funds		
									TFCA 40% Fund	Regional TFCA (Citywide)	Regional TFCA (AB 617 Area)
SFMTA	Emergency Ride Home	Citywide	Yes	\$ 30,344	1,747	\$ 74,499	\$ 74,499	\$ 74,499	\$ 74,499	\$ -	\$ -
TIMMA	Treasure Island Bikeshare Expansion Special Condition - TIMMA shall provide monthly progress reports until the project commences, with updates on obtaining full funding for the project, progress towards executing an amended bikeshare provider contract, and any other issues that may impact project delivery.	6	Yes (as TDM pilot)	\$ 1,497,764	318	\$ 388,694	\$ 388,694	\$ 388,694	\$ 388,694	\$ -	\$ -
TOTAL						\$ 67,797,683	\$ 2,651,456	\$ 2,351,019	\$ 836,019	\$ 1,046,250	\$ 468,750
Total TFCA Funding Available for Projects:						\$ 2,351,019	\$ 836,019	\$ 2,351,019	\$ 836,019	\$ 1,046,250	\$ 468,750
Total TFCA Funding Available for Administration:						\$ 145,898	\$ 44,898	\$ 145,898	\$ 44,898	\$ 69,750	\$ 31,250
Total TFCA Funds						\$ 2,496,917	\$ 880,917	\$ 2,496,917	\$ 880,917	\$ 1,116,000	\$ 500,000

¹Sponsor acronyms include San Francisco Municipal Transportation Agency (SFMTA), Treasure Island Mobility Management Agency (TIMMA), and San Francisco Recreation and Parks Department (SFRPD).

²Projects are evaluated based on Transportation Authority-adopted Local Expenditure Criteria, with cost effectiveness of emissions reduced, project readiness, community support, and benefits to equity priority communities some of the factors considered.

³The TFCA cost effectiveness ratio (CE) is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. For 2026/27 the CE limits, in dollars per ton of emissions reduced, for relevant project types are below. Project that provide emissions reductions in a Priority Area have a higher CE limit shown in parentheses: Bike Parking - \$500,000 (\$750,000), Bike Facility Improvement - \$1,000,000 (\$1,500,000), Zero-Emissions Vehicles - \$522,000 (\$783,000), Existing Ride Sharing - \$300,000 (\$450,000). Priority Areas are communities identified through the Assembly Bill (AB) 617 process; and Priority Populations as defined by SB 535 disadvantaged communities and AB 1550 low-income communities.

⁴CO₂ Reduction is based on tons of carbon dioxide reduced over the lifetime of the project. This figure is calculated in the cost effectiveness worksheet.

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Bicycle Parking Corrals at Daylit Intersections		
Implementing Agency:	San Francisco Municipal Transportation Agency (SFMTA)		
Project Location:	Citywide		
Supervisory District(s):	Citywide	TFCA Proj. Number:	<i>SFCTA assigns</i>
Project Manager:	Jason Hyde		
Contact Information	Email: jason.hyde@sfmta.com	Phone:	415-646-2434
Partner Agencies (incl. staff contact):	N/A		
Brief Project Description (50 words max):	The SFMTA will use TFCA funds to plan and construct approximately 75 bicycle corrals with 4-8 bicycle parking spaces each (providing a minimum of 370 bicycle parking spaces total) throughout San Francisco.		
Type of Environmental Clearance:	Categorical Exemption		

DETAILED SCOPE:

Please submit Detailed Scope as a separate Word document.

Guidance: Describe project location, purpose, and need, including target population of the project; describe how outcomes of the project will be evaluated. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project scope and show whether bicycle projects intersect with the AB617 planning area.

Project Type Specific Guidance:

- For First- and Last-Mile Connections, indicate the hours of operation, frequency of service, and transit station and employment sites/area served to ensure compliance with Air District policies.
- For heavy-duty vehicle projects, provide the relevant CARB Executive Orders.
- For smart growth projects, provide title and approval date of the originating plan.
- Bicycle projects must be included in an adopted countywide bicycle plan or congestion management program. Provide provide the title and approval date of the plan.

PROJECT INFORMATION:

Describe benefits to Equity Priority Communities and/or disadvantaged populations.

These corrals are a type of “daylighting hardening” and have the safety co-benefit of protecting daylighting from illegal parking/double parking and thus reinforcing daylighting’s safety benefit. This is especially important as Equity Priority Communities include a disproportionate percentage of street miles on the High Injury Network. In San Francisco over the last five years, approximately one third of bike racks installed citywide were located in Equity Priority Communities. SFMTA staff will continue to review requests as they come in to confirm we are filling this need as well as proactively identify corridors in Equity Priority Communities using the existing San Francisco GIS inventory, where there is a lack of bike parking.

More information about requesting bike racks: <https://www.sfmta.com/getting-around/bike/bike-parking#Request%20bike%20rack>

Demonstrate community support (e.g. cite a community-based transportation plan, outreach conducted and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor or a community-based organization).

Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form



The SFMTA installs racks for short-term bike parking in the public rights-of-way by request through the SFMTA website (<https://www.sfmta.com/getting-around/bike/bike-parking/request-bike-rack>), email, and 311. The SFMTA receives new bike rack requests each month. Additionally we identify corridors where more parking is needed plus work with city project managers through public outreach process to identify and then install bike parking with streetscape projects and street improvement projects.

Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.

NA

NOTE: Cost-effectiveness worksheets are required for all project types, available at sfcta.org/tfca.

Bicycle Parking Corrals at Daylit Intersections

The San Francisco Municipal Transportation Agency (SFMTA) requests \$203,926 in FY26/27 Transportation Fund for Clean Air County Program Manager (TFCA PM) Funds to install 60-75 bicycle corrals to create at least 370 bicycle parking spaces throughout San Francisco

Bicycle corrals consist of several bicycle racks placed in the parking lane of a roadway where demand for bike parking is higher than can be accommodated on the sidewalk. These funds will be used to plan, coordinate, purchase and install bicycle corrals resulting in at least 370 bicycle parking spaces. Corrals in daylighting locations will have parking spaces for 4-6 bikes, however, in locations with higher demand and more available space, larger corrals with parking for 8-12 bikes may be installed. This project would result in approximately 60-75 corrals, depending on corral size. Locations will be prioritized by factors including daylighting locations, and whether the intersection is on the High-Injury Network, on the bikeway network, and whether it is a commercial corridor or has metered vehicle parking.

Similar to SFMTA's other Short-Term Bike Parking projects, providing additional bicycle parking spaces in San Francisco means that more people will be encouraged to bicycle to their destinations, knowing they will have a secure place to lock their bikes. This will increase the number of bicycle trips to city businesses, transit stops, and other destinations, which will shift trips away from motor vehicles, reduce emissions, and help achieve the San Francisco Board of Supervisors' goal of a 20% bicycle mode share.

Bike corrals have historically been installed based on requests/sponsorship from fronting businesses. The SFMTA currently receives 2-4 new bicycle corral applications each year. In the past several years, and with the passage of California's Daylighting Law (Assembly Bill 413, which explicitly allows bike parking in daylighting), the agency has begun proactively installing more daylighting corrals. These corrals are a type of "daylighting hardening" and have the safety co-benefit of protecting daylighting from illegal parking/double parking and thus reinforcing daylighting's safety benefit. The location selection methodology is still being finalized, but locations would likely have the following characteristics:

- Intersections on the High-Injury Network (HIN)
- Intersections on the bikeway network
- Intersections on commercial corridors/metered blocks

- Additionally, SFMTA will seek to identify locations in Equity Priority Communities (EPCs), which include a disproportionate share of HIN street miles (EPCs encompass 23% of all street miles, but 35% of HIN miles).

Daylighting hardening through on-street corral installation has the greatest potential safety impact on the HIN. Additionally, bike parking demand is higher along the bikeway network. Metered blocks are located in busier areas with more activity (e.g. commercial corridors) which also have higher short-term parking demand; cars are more likely to be drawn to daylighting zones as informal short-term parking. The SFMTA will also consider pedestrian crash and e-device misparking complaint hotspots in its location prioritization.

The SFMTA staff knows anecdotally and from experience that there is a latent demand for bicycle infrastructure in San Francisco; there are more people who would ride a bicycle if the proper facilities were available to support their trip. Bicycle corrals help meet this need by providing a secure parking location at trip destinations.

To better serve businesses and people who bicycle throughout the city, the SFMTA has developed a proactive strategy for surveying and installing short-term bicycle parking, including racks and corrals. This citywide strategy focuses on commercial, retail and mixed-use corridors where a lack of secure bicycle parking exists (e.g. Mission, 17th, Powell, Clement, and Irving Streets), as well as EPCs, where the Agency targets installing 20% of all bicycle racks (approximately 25% of racks have been installed in EPCs over the last two years, including Southeast neighborhoods participating in the Air District's Community Health Protection Program). Because rack requests tend to cluster in certain areas of the city, the bike parking team uses proactive installations to help ensure racks are installed in an equitable way. Proactive installation locations come from a number of sources, including:

- 1) From Project Managers working on corridor projects;
- 2) High-demand locations in EPCs as identified by the SFMTA's bikeshare/scootershare permittees;
- 3) High-demand locations identified through MDS data from bikeshare/scootershare permittees and/or from other data sources such as bike counters; and
- 4) Through ongoing analysis of bike rack location data to identify and address gaps in bike rack coverage.

Short-term bicycle parking is defined as simple fixtures to park at for two hours or less, per the 2015 Association of Pedestrian and Bicycle Professionals' Bicycle Parking Guidelines. Short-term bicycle parking enables linked trips to multiple destinations (e.g., a trip from home, to the bank and to the grocery store). Bicycle racks also provide a large quantity of bicycle storage inexpensively and are a cost-effective solution to support non-polluting transportation modes.

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Bicycle Parking Corrals at Daylit Intersections
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SCHEDULE Phase/Milestone	Status	Start Date		End Date	
	% Complete as of 4/17/26	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	0%	March	2027	March	2031
Environmental Studies (PA&ED)	0%				
Design Engineering (PS&E)	0%				
Right-of-Way	0%				
Advertise Construction	0%				
Start Construction or Procurement (e.g. award contract)	0%	March	2027	March	2031
Open for Use	N/A	N/A	N/A	March	2031
Final Report Due Date (Project completion):	6/30/2031				

Schedule Note: SFMTA has indicated that it will seek an extension to the standard TFCA project length of two years to accommodate the schedule shown above.

PROJECT COST ESTIMATE Phase	Cost	Funding Source by Phase			Source of Cost Estimate
		TFCA	Non-Public Funds	Other	
Planning/Conceptual Engineering	\$155,185	\$52,000		\$103,185	Based on similar projects
Environmental Studies (PA&ED)	\$0				
Design Engineering (PS&E)	\$0				
Procurement	\$159,185	\$56,000		\$103,185	Based on similar projects
Construction	\$302,297	\$95,926		\$206,371	Based on similar projects
TOTAL COST	\$616,667	\$203,926	\$0	\$412,741	

TFCA EXPENDITURES BY FISCAL YEAR (REQUESTED CASH FLOW)

All Phases	26/27	27/28	28/29	Total
TFCA	\$0	\$103,926	\$100,000	\$203,926

FUNDING PLAN

Funding Source and Status	Planned	Programmed	Allocated	Total
TFCA	\$203,926			\$203,926
General Fund	\$412,741			\$412,741
Specify Source of Non-Public Funds (if applicable)				\$0
TOTAL FUNDING	\$616,667	\$0	\$0	\$616,667

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Bicycle Parking Corrals at Daylit Intersections
Sponsor Agency:	San Francisco Municipal Transportation Agency (SFMTA)
TFCA Project Number:	SFCTA assigns

TRANSPORTATION AUTHORITY RECOMMENDATION

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY26/27		0%	\$203,926
FY27/28	\$103,926	51%	\$100,000
FY28/29	\$100,000	49%	\$0
Total:	\$203,926		

Resolution:

Date:

Deliverables:

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, improvements completed at each location to date, number of corrals completed in Equity Priority Community locations, 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 TFCA Funding Agreement.
2. By 6/30/2031, submit post-project cost effectiveness worksheet and evidence of TFCA and Transportation Authority attribution. Also submit a list of corral locations and number of bicycle parking spaces at each, as well as 2-3 photos of installed corrals showing BAAQMD logo.

Notes:

1. Deliverables shall be submitted through the Transportation Authority's online grants portal at <https://portal.sfcta.org/>.
2. All required forms are available at <https://www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors>
3. TFCA funds will be reimbursed proportionally, such that the average TFCA funding amount per bicycle parking space is no more than \$551.15. Any cost per parking space above this amount must be funded by other sources.

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Short-Term Bike Parking		
Implementing Agency:	San Francisco Municipal Transportation Agency (SFMTA)		
Project Location:	Citywide		
Supervisory District(s):	Citywide	TFCA Proj. Number:	<i>SFCTA assigns</i>
Project Manager:	Jason Hyde		
Contact Information	Email: jason.hyde@sfmta.com	Phone:	415-646-2434
Partner Agencies (incl. staff contact):	N/A		
Brief Project Description (50 words max):	The SFMTA will use TFCA funds to plan and construct 316 bicycle racks to create at least 632 bicycle parking spaces, including single bicycle racks and bicycle corrals, throughout San Francisco.		
Type of Environmental Clearance:	Categorical Exemption		

DETAILED SCOPE:

Please submit Detailed Scope as a separate Word document.

Guidance: Describe project location, purpose, and need, including target population of the project; describe how outcomes of the project will be evaluated. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project scope and show whether bicycle projects intersect with the AB617 planning area.

Project Type Specific Guidance:

- For First- and Last-Mile Connections, indicate the hours of operation, frequency of service, and transit station and employment sites/area served to ensure compliance with Air District policies.
 - For heavy-duty vehicle projects, provide the relevant CARB Executive Orders.
 - For smart growth projects, provide title and approval date of the originating plan.
 - Bicycle projects must be included in an adopted countywide bicycle plan or congestion management program.
- Provide provide the title and approval date of the plan.

PROJECT INFORMATION:

Describe benefits to Equity Priority Communities and/or disadvantaged populations.

In San Francisco over the last five years, approximately one third of bike racks installed citywide were located in Equity Priority Communities. SFMTA staff will continue to review requests as they come in to confirm we are filling this need as well as proactively identify corridors in Equity Priority Communities using the existing San Francisco GIS inventory, where there is a lack of bike parking.

More information about requesting bike racks: <https://www.sfmta.com/getting-around/bike/bike-parking#Request%20bike%20rack>

Demonstrate community support (e.g. cite a community-based transportation plan, outreach conducted and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor or a community-based organization).

Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form



The SFMTA installs racks for short-term bike parking in the public rights-of-way by request through the SFMTA website (<https://www.sfmta.com/getting-around/bike/bike-parking/request-bike-rack>), email, and 311. The SFMTA receives new bike rack requests each month. Additionally we identify corridors where more parking is needed plus work with city project managers through public outreach process to identify and then install bike parking with streetscape projects and street improvement projects.

Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.

NA

NOTE: Cost-effectiveness worksheets are required for all project types, available at sfcta.org/tfca.

Short Term Bike Parking (Citywide)

The San Francisco Municipal Transportation Agency (SFMTA) requests \$349,563 in FY26/27 Transportation Fund for Clean Air County Program Manager (TFCA PM) Funds to provide 316 bicycle racks to create 632 bicycle parking spaces throughout San Francisco.

Providing 632 additional bicycle parking spaces in San Francisco means that more people will be encouraged to bicycle to their destinations, knowing they will have a secure place to lock their bikes. This will increase the number of bicycle trips to city businesses, transit stops, and other destinations, which will shift trips away from motor vehicles, reduce emissions, and help achieve the San Francisco Board of Supervisors' goal of a 20% bicycle mode share.

The SFMTA maintains a list of public requests for short-term bicycle parking locations. The SFMTA currently receives around 40 new bike rack requests each month via email, the SFMTA website, and SF311. These requests are for sites throughout the city, with the vast majority near San Francisco businesses, major trip generators, and along transit routes and/or near transit hubs. The SFMTA staff knows anecdotally and from experience that there is a latent demand for bicycle infrastructure in San Francisco; there are more people who would ride a bicycle if the proper facilities were available to support their trip.

Bicycle racks help meet this need by providing a secure parking location at trip destinations. To better serve businesses and people who bicycle throughout the city, the SFMTA has developed a proactive strategy for surveying and installing short-term bicycle parking. This citywide strategy focuses on commercial, retail and mixed-use corridors where a lack of secure bicycle parking exists (e.g. Mission, 17th, Powell, Clement, and Irving Streets), as well as Equity Priority Communities (EPCs), where the Agency targets installing 20% of all racks (approximately 25% of racks have been installed in EPCs over the last two years, including Southeast neighborhoods). Because rack requests tend to cluster in certain areas of the city, the bike parking team uses proactive installations to help ensure racks are installed in an equitable way. Proactive installation locations come from a number of sources, including:

- 1) From Project Managers working on corridor projects in EPCs;
- 2) High-demand locations in EPCs as identified by the SFMTA's bikeshare/scootershare permittees;
- 3) High-demand locations in EPCs identified through MDS data from bikeshare/scootershare permittees and/or from other data sources such as bike counters; and
- 4) Through ongoing analysis of bike rack location data to identify and address gaps in bike rack coverage.

The bike parking team has also begun focusing some proactive installations in residential areas (especially adjacent to multi-unit buildings) where requests and installations have historically been less frequent, assuming placement guidelines such as minimum sidewalk widths and required clearances from street furniture are met. The SFMTA will continue to prioritize these types of installations in Equity Priority Communities, including Southeast neighborhoods, to ensure equitable bike rack coverage across San Francisco.

In addition to sidewalk locations, these funds may also be used for on-street bicycle parking corrals. The SFMTA currently receives 2-4 new bicycle corral applications each year. Bicycle corrals consist of several bicycle racks placed in the parking lane of a roadway where demand for bike parking is higher than can be accommodated on the sidewalk. Eight to 12 bicycles can be parked in the space occupied by just one motor vehicle, making bike corrals an efficient use of public roadway space.

This application also includes a line item for bicycle rack procurement. In 2014, the SFMTA used \$541,000 in revenue bond funds to purchase 6,018 racks and the fasteners to install them. In 2022-2023, the agency procured an additional 750 racks using TFCA County Program Manager funds, 1,000 racks in 2024/2025, and will be procuring 1,000 additional racks in 2026/2027. The SFMTA has a diminishing supply of approximately three-foot tall by three-foot wide zinc-coated circular steel bicycle racks. These racks provide two points of contact between the rack and a bicycle, the bicycle parking industry standard for optimal bicycle parking. Part of these requested funds will go towards procurement of more racks.

Short-term bicycle parking is defined as simple bicycle rack fixtures to park at for two hours or less, per the 2015 Association of Pedestrian and Bicycle Professionals' Bicycle Parking Guidelines. Short-term bicycle parking enables linked trips to multiple destinations (e.g., a trip from home, to the bank and to the grocery store). Bicycle racks also provide a large quantity of bicycle storage inexpensively and are a cost-effective solution to support non-polluting transportation modes.

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Short-Term Bike Parking
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SCHEDULE Phase/Milestone	Status	Start Date		End Date	
	% Complete as of 4/17/26	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	0%	March	2027	October	2028
Environmental Studies (PA&ED)	100%				
Design Engineering (PS&E)	100%				
Right-of-Way	100%				
Advertise Construction	100%				
Start Construction or Procurement (e.g. award contract)	0%	March	2027	October	2028
Open for Use	N/A	N/A	N/A	October	2028
Final Report Due Date (Project completion):	3/31/2029				

PROJECT COST ESTIMATE Phase	Cost	Funding Source by Phase			Source of Cost Estimate
		TFCA	Non-Public Funds	Other	
Planning/Conceptual Engineering	\$97,179	\$97,179			Based on past cycles
Environmental Studies (PA&ED)	\$0				
Design Engineering (PS&E)	\$0				
Procurement	\$97,528	\$97,528			Based on past cycles
Construction	\$154,856	\$154,856			Based on past cycles
TOTAL COST	\$349,563	\$349,563			

TFCA EXPENDITURES BY FISCAL YEAR (REQUESTED CASH FLOW)

All Phases	26/27	27/28	28/29	Total
TFCA	\$0	\$188,065	\$161,498	\$349,563

FUNDING PLAN

Funding Source and Status	Planned	Programmed	Allocated	Total
TFCA	\$349,563			\$349,563
Specify Source of Other Funds	\$0			\$0
Specify Source of Non-Public Funds (if applicable)				\$0
TOTAL FUNDING	\$349,563			\$349,563

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Short-Term Bike Parking
Sponsor Agency:	San Francisco Municipal Transportation Agency (SFMTA)
TFCA Project Number:	SFCTA assigns

TRANSPORTATION AUTHORITY RECOMMENDATION

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY26/27		0%	\$349,563
FY27/28	\$188,065	54%	\$161,498
FY28/29	\$161,498	46%	
Total:	\$349,563		

Resolution:

Date:

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 TFCA Funding Agreement.
2. By December 31, 2028, submit Post-Project Cost-Effectiveness Worksheet and evidence of TFCA and Transportation Authority attribution. Also submit a list of rack locations and number of racks at each, as well as 2-3 photos of installed racks showing BAAQMD logo.

Notes:

1. Deliverables shall be submitted through the Transportation Authority's online grants portal at <https://portal.sfcta.org/>.
2. All required forms are available at <https://www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors>

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Bayview Community Shuttle Vans		
Implementing Agency:	San Francisco Municipal Transportation Agency (SFMTA)		
Project Location:	Bayview-Hunters Point		
Supervisory District(s):	D10	TFCA Proj. Number:	<i>SFCTA assigns</i>
Project Manager:	Javaun Garcia		
Contact Information	Email:	Phone:	
	javaun.garcia@sfmta.com		3074219048
Partner Agencies (incl. staff contact):			
Brief Project Description (50 words max):	The SFMTA will use TFCA funds to replace three vehicles that are beyond their useful life with new electric vans for the Bayview Shuttle service, which operates 7 days/week. The Bayview Shuttle service provides around 6,300 rides monthly. These rides will serve as first-and last-mile connections, allowing members of the public and residents of Bayview-Hunters Point to connect with public transit, employment centers, and critical health resources.		
Type of Environmental Clearance:	N/A		

DETAILED SCOPE:

Please submit Detailed Scope as a separate Word document.

PROJECT INFORMATION:

Describe benefits to Equity Priority Communities and/or disadvantaged populations.

This service specifically focuses on Bayview-Hunters Point a community identified as an AB 617 Planning community and an equity-priority community by the SFCTA and MTC. The service area was designed to provide comprehensive coverage within the main service zone. Bayview-Hunters Point, while providing connections to other external sites that were of interest to the community. This service provides a low-cost, Muni-fare equivalent, zero-emission options for people on an on-demand basis. We've heard this significantly reduces commute and wait times for community residents.

More information about Bayview Community Shuttle: <https://www.sfmta.com/projects/bayview-community-shuttle>

Demonstrate community support (e.g. cite a community-based transportation plan, outreach conducted and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor or a community-based organization).

The Bayview Shuttle is a community-driven project stemming from the Bayview Community-Based Transportation plan. In that plan, finalized in 2020, a community shuttle was identified as one of the top priorities from the community. This is built upon by several other studies conducted over the years including: Southeast Rail Station Study, D10 Mobility Study, Bayview Hunters Point Mobility Study that highlighted a need for micotransit services and/or other supportive services that can help to fill existing transit service gaps. Additionally, the project extensively engaged with the community, over 4,000 residents, to help determine the service design delivery and onboarding of the operational partner. This engagement helped to determine the service area boundaries and external access zones. Additionally, as part of the service, the project has a Community Congress - a 15-person delegate body - that approves of all major decisions to the service and guides future work.

Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form



Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.

The Bayview Shuttle project is built off a partnership with several CBOs (Amplify Impact, APRI, BACR, BVHPCA, CYC, HPF, MNC, SFAAACD, and YCD). It also works with a third-party, Via, who handles all operations. The entities do not financially support the shuttle - it is 100% grant funded.

NOTE: Cost-effectiveness worksheets are required for all project types, available at sfcta.org/tfca.

25SF01 Bayview Community Shuttle

25SF01 – Bayview Community Shuttle (Vehicle Replacement and Operations)

The San Francisco Municipal Transportation Agency (SFMTA) requests \$168,900 in FY 2026–27 Transportation Fund for Clean Air (TFCA) County Program Manager funds to support the electrification of the Bayview Community Shuttle, an on-demand microtransit service serving the Bayview-Hunters Point neighborhood. This community is a designated AB 617 community, meaning it experiences a disproportionate amount of air pollution and City disinvestment. This grant funding would be integral to both the service’s and the community’s future.

TFCA funds will be used to replace three gasoline-powered vehicles with newer model zero-emission E-Ford transit model vehicles, which will be dedicated to the Bayview Shuttle service and owned by SFMTA. This investment will reduce greenhouse gas and pollutant emissions, lower operating costs over time, and support the long-term sustainability of a high-performing, equity-focused transit service. Vehicle procurement is anticipated to occur after notification of the award in August 2026. These vehicles will be used for the Bayview Shuttle service through the existing CARB grant (November 2027) and to support SFMTA transportation services until 2030.

Project Description and Need

The Bayview Community Shuttle is an on-demand microtransit service, providing rides to/from Bayview-Hunters Point seven days a week. The service was designed to improve mobility and access within San Francisco’s Bayview-Hunters Point neighborhood while complementing existing fixed-route transit. Riders can expect to be picked up within 15-20 minutes after booking via the “Bayview Shuttle” mobile app or through a multilingual call center. Both booking methods can be language customized to English, Spanish, Tagalog, and Cantonese, depending on the rider’s preference. The service offers flexible options, including wheelchair-accessible vehicles, door-to-door service, group bookings (up to five passengers), and real-time transit connection information.

The Shuttle provides critical first- and last-mile connectivity to regional and local destinations, including 24th Street BART Station, 22nd Street and Bayshore Caltrain Stations, employment centers, community resources, and healthcare destinations such as San Francisco General Hospital. Existing fixed-route services are limited and do not provide comprehensive coverage to certain areas of the community, particularly Double Rock and Candlestick Point. Steep topography, long walking distances, and infrequent or unreliable bus service limit access, particularly for seniors and people with disabilities, to vital resources.

Without the Bayview Shuttle, trips from Bayview-Hunters Point to regional transit hubs such as 24th Street BART can take 45 minutes or more, and/or trips downtown can take more than 60 minutes. This information was discovered during the 2020 Bayview Community-Based Transportation Plan, an effort to understand what the exact transportation needs were with the shuttle. As the community mentioned, a community shuttle was one of the top priorities. With the Shuttle, riders can get to those same locations much faster and can access approximately 16,000 jobs within a 30-minute travel time significantly expanding economic opportunity and reducing dependence on single-occupancy vehicle travel.

More information about the shuttle: [Bayview Community Shuttle | SFMTA](#)

Project Performance and Community Impact

Since launching in November 2024, the Bayview Community Shuttle has demonstrated strong and growing demand:

- Over 70,000 completed rides to date
- Averaging 10,000+ ride requests per month
- Serving 340+ weekly riders, with more than 6,200 monthly trips
- Maintaining a 4.9 out of 5.0 customer satisfaction rating

Data show that 18,000+ trips either begin or end at BART stations, routes not currently served by fixed-route transit. Rider surveys indicate the service frequently replaces single-occupancy vehicle trips, directly contributing to emissions reductions. In a community where 79 percent of households own two or more vehicles due to limited transit access, the Shuttle provides a viable, clean alternative that supports mode shift and reduces vehicle miles traveled.

Fleet Electrification and TFCA Eligibility

Future efforts for the Bayview Shuttle include lowering operating costs and bringing necessary operational items in-house, including SFMTA owning the vehicle assets. This includes operating the service with existing SFMTA vehicles, of which it's intended to use 2014 gasoline-powered vehicles, which are nearing the end of their useful life. TFCA funding will allow SFMTA to replace three of these vehicles with zero-emission electric vehicles, advancing regional clean air goals while directly benefiting residents of an AB 617 community.

Owning the vehicles outright will:

- Eliminate tailpipe emissions from Shuttle operations
- Reduce ongoing operating and maintenance costs
- Improve cost-efficiency relative to leasing arrangements

- Support long-term service sustainability beyond current grant cycles

Use of Funds and Implementation

TFCA funds will support project costs associated with vehicle replacement during a critical transition period.--The requested funds will provide the necessary support to continue the Bayview Shuttle beyond the current grant term, ensuring uninterrupted service for residents who rely on the Shuttle to access jobs, healthcare, education, and regional transit.

Long-Term Sustainability and Regional Benefits

The Bayview Community Shuttle is currently funded through a California Air Resources Board grant extending through November 2027. While the service has proven popular and impactful, long-term sustainability requires strategic cost reductions. Fleet ownership supported by TFCA funds is a key strategy to reduce operating expenses while maintaining SFMTA's climate commitments and service quality.

TFCA investment will play a critical role in sustaining a high-impact, zero-emission mobility service that improves air quality, reduces car dependence, expands access to opportunity, and advances transportation equity in one of San Francisco's most environmentally burdened communities.

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Bayview Community Shuttle Vans
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SCHEDULE Phase/Milestone	Status	Start Date		End Date	
	% Complete as of 4/17/26	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual	100%				
Environmental Studies (PA&ED)	100%				
Design Engineering (PS&E)	100%				
Right-of-Way	100%				
Advertise Construction	100%				
Start Construction or Procurement (e.g. award contract)	0%	August	2026	November	2027
Open for Use	N/A	N/A	N/A		
Final Report Due Date (Project completion):	March 31, 2027				

PROJECT COST ESTIMATE Phase	Cost	Funding Source by Phase			Source of Cost Estimate
		TFCA	Non-Public Funds	Other	
Planning/Conceptual Engineering					
Environmental Studies (PA&ED)					
Design Engineering (PS&E)					
Right-of-Way					
Construction	\$271,000	\$168,900		\$102,100	Quote from vendor
TOTAL COST	\$271,000	\$168,900	\$0	\$102,100	

TFCA EXPENDITURES BY FISCAL YEAR (REQUESTED CASH FLOW)

All Phases	26/27	27/28	28/29	Total
TFCA	\$168,900			\$168,900

FUNDING PLAN

Funding Source and Status	Planned	Programmed	Allocated	Total
TFCA	\$168,900			\$168,900
California Air Resources Board Sustainable Transportation Equity Projects Grant			\$102,100	\$102,100
Federal earmarked funds				\$0
Specify Source of Non-Public Funds (if applicable)				
TOTAL FUNDING	\$168,900	\$0	\$102,100	\$271,000

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Bayview Community Shuttle Vans
Sponsor Agency:	San Francisco Municipal Transportation Agency (SFMTA)
TFCA Project Number:	SFCTA assigns

TRANSPORTATION AUTHORITY RECOMMENDATION

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY26/27	\$168,900	100%	\$0
FY27/28		0%	\$0
FY28/29		0%	
Total:	\$168,900		

Resolution:

Date:

Deliverables:

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, shuttle ridership data, passenger survey data (including factors related to mode choice), and any issues that may impact schedule, in addition to all other requirements described in the TFCA Funding Agreement.
2. With the first QPR due October 2026 and on an annual basis thereafter, Sponsor shall provide cost to produce the shuttle service, broken out by categories including contract cost and maintenance cost, and total hours and miles of operation.
3. Upon receipt of the vehicles, provide two digital photos of the new vehicles, with at least one photo each showing the BAAD decal affixed to the vehicle
4. By December 31, 2027, submit Final Report Form #1 (vehicle procurement), including evidence of TFCA and Transportation Authority attribution. The final report shall also include evidence that the replaced vehicles have been scrapped according to BAAD requirements, including DMV Dismantlers Notice of Acquisition REG 42 form (or equivalent), engine serial number, and photo of destroyed engine block (e.g. hole punched in block)

Notes:

1. Deliverables shall be submitted through the Transportation Authority's online grants portal at <https://portal.sfcta.org/>.
2. All required forms are available at <https://www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors>

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Howard Streetscape		
Implementing Agency:	San Francisco Municipal Transportation Agency (SFMTA)		
Project Location:	Howard Street, between 4th Street and 11th Street, San Francisco, CA		
Supervisory District(s):	District 6	TFCA Proj. Number:	<i>SFCTA assigns</i>
Project Manager:	Alan Uy		
Contact Information	Email: alan.uy@sfmta.com	Phone:	415-646-2469
Partner Agencies (incl. staff contact):	San Francisco Public Works (SFPW), Carol Huang		
Brief Project Description (50 words max):	The SFMTA will use TFCA funds toward construction of the Howard Streetscape project. The project improves the safety and efficiency of the San Francisco's transportation system and enhance mobility for the neighborhood's high concentration of low-income residents who are most dependent upon transit, walking and bicycling.		
Type of Environmental Clearance:	Categorical Exemption		

DETAILED SCOPE:

Please submit Detailed Scope as a separate Word document.

PROJECT INFORMATION:

Describe benefits to Equity Priority Communities and/or disadvantaged populations.

The Project's area and neighboring census tracts (176.01, 178.01, 178.02, and 201) fall within MTC's Equity Priority community boundaries and will directly benefit from the Project. The median household income in San Francisco is \$112,376 and the median household income for these four Census Tracts ranges from \$22,450 to \$74,005. The Project will provide direct benefits to residents of the Project's area who are heavy users of the transit system and are most likely to walk for commute and non-commute trips. The residents of the Project's area are also racially diverse with about 30 percent of the population identifying as non-Hispanic white. Slightly more than 8 percent of residents are African American/Black and about 35 percent of residents are Asian American. 22 percent of residents identify as Latinx/Hispanic.

More information at the project webpage: <https://www.sfmta.com/projects/howard-street-implementation>

Demonstrate community support (e.g. cite a community-based transportation plan, outreach conducted and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor or a community-based organization).

Beyond these open houses from 2016-2019 various meetings with the D6 supervisor, community groups, and local businesses took place to provide information about the project, give updates, answer questions and address concerns. In total over 500 people attended open houses, the SFMTA received over 1,500 survey responses, and individual meetings were held with more than 100 businesses and 20 community groups. By working closely with the community to align project goals, the SFMTA was able to secure legislative approval of the project in Spring 2019. The SFMTA continues to engage the community in coordination with our partners at Public Works and held a public realm open house in January 2020 and a design update open house in January 2025 to finalize the public realm elements of the project and to inform users and residents of construction updates.

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.

These project components are the outgrowth of a rich and inclusive three-year public engagement process that began in 2016. Project designs focus on the two major community requests that were identified through outreach - 1) improving traffic safety, especially for seniors and children, and 2) improving the built environment. Specifically, community members requested new and improved mid-block crossings, signal timing changes for safer pedestrian crossings, new landscaping, street furniture, pedestrian-scaled lighting, and cultural features such as decorative crosswalks at alleys and historic plaques. The SFMTA will continue this dialogue as the Project extends into the construction phase. The SFMTA will also work with sister government agencies such as San Francisco Public Works to mitigate construction impacts through door-to-door community outreach and regular construction updates.

NOTE: Cost-effectiveness worksheets are required for all project types, available at sfcta.org/tfca.

Howard Streetscape Project

The Howard Streetscape Project (Project) is a project of regional significance that will improve the safety and efficiency of the San Francisco's transportation system and enhance mobility for the neighborhood's high concentration of low-income residents who are most dependent upon transit, walking and bicycling.

The Project area includes Howard Street from 4th Street to 11th Street in South of Market Area (SoMa) neighborhood. With the construction of the parallel Folsom Streetscape Project one block south of Howard Street, the Howard Streetscape Project will advance tremendous improvements in mobility.

This project is a high priority for the SFMTA because it will improve traffic safety and livability in one of the highest conflict roadways in the City's vibrant commercial, entertainment, and residential corridors. High traffic volumes, limited protection for bicyclists, and substandard pedestrian crossings result in high rates of traffic-related pedestrian and bicycle injuries and fatalities that make the corridor uncomfortable and discouraging for those who do not drive or own a car. Consistent with the Street Safety Initiative, the Project will address dire safety concerns that place the corridor on San Francisco's High Injury Network, where 13 percent of San Francisco's streets endure 74 percent of the total severe and fatal traffic collisions. More than half of these collisions involved a person walking or biking.

Howard Street is used by both regional and local traffic, with Moscone Convention Center generating significant transportation demand from San Francisco and the Bay Area region. Existing walkways and bikeways are inadequate because the roadway was designed to support and prioritize high vehicle volumes and has not evolved with the neighborhood and its multimodal needs. Competing transportation uses have increased modal conflicts and collisions, disproportionately affecting residents with low incomes who rely on these forms of transportation.

The Project redesigns seven blocks of Howard Street by:

- Reducing vehicle lanes from three to two
- Replacing the existing bicycle lane with a two-way protected bikeway
- Installing pedestrian and bicycle safety infrastructure, including raised crosswalks, pedestrian bulb-outs, protected intersections, traffic signals with separate bicycle and vehicle phases and new, more efficient pedestrian-scale lighting

Once completed, the transformed Howard Street will have two travel lanes, two parking lanes, a two-way, 14-foot bicycle lane separated from the travel lanes by a 5.5-foot landscaped median, and two 12-foot sidewalks.

The SFMTA hopes to use TFCA funds towards shortening crossing distances, minimizing conflicts with other modes, and reducing pedestrian hazards. Specifically, it will upgrade safety measures for the area's most vulnerable residents including seniors and schoolchildren. Vulnerable pedestrians will be able physically access and experience the Project through new crossing treatments like pedestrian bulb-outs and protected corners, resulting in shorter crossing distances and expanded sidewalk space, new mid-block traffic signals to improve circulation, raised crosswalks at alleyways to slow turning vehicles, and improved signal timing to give pedestrians, especially seniors, a head start and more time to cross the street. The Project will further improve the pedestrian experience with new landscaping, street furniture, decorative crosswalks at many of the alleyways, and pedestrian-scaled lighting along Howard Street.

The Howard Streetscape project will follow the implementation of a partner project on Folsom Street, which will complete construction in early 2027 and be open for use by late 2026. The Folsom Streetscape Project will improve Folsom Street between 2nd Street and 11th Street by reducing the number of traffic lanes from three to two lanes in most areas, adding new permanent protected two-way bicycle lanes, improved pedestrian crossings, and upgraded traffic signaling designed to eliminate conflicts between bicycles and motor vehicles. This project will also create a transit-only lane on Folsom Street that will make SFMTA Muni bus service more reliable. New civic amenity sidewalk areas, like parklets, have been designed in partnership with local community groups.

Existing Conditions:



Project Rendering:



**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Howard Streetscape
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SCHEDULE Phase/Milestone	Status	Start Date		End Date	
	% Complete as of 4/17/26	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual	100%	N/A	N/A	N/A	N/A
Environmental Studies (PA&ED)	100%	January	2016	December	2025
Design Engineering (PS&E)	95%	July	2019	January	2026
Right-of-Way	75%	January	2026	June	2026
Advertise Construction	0%	March	2027	July	2027
Start Construction or Procurement (e.g. award contract)	0%	March	2027	April	2030
Open for Use	N/A	N/A	N/A	April	2030
Final Report Due Date (Project completion):	9/30/2030				

PROJECT COST ESTIMATE Phase	Cost	Funding Source by Phase				Source of Cost Estimate
		TFCA	Non-Public Funds	Other		
Planning/Conceptual Engineering	\$0	N/A	N/A	N/A		
Environmental Studies (PA&ED)	\$0					Project was part of the Central SoMA Plan EIR
Design Engineering (PS&E)	\$6,360,575			\$6,360,575		
Right-of-Way	\$0					ROW Certification factored with PS&E.
Construction	\$52,000,000	\$696,687	\$0	\$51,303,313		
TOTAL COST	\$58,360,575	\$696,687	\$0	\$57,663,888		

TFCA EXPENDITURES BY FISCAL YEAR (REQUESTED CASH FLOW)

All Phases	26/27	27/28	28/29	Total
TFCA	\$0	\$348,344	\$348,344	\$696,687

FUNDING PLAN

Funding Source and Status	Planned	Programmed	Allocated	Total
TFCA	\$696,687			\$696,687
Prop K, Prop B General Fund, IPIC, Prop B Bond, LPP, Prop AA, HIP EP6 Exchange, AHSC, and Prop L EP18, RAISE (if not RAISE, then IPIC SOMA, Prop L EP 18, and TDA3)		\$57,663,888		\$57,663,888
Specify Source of Non-Public Funds (if applicable)				
TOTAL FUNDING	\$696,687	\$57,663,888	\$0	\$58,360,575

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Howard Streetscape
Sponsor Agency:	San Francisco Municipal Transportation Agency (SFMTA)
TFCA Project Number:	SFCTA assigns

TRANSPORTATION AUTHORITY RECOMMENDATION

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY26/27	\$348,344	50%	\$348,344
FY27/28	\$348,344	50%	\$0
FY28/29		0%	
Total:	\$696,688		

Resolution:

Date:

Deliverables:

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the TFCA Funding Agreement.
2. With the first QPR (October 2026) Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the TFCA attribution requirements as described in the Funding Agreement; and on completion of the project Sponsor shall provide 2-3 photos of completed work.
3. By September 30, 2030, submit cost effectiveness worksheet and evidence of TFCA and Transportation Authority attribution. Include e.g. at least one photo of each open-for-use charger showing BAAQMD logo.

Special Conditions:

1. By February 26, 2027, SFMTA must provide evidence of full funding for this project or we may cancel it and make these funds available through the FY27/28 call for projects.

Notes:

1. Deliverables shall be submitted through the Transportation Authority's online grants portal at <https://portal.sfcta.org/>.
2. All required forms are available at <https://www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors>

Project Name:	Howard Streetscape
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PROJECT COST ESTIMATE

Phase	Cost
Planning	
PE	
DD	\$ 6,360,575
Construction	\$ 52,000,000
TOTAL COST	\$58,360,575

FUNDING PLAN - ALL PHASES - ALL SOURCES

Fund Source	Phase	Fund Source Status	Total Funding	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29
Prop K	Detailed Design	Allocated	\$ 500,000	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund	Detailed Design	Allocated	\$ 5,640,000	\$ -	\$ -	\$ 2,440,000	\$ 1,621,746	\$ 1,578,254	\$ -	\$ -	\$ -
IPIC	Detailed Design	Allocated	\$ 220,575	\$ 220,575	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RAISE	Construction	Programmed	\$ 23,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,000,000	\$ -	\$ -
Prop B Bond	Construction	Programmed	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -
LPP	Construction	Programmed	\$ 14,000,000	\$ -	\$ -	\$ -	\$ -	\$ 14,000,000	\$ -	\$ -	\$ -
Prop AA	Construction	Programmed	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	
HIP EP6 Exchange	Construction	Programmed	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ -	\$ -
AHSC	Construction	Programmed	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ -	\$ -
Prop L EP18	Construction	Programmed	\$ 1,303,313	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,303,313	\$ -	\$ -
TFCA	Construction	Planned	\$ 696,687	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 696,687	\$ -	\$ -
Total By Fiscal Year			\$ 58,360,575	\$ 220,575	\$ 500,000	\$ 2,440,000	\$ 1,621,746	\$ 19,578,254	\$ 33,000,000	\$ 1,000,000	\$ -

Notes

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**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Visitacion Avenue Bike and Pedestrian Safety Improvements		
Implementing Agency:	City and County of San Francisco Recreation and Park Department		
Project Location:	San Francisco		
Supervisorial District(s):	10	TFCA Proj. Number:	<i>SFCTA assigns</i>
Project Manager:	Marien Coss. Grant Administrator: Kaitlin Holl		
Contact Information	Email: kaitlin.holl@sfgov.org	Phone:	415-609-3685
Partner Agencies (incl. staff contact):			
Brief Project Description (50 words max):	The project improves safe access to Visitacion Valley Middle School, Herz Playground and Recreation Center, and McLaren Park amenities, used by youth, families, seniors, and low-income residents. By providing new sidewalks, protected bikeways, and safer crossings, the project reduces exposure to traffic collisions and removes barriers to active transportation.		
Type of Environmental Clearance:	CEQA		

DETAILED SCOPE:

Please submit Detailed Scope as a separate Word document.

Guidance: Describe project location, purpose, and need, including target population of the project; describe how outcomes of the project will be evaluated. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project scope and show whether bicycle projects intersect with the AB617 planning area.

Project Type Specific Guidance:

- For First and Last Mile Connections, indicate the hours of operation, frequency of service, and transit station and employment sites/area served to ensure compliance with Air District policies.
- For heavy-duty vehicle projects, provide the relevant CARB Executive Orders.
- For smart growth projects, provide title and approval date of the originating plan.
- Bicycle projects must be included in an adopted countywide bicycle plan or congestion management program. Provide provide the title and approval date of the plan.

PROJECT INFORMATION:

Describe benefits to Equity Priority Communities and/or disadvantaged populations.

Fiscal Year 2026/27 Transportation Fund for Clean Air
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Project Information Form



The Visitacion Avenue Bike and Pedestrian Safety Improvements project directly benefits Equity Priority Communities in Visitacion Valley and Sunnydale, neighborhoods identified as historically underserved and disproportionately impacted by transportation safety risks and poor air quality.

The project improves safe access to integral destinations including Visitacion Valley Middle School, Herz Playground and Recreation Center, and McLaren Park amenities. These facilities are heavily used by youth, families, seniors, and low-income residents. By providing new sidewalks, protected bikeways, and safer crossings, the project reduces exposure to traffic collisions and removes barriers to active transportation.

The project area is also within and directly adjacent to the Southeast San Francisco AB 617 community, where residents have experienced longstanding air quality challenges, environmental justice grievances, and health inequities. By encouraging mode shift from driving to walking and biking, the project supports improved local air quality and reduced vehicle emissions.

Additionally, the project supports mobility for populations with limited access to private vehicles, including low-income households, seniors, and people with disabilities. Outreach efforts have specifically targeted historically under-engaged communities, with multilingual materials and inclusive engagement strategies.

Demonstrate community support (e.g. cite a community-based transportation plan, outreach conducted and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor or a community-based organization).

To date, SFRPD staff has held four community meetings, attended five community/school meetings and collected 840 survey response.

Engagement has included residents of Visitacion Valley and Sunnydale, Visitacion Valley Middle School, neighborhood organizations, bicycle and pedestrian advocacy groups, and local service providers. Sunnydale specific outreach included presentation at two community NeighborUp meetings and a site walk. SFRPD coordinated with SFMTA neighborhood Active Transportation Planning to help facilitate McLaren Park bicycle travel. The project is also supported by:

1. McLaren Park Vision Plan (2018) – prioritizes pedestrian and bicycle improvements along Visitacion Avenue
2. Visitacion Valley Impact District planning efforts (2018)
3. Coordination with SFMTA Active Transportation Planning

Community-based organizations such as Walk San Francisco (WalkSF) have also been engaged and support efforts to improve pedestrian safety.

Outreach methods included direct mail and email, e-newsletters; a project webpage; social media; paper/online surveys, and government/community channels. Materials are also translated into other languages.

SFRPD outreach targets historically under-engaged populations, elderly, and persons with disabilities.

Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.

Mercy Housing and Related California (HOPE SF Team):

These partners are leading the Sunnydale redevelopment and have supported planning and design coordination to align with future housing, open space, and transportation improvements. The multi-use path between Visitacion and Sunnydale Avenues will be split between SFRPD and Sunnydale Housing, with Mercy Housing committed to connecting their segment to the RPD path in the future. Their involvement reflects strong integration of transportation and community development.

NOTE: Cost-effectiveness worksheets are required for all project types, available at sfcta.org/tfca.

Part 2: Detailed Scope of Work

Visitacion Avenue Bicycle and Pedestrian Safety Project (Vis Ave Project)

1. Project Location

The Visitacion Avenue Bicycle and Pedestrian Safety Project is located in the southeastern portion of San Francisco within McLaren Park, along the Visitacion Avenue corridor. The project spans approximately 2,950 linear feet and connects the Visitacion Valley and Sunnydale neighborhoods to McLaren Park's recreational amenities and trail network.

The corridor provides critical access to Visitacion Valley Middle School (VVMS), Herz Playground and Recreation Center, Coffman Pool, and future Sunnydale redevelopment areas. The project lies within the McLaren Park Connections Priority Conservation Area (PCA).

2. Project Purpose and Need

Visitacion Avenue currently lacks safe, continuous pedestrian and bicycle infrastructure, creating barriers to park access and increasing safety risks for residents, particularly youth traveling to VVMS and families accessing park facilities.

The project addresses:

- Unsafe roadway conditions with limited sidewalks and protected bike facilities
- Traffic speeds and conflicts between vehicles, pedestrians, and cyclists
- Gaps in connectivity between Visitacion Valley, Sunnydale, and McLaren Park
- Equity needs in a historically underserved community with limited access to safe, active non-vehicular transportation

By improving multimodal access, the project supports safer travel, increased park utilization, and improved public health outcomes.

3. Target Population

The project primarily serves:

- Residents of Visitacion Valley and Sunnydale neighborhoods
- Students, families, and staff at Visitacion Valley Middle School
- Users of McLaren Park facilities, including Herz Playground and Recreation Center
- Underserved and historically under-engaged populations, including low-income households, seniors, and people with disabilities in the historically underserved southeastern neighborhoods of San Francisco

These communities experience disproportionate transportation safety challenges and limited access to high-quality active transportation infrastructure.

4. Project Description / Scope of Work

The project will construct key bicycle and pedestrian safety improvements along Visitacion Avenue, including:

Pedestrian Improvements:

- Construction of approximately 1,275 linear feet of new sidewalk
- Installation of a new crosswalk at Leland Avenue
- Installation of two pedestrian-scale light poles at Leland crosswalk
- Installation of pedestrian-scale lighting (up to 12 light poles funding dependent)
- Installation of flashing beacons at crossings

Bicycle Improvements:

- Construction of approximately 2,200 linear feet of two-way protected cycle track
- Development of a temporary bicycle facility on the southern segment (S3)
- Construction of a 750 linear foot Class I bikeway connection near Gleneagles Golf Course

Supporting Elements:

- Traffic calming design elements
- Striping, signage, and safety treatments
- Coordination with park and roadway infrastructure

These improvements will create a continuous, safer corridor for walking and biking within the park and connecting neighborhoods.

5. Consistency with Adopted Plans (Required for Bicycle Projects)

The project is consistent with and supported by:

- McLaren Park Vision Plan (2018) - prioritizes redesign of Visitacion Avenue for pedestrian and bicycle access
- San Francisco General Plan - Recreation and Open Space Element (ROSE) - supports improving safety and reducing conflicts in McLaren Park
- Visitacion Valley Impact District planning efforts (2018) - These plans collectively support improved multimodal access, safety, and park connectivity.

6. Evaluation of Project Outcomes

Project success will be evaluated using the following metrics:

Safety Outcomes:

- Reduction in collisions involving pedestrians and bicyclists
- Improved crossing safety at key intersections

Usage Metrics:

- Increased pedestrian and bicycle volumes (via counters or observational studies)
- Increased access to McLaren Park amenities

Environmental Benefits:

- Mode shift from vehicle trips to walking and biking
- Reduced vehicle miles traveled (VMT)
- Improved air quality in nearby communities

Equity Outcomes:

- Increased safe access for priority populations
- Improved connectivity to schools, housing, and recreation

Monitoring may include installation of user counters, before/after studies, and coordination with city data systems.

7. Relationship to AB 617 Planning Area

The project is located partially in and serves communities within or near the Southeast San Francisco AB 617 planning area, which has experienced longstanding air quality challenges, environmental justice grievances, and health inequities (CAPP community maps attached).

By promoting active transportation and reducing reliance on vehicle trips, the project supports AB 617 goals to:

- Reduce emissions exposure
- Improve local air quality
- Increase access to safe, low-emission mobility options as well as recreational facilities

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Visitation Avenue Bike and Pedestrian Safety Improvements
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SCHEDULE Phase/Milestone	Status	Start Date		End Date	
	% Complete as of 4/17/26	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	100%	February	2022	November	2023
Environmental Studies (PA&ED)	100%	November	2024	November	2024
Design Engineering (PS&E)	100%	November	2023	February	2026
Right-of-Way	N/A				
Advertise Construction		June	2026	August	2026
Start Construction or Procurement (e.g. award contract)		August	2026	August	2027
Open for Use	N/A	N/A	N/A	August	2027
Final Report Due Date (Project completion):	12/31/2027				

PROJECT COST ESTIMATE Phase	Cost	Funding Source by Phase				Source of Cost Estimate
		TFCA	Non-Public Funds	Other		
Planning/Conceptual Engineering	\$ 110,981	\$ -		\$ 110,981	Actual costs	
Environmental Studies (PA&ED)	\$ -				SFPW	
Design Engineering (PS&E)	\$ 1,145,435	\$ -	\$ 212,072	\$ 933,363	Actual Costs + Remaining Advertising/Bid Process Costs	
Right-of-Way	\$ -	\$ -			N/A	
Construction	\$ 6,052,082	\$ 341,000	\$ 737,928	\$ 4,973,154	SFPW & SFMTA	
TOTAL COST	\$ 7,308,498	\$ 341,000	\$ 950,000	\$ 6,017,498		

TFCA EXPENDITURES BY FISCAL YEAR (REQUESTED CASH FLOW)

All Phases	26/27	27/28	28/29	Total
TFCA	\$ 323,950	\$ 17,050		\$ 341,000

FUNDING PLAN

Funding Source and Status	Planned	Programmed	Allocated	Total
Pacific Gas and Electric Design Engineering & Construction	\$ 737,928	\$ 212,072		\$ 950,000
Transportation for Clean Act Grant Construction	\$ 341,000			\$ 341,000
Prop L: Equity Priority Transportation Program Construction	\$ 250,000			\$ 250,000
2020 Clean and Safe Neighborhood Park Bond Funding - Issuance #1		\$ 1,090,000		\$ 1,090,000

**Fiscal Year 2026/27 Transportation Fund for Clean Air
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Affordable Housing Sustainable Communities		\$ 2,505,299		\$ 2,505,299
2020 Clean and Safe Neighborhood Park Bond Design Engineering		\$ 400,000		\$ 400,000
2020 Clean and Safe Neighborhood Park Bond Construction - Issuance #2		\$ 700,000		\$ 700,000
Development Impact Fees Design Engineering		\$ 162,999		\$ 162,999
Priority Conservation Area Grant Planning & Design Engineering		\$ 159,200		\$ 159,200
Priority Conservation Area Grant Construction		\$ 750,000		\$ 750,000
TOTAL FUNDING	\$ 1,328,928	\$ 5,979,570		\$ 7,308,498

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Visitation Avenue Bike and Pedestrian Safety Improvements	
Sponsor Agency:	City and County of San Francisco Recreation and Park Department	
TFCA Project Number:	SFCTA assigns	

TRANSPORTATION AUTHORITY RECOMMENDATION

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY26/27	\$323,950	95%	\$17,050
FY27/28	\$17,050	5%	\$0
FY28/29		0%	
Total:	\$341,000		

Resolution:

Date:

Deliverables:

- Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the TFCA Funding Agreement.
- With the first QPR (due October 2026) Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the TFCA attribution requirements as described in the Funding Agreement; and on completion of the project Sponsor shall provide 2-3 photos of completed work.
- By December 31, 2027, submit cost effectiveness worksheet and evidence of TFCA and Transportation Authority attribution. Include e.g. at least one photo of each open-for-use charger showing BAAQMD logo.

Special Conditions:

- By February 27, 2027, SFRPD must provide evidence of full funding for this project (namely Prop L funds (anticipated SFCTA action July 28, 2026) and PG&E funds (anticipated Board of Supervisors action in July 2026)) or we may cancel it and make these funds available through the FY27/28 call for projects.

Notes:

- Deliverables shall be submitted through the Transportation Authority's online grants portal at <https://portal.sfcta.org/>.
- All required forms are available at <https://www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors>

Visitation Ave Pedestrian and Bicycle Improvement Project

New multi-use path
Connecting Visitation Ave to Sunnydale and Herz Rec Center

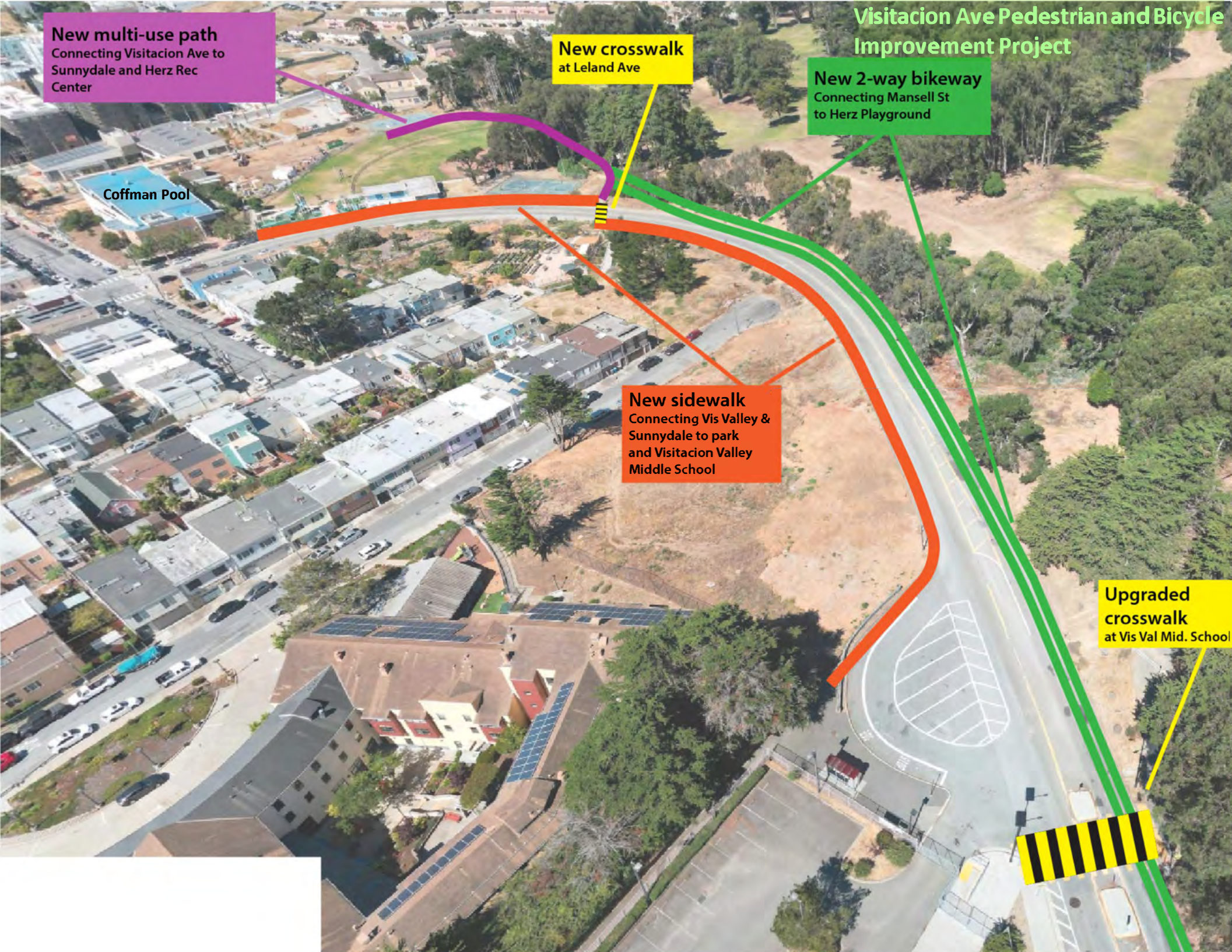
New crosswalk
at Leland Ave

New 2-way bikeway
Connecting Mansell St to Herz Playground

New sidewalk
Connecting Vis Valley & Sunnydale to park and Visitation Valley Middle School

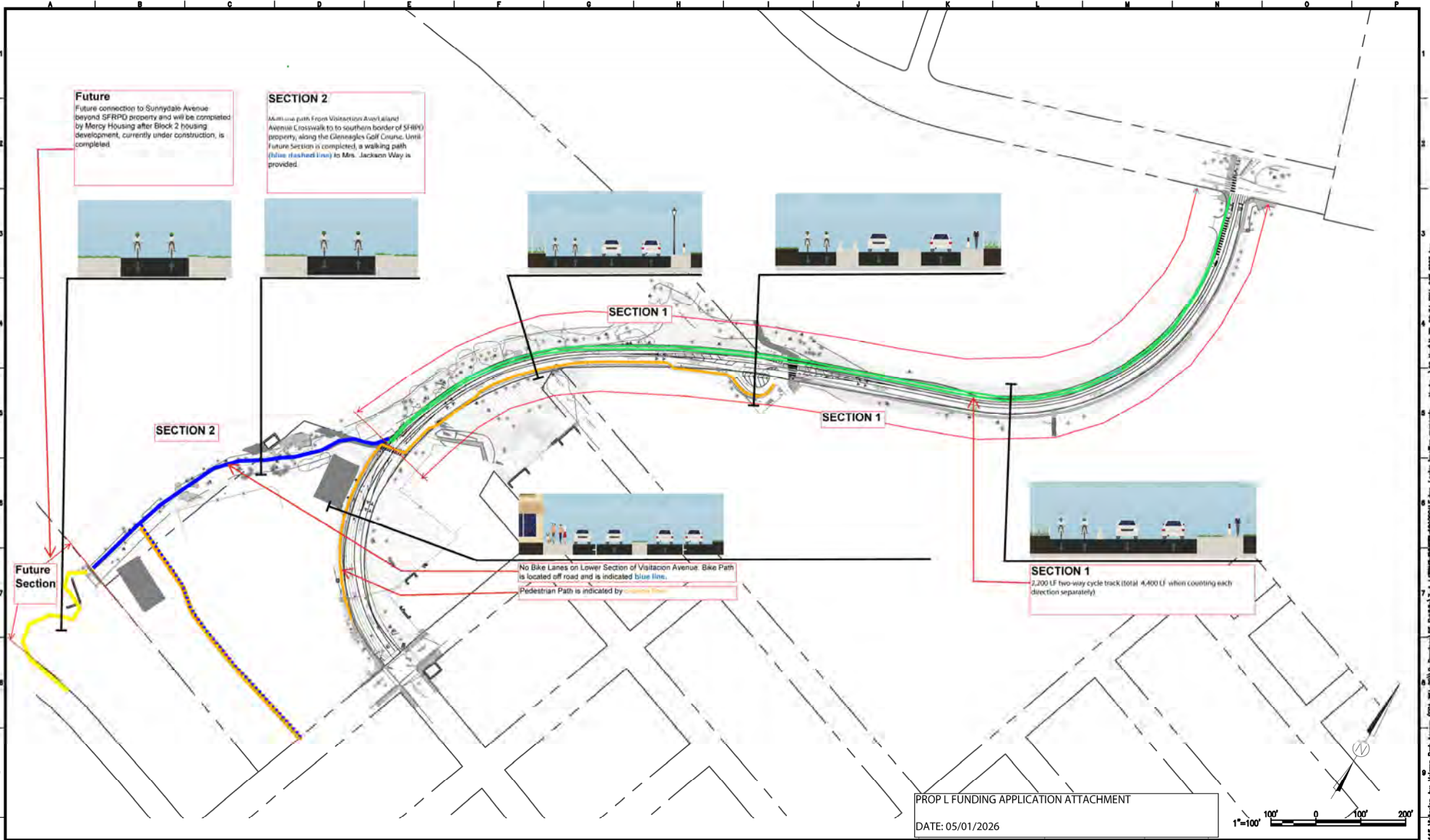
Upgraded crosswalk
at Vis Val Mid. School

Coffman Pool



Current Visitation Ave and Leland Ave showing lack of sidewalk along Visitation Avenue and lack of a crosswalk leading to multi-use path





PROP L FUNDING APPLICATION ATTACHMENT

DATE: 05/01/2026

NO.	DATE	DESCRIPTION	BY	APP.
THIS DRAWING WAS LAST MODIFIED: 05/01/24 21:00, BY: [redacted]				

REFERENCE INFORMATION & FILE NO. OF SURVEYS



BUREAU OF ENGINEERING
 CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
 40 SOUTH VAN NESS AVENUE, SUITE 510
 SAN FRANCISCO, CA 94103

Designer Name:	DEBORA GALLERIE	Date:	
Designer License No.:	15878		

DESIGNED:	DATE:
LM	09/24
DRAWN:	DATE:
LM	09/24
CHECKED:	DATE:
TM	09/24



SCALE:	1" = 100'
SHEET OF SHEETS:	1 OF 1

VISITATION AVENUE PEDESTRIAN AND BICYCLE SAFETY IMPROVEMENTS PROJECT

EXHIBIT

SOURCING EVENT ID:	0000000000
DRAWING NO.:	7-1
FILE NO.:	
REV. NO.:	

**Fiscal Year 2026/27 Transportation Fund for Clean Air
Project Information Form**



Project Name:	School Parking for Bikes, Scooters, and Skateboards		
Implementing Agency:	San Francisco Municipal Transportation Agency (SFMTA)		
Project Location:	AB617 Planning Area in Southeast San Francisco		
Supervisory District(s):	9, 10	TFCA Proj. Number:	<i>SFCTA assigns</i>
Project Manager:	John Knox White		
Contact Information	Email: John.KnoxWhite@sfmta.com	Phone:	415-646-2421
Partner Agencies (incl. staff contact):	SFUSD		
Brief Project Description (50 words max):	SFMTA would propose to work with SFUSD and, potentially, other established non-SFUSD schools in the AB617 Planning Area in southeast San Francisco, to identify interest for the parking of a minimum of 154 Bikes, Scooters and Skateboards on school property. The District/School would be responsible for installing the racks and as necessary, SFMTA will contract with the district to reimburse them for implementation costs. SFMTA will use existing Agency funds for the initial outreach to schools, leveraging funds to maximize the outcomes of this program. Engagement with the school community will include the District Offices and schools, PTAs and Parent/Family groups, local electeds, and community members.		
Type of Environmental Clearance:	Categorical Exemption		

DETAILED SCOPE:

Please submit Detailed Scope as a separate Word document.

PROJECT INFORMATION:

Describe benefits to Equity Priority Communities and/or disadvantaged populations.

Project will encourage use of zero emissions transportation modes for students, parents, and school employees within the AB617 planning area in southeast San Francisco and encompassing the Bayview and Hunters Point neighborhoods. This area was identified through the Air District's Community Health Protection Program as an area disproportionately impacted by air quality issues. The focus of this program is to reduce exposure in communities most impacted by air pollution.

Potential school locations located in the AB617 planning area that could benefit from this project include:

- Starr King Elementary
- Bryant Elementary
- Paul Revere Elementary
- MLK Middle
- ER Taylor Elementary
- El Dorado Elementary
- Viz Valley Elementary
- Bret Hart Elementary
- Charles Drew Elementary
- Marshall High
- Willie Brown Middle
- George Washington Carver Elementary
- Malcolm X Elementary
- Kipp SF College Prep

**Fiscal Year 2026/27 Transportation Fund for Clean Air
Project Information Form**



Demonstrate community support (e.g. cite a community-based transportation plan, outreach conducted and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor or a community-based organization).

SFMTA outreach and feedback from organizations, including the Transportation Authority's Community Advisory Committee, has found demand for additional parking options at school sites. SFMTA plans further engagement with District Offices and schools, PTAs and Parent/Family groups, local electeds, and community members to identify specific schools and parking needs that can be met by this project.

Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.

NA

NOTE: Cost-effectiveness worksheets are required for all project types, available at sfcta.org/tfca.

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	School Parking for Bikes, Scooters, and Skateboards
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SCHEDULE Phase/Milestone	Status	Start Date		End Date	
	% Complete as of 4/17/26	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	0%				
Environmental Studies (PA&ED)	100%				
Design Engineering (PS&E)	100%				
Right-of-Way	100%				
Advertise Construction	100%				
Start Construction or Procurement (e.g. award contract)	0%	Jan	2027	Dec	2028
Open for Use	N/A	N/A	N/A	Dec	2028
Final Report Due Date (Project completion):	3/31/2029				

PROJECT COST ESTIMATE Phase	Cost	Funding Source by Phase			
		TFCA	Non-Public Funds	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0				
Environmental Studies (PA&ED)	\$0				
Design Engineering (PS&E)	\$0				
Procurement	\$0				
Construction	\$127,750	\$127,750			SFMTA estimate based on other parking projects
TOTAL COST	\$127,750	\$127,750			

TFCA EXPENDITURES BY FISCAL YEAR (REQUESTED CASH FLOW)

All Phases	26/27	27/28	28/29	29/30	30/31	Total
TFCA	\$60,000	\$67,750	\$0	\$0	\$0	\$127,750

FUNDING PLAN

Funding Source and Status	Planned	Programmed	Allocated	Total
TFCA	\$127,750			\$127,750
Specify Source of Other Funds	\$0			\$0
Specify Source of Non-Public Funds (if applicable)				\$0
TOTAL FUNDING	\$127,750			\$127,750

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	School Parking for Bikes, Scooters, and Skateboards
Sponsor Agency:	San Francisco Municipal Transportation Agency (SFMTA)
TFCA Project Number:	SFCTA assigns

TRANSPORTATION AUTHORITY RECOMMENDATION

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY26/27	\$60,000	47%	\$67,750
FY27/28	\$67,750	53%	\$0
FY28/29		0%	\$0
FY29/30		0%	\$0
FY30/31		0%	\$0
Total:	\$127,750		

Resolution:

Date:

Deliverables:

- 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 TFCA Funding Agreement.
- By March 31, 2029, submit Post-Project Cost-Effectiveness Worksheet and evidence of TFCA and Transportation Authority attribution. Also submit a list of rack locations and number of racks at each, as well as 2-3 photos of installed racks showing BAAQMD logo.

Special Conditions:

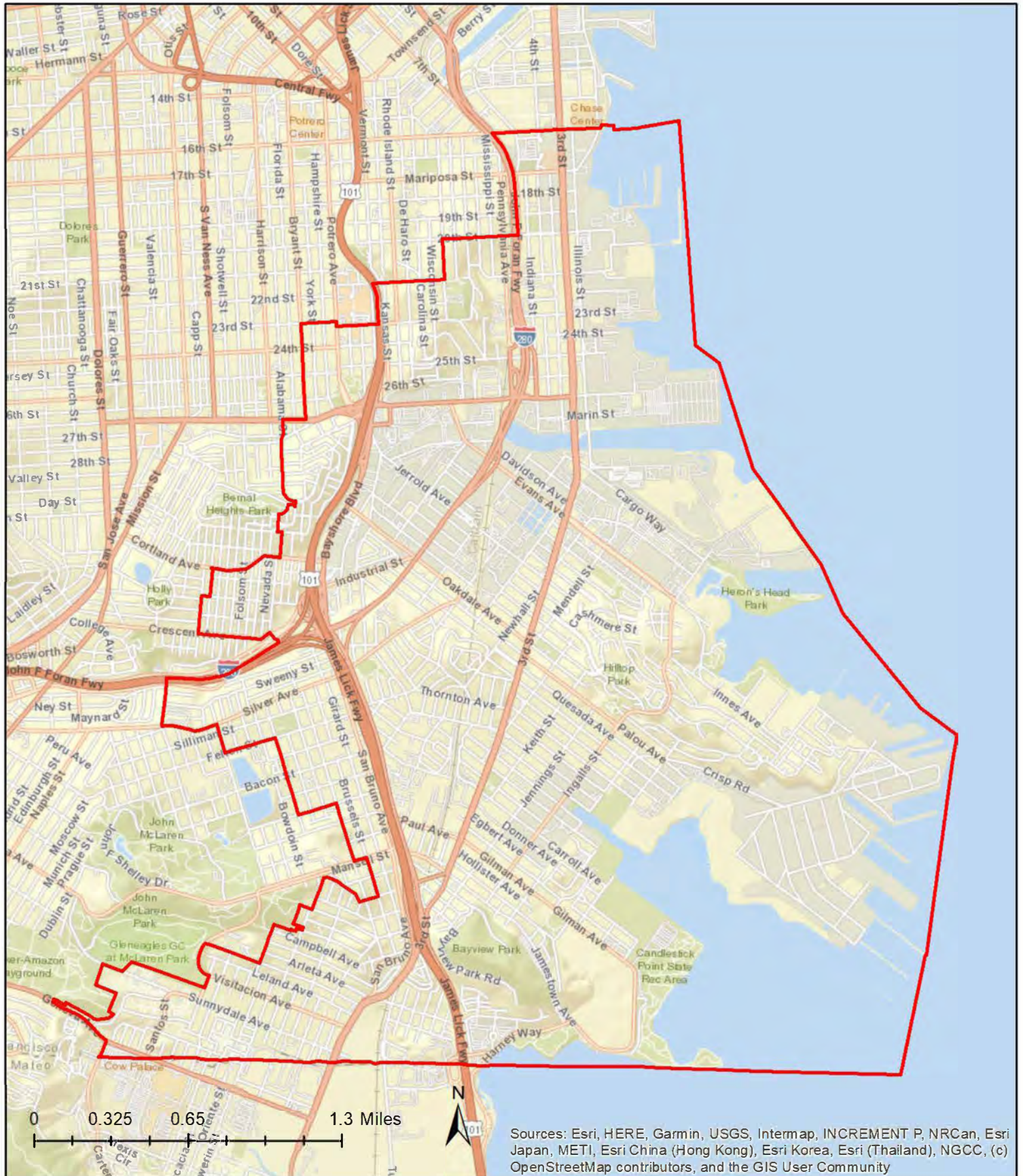
- TFCA funds approved for this project are only eligible for expenses incurred related to installation of improvements located within the AB617 Planning Area in southeast San Francisco (see attached map).
- TFCA funding for scooter and skateboard parking is conditioned upon confirmation of eligibility by Bay Area Air District.

Notes:

- Deliverables shall be submitted through the Transportation Authority's online grants portal at <https://portal.sfcta.org/>.
- All required forms are available at <https://www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors>

AB617 Planning Area for Bayview Hunters Point/Southeast San Francisco

 BVHP Boundary (Final)



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Emergency Ride Home		
Implementing Agency:	San Francisco Municipal Transportation Agency (SFMTA)		
Project Location:	San Francisco		
Supervisory District(s):	San Francisco (all)	TFCA Proj. Number:	<i>SFCTA assigns</i>
Project Manager:	Paul Bignardi		
Contact Information	Email:	Phone:	
	Paul.Bignardi@sfmta.com		
Partner Agencies (incl. staff contact):	N/A		
Brief Project Description (50 words max):	The Emergency Ride Home (ERH) program furthers San Francisco's Transit First Policy and Climate Action Plan by incentivizing commuters' usage of sustainable commute modes via a subsidized ride home in the event of a personal emergency.		
Type of Environmental Clearance:			

DETAILED SCOPE:
Please submit Detailed Scope as a separate Word document.

PROJECT INFORMATION:

Describe benefits to Equity Priority Communities and/or disadvantaged populations.

Equity Priority Communities (EPC) are a key target audience in the outreach and community engagement strategies of the Emergency Ride Home (ERH) program. During this grant cycle, the program will continue to focus on audiences with Limited English Proficiency, parents and guardians, and affordable housing residents in SF's EPCs. Throughout community listening sessions, interviews, events, and Parent Teacher Association (PTA) meetings conducted across various EPCs in SF, residents have consistently emphasized the importance of the safety net provided by ERH to workers, the language accessibility of the program, and the breadth of emergencies covered. SFMTA will promote the program and invite feedback from EPC residents with the goal of making the program more accessible and relevant to historically underserved communities.

Demonstrate community support (e.g. cite a community-based transportation plan, outreach conducted and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor or a community-based organization).

Emergency Ride Home is an ongoing program critical to supporting San Francisco in reaching its sustainable transportation goals through a reduction in vehicle miles traveled. The program is listed as a key implementation strategy in the San Francisco Transportation Demand Management (TDM) Plan, which is created and managed by the SFCTA, Environment Department, SFMTA, and SF Planning Department. Community support for the Emergency Ride Home program was also highlighted as a key resource and benefit to Equity Priority Community members in the Community Feedback Report on Transportation Choices and the Emergency Ride Home Program shared with the SFCTA, SFMTA, and Commission on the Environment in August of 2025.

Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.

N/A

NOTE: Cost-effectiveness worksheets are required for all project types, available at sfcta.org/tfca.

San Francisco Emergency Ride Home

Program Scope

Transportation Fund for Clean Air – Call for Projects

San Francisco Municipal Transportation Agency (SFMTA)

Project Summary

The Emergency Ride Home (ERH) program advances San Francisco’s Transit First Policy and helps the City meet its goal of reducing greenhouse gas emissions 80% below 1990 levels by 2040. It promotes sustainable commuting by offering a subsidized ride home in the event of a personal emergency, reducing reliance on driving alone and encouraging walking, biking, taking public transit, carpooling and vanpooling. Overall, the ERH program is a cost-effective program to support transportation mode-shift.

Administered by the San Francisco Environment (SFE) for over a decade, the ERH program is a key implementation strategy in the [San Francisco Transportation Demand Management \(TDM\) Plan](#), and it is available to anyone who commutes to a workplace in San Francisco.

Starting this program cycle, program administration is transitioning from SFE to SFMTA.

In Spring of 2025, SFE developed and hosted a multi-lingual community listening session and a series of one-on-one interviews with community leaders to better understand the commuting patterns and transportation decision-making of San Francisco residents, particularly those who drive and live in [Equity Priority Communities](#) – areas that are or have historically been underserved. SFE’s primary goal was to identify barriers to using sustainable transportation, understand trusted outreach channels, and gather input on improving the ERH program.

The community feedback confirmed that the ERH program plays an important role in reducing concerns about being stranded - or significantly delayed – particularly in an event of an emergency. The program gives commuters the confidence to try other transportation modes than driving. Within these underserved communities, the most cost-effective channels for spreading program awareness were identified and echoed across the various community leader interviews and listening sessions.

By analyzing the sources of website visits and the various feedback mentioned above, SFE also found that most people learn about the ERH program –and other commuter programs - through a combination of word of mouth and direct engagement with existing community networks such as resource centers, schools, employers, and local agencies already providing the public with frequently used services. SFE also identified a greater openness to shifting modes among drivers who were already familiar with or currently using other modes for some of their trips versus drivers who had little to no experience using non-driving modes to get around San Francisco. This was consistent with findings from the Metropolitan Transportation Commission’s (MTC) “Incentivizing Active & Shared Transportation Pilot Program.” Notably, MTC’s pilot identified drivers who are open to behavior change – termed as “nudgeable drivers” - and highlighted their identifiable personas

and travel patterns, which included owning a bicycle and living in proximity to a transit stop or station.

Given these findings, SFMTA will continue prioritizing on-the-ground approach to further engage equity priority communities, build trust and community buy-in, and identify improvements in alignment with the next iteration of the SF TDM Plan. This includes engaging with affordable housing service providers, community resource centers/network, schools in the San Francisco Unified School District (SFUSD) and their parent-teacher associations, equity-focused bike programs, local bike retailers, and SFE's Environment Now outreach team.

SFMTA will use these engagement opportunities to promote the ERH program. Tactics include tabling at their events and distributing marketing materials. SFMTA will also maintain a collaborative relationship with SFE and other partners to help collect feedback on program design and promotion strategies.

To maximize impact, SFMTA will focus on “nudgeable drivers,” particularly those living and working in Equity Priority Communities with higher vehicle miles traveled and single occupancy vehicle trips. Communities include the Bayview-Hunter's Point, Excelsior, Visitacion Valley, and Outer Mission. In addition to community partners, SFMTA's efforts will expand engagements with bicycle shops and administrators of bicycle incentive programs, employer TDM services, and community advocates.

Finally, SFMTA will also continue to partner with regional TDM partners including BART, Caltrain, Ferry operators, sister Guaranteed/ERH programs, and MTC, to help coordinate cross-county collaboration, since many commuters regularly cross county lines.

Below are the budget allocations for this grant proposal:

- \$56,999 for SFMTA labor to cover program administration, outreach, customer service, reimbursement processing, and partnership coordination.
- \$4,500 for program ride reimbursements.
- \$1,000 for reimbursement form management software licensing fees.
- \$2,000 for event tabling fees and outreach partnerships with CBOs.
- \$6,000 for printing collateral including flyers, business cards, post cards, trifold, and Muni interior bus cards.
- \$4,000 for translation of new materials, updates to web content, and to comply with new threshold languages identified by San Francisco's Language Access Ordinance.

Please see the attached budget included in the TFCA Project Info Form for a more detailed breakdown of funding allocation.

Associated Tasks and Project Deliverables

For budget details associated with each task below, please refer to the budget outlined in the TFCA Project Info Form.

Task 1 - TFCA Administration: Program Evaluation and Reporting (Ongoing)

SFMTA staff will evaluate and report on the effectiveness of the ERH program. It will use reimbursement data and website traffic metrics to track the number of program participants and level of awareness. With each reimbursement request, participants will be asked questions regarding program usage and typical commute modes, among others. SFMTA will also track engagement numbers across different outreach efforts, such as tabling engagements at community events, attendance at workshops and presentations, and relevant campaign metrics. All data will be provided in quarterly and annual reports to the San Francisco County Transportation Authority (SFCTA).

Task 2 - Program Management (Ongoing)

SFMTA will administer the reimbursement process, including verifying that each reimbursement request meets reimbursement criteria. Reimbursement payments will be made via check mailed to participants. SFMTA staff will provide customer service to program participants to manage any issues, questions, or concerns that may arise.

Task 3 - Outreach & Engagement

The program will build on activities completed in the FY 2026-27 grant cycle. Key outreach audiences will continue to include, but not be limited to:

- Parents and caregivers of SFUSD students and children in daycare.
- SFUSD teachers and administrators.
- Community-based organizations (CBO) that can support outreach to people who live and work in Equity Priority Communities.
- Multi-lingual communities (Including monolingual residents and those with limited English proficiency).
- Businesses, specifically small- to medium-sized organizations reachable through partnerships with the San Francisco Office of Workforce Development, employer TDM programs, the San Francisco Green Business program, and employers reporting to the SF Commuter Benefits Ordinance.
- Large organizations, employers, and institutions in SF participating in the Clipper BayPass Program and/or the 511 Bay Area Commuter Benefits Program.
- San Francisco bicycle riders/owners through SFPUC's Electrify My Ride Program, SF Bike Coalition, Lyft's Bay Wheels program, and local bike shops, primarily in Equity Priority Communities.
- Infrequent transit riders who might be riding Muni Metro, Caltrain, BART, or ferries to entertainment venues and events in the City (such as ball games, concerts, or large parades).
- Affordable housing community members.
- City and County of San Francisco employees.
- Community-Based Organizations serving families in under-resourced communities.
- Public facing city departments such as local branch libraries, Rec & Park centers, and District Supervisors' offices.

Ongoing Marketing & Outreach (Ongoing): SFMTA will continue to promote the ERH program through its existing marketing and outreach channels, such as SFMTA.com, SFEnvironment.org, social media channels, public facing tabling and outreach events, and commuter benefits presentations to employees of the City and County of San Francisco (City).

SFMTA will also continue to collaborate with City partners, businesses, and community partners for cross-promotion via digital channels and at relevant events and programs. Proposed budgeted costs associated with this work include up to \$6,000 for printing physical collateral (such as interior Muni bus cards, tear sheets, and tip cards) and \$2,000 to pay for event tabling fees at relevant community events and/or costs of partnering with certain CBOs to conduct targeted outreach with hard-to-reach audiences.

Translations: \$ 4,000 are allocated to cover the costs of translating updated web content and intake/submission forms, newly developed promotional materials including as flyers, business cards, trifolds, and presentations, and translating existing materials to comply with the introduction of any new threshold language determined by San Francisco’s Language Access Ordinance.

Program Deliverables:

- Task 1: Quarterly and annual reports submitted to SFCTA
- Task 2: Reimbursement processing and customer service support
- Task 3: Ongoing outreach and engagement

High-level Project Schedule and Delivery Milestones:

Phase	Description	Start	End
1	Task 1 - TFCA Administration: Program Evaluation and Reporting	April 2027	April 2028
2	Task 2 - Program Management	April 2027	March 2028
3	Task 3 - Outreach and Engagement	April 2027	March 2028

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Emergency Ride Home
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SCHEDULE Phase/Milestone	Status	Start Date		End Date	
	% Complete as of 4/17/26	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering					
Environmental Studies (PA&ED)					
Design Engineering (PS&E)					
Right-of-Way					
Advertise Construction					
Start Construction or Procurement (e.g. award contract)	0%	April	2027	March	2028
Open for Use	N/A	N/A	N/A		
Final Report Due Date (Project completion):	June 30, 2028				

PROJECT COST ESTIMATE Phase	Cost	Funding Source by Phase			Source of Cost Estimate
		TFCA	Non-Public Funds	Other	
Planning/Conceptual Engineering	\$0				
Environmental Studies (PA&ED)	\$0				
Design Engineering (PS&E)	\$0				
Right-of-Way	\$0				
Construction	\$74,499	\$74,499			Based on prior years of program administration
TOTAL COST	\$74,499	\$74,499	\$0	\$0	

TFCA EXPENDITURES BY FISCAL YEAR (REQUESTED CASH FLOW)				
All Phases	26/27	27/28	28/29	Total
TFCA	\$18,625	\$55,874	\$0	\$74,499

FUNDING PLAN				
Funding Source and Status	Planned	Programmed	Allocated	Total
TFCA	\$74,499			\$74,499
Specify Source of Other Funds				\$0
Specify Source of Non-Public Funds (if applicable)				\$0
TOTAL FUNDING	\$74,499	\$0	\$0	\$74,499

Emergency Ride Home
SFMTA - FY 2026-2027 TFCA Budget
 April 2027-March 2028

	Task 1 TFCA Admin	Task 2 Program Management	Task 3 Outreach & Engagement	Totals
Labor/salary	\$ 1,543	\$ 5,647	\$ 16,364	\$ 23,553
Fringe	\$ 638	\$ 2,431	\$ 7,377	\$ 10,446
Indirect	\$ 1,552	\$ 5,587	\$ 15,860	\$ 23,000
<i>Labor Total</i>	\$ 3,733	\$ 13,665	\$ 39,601	\$ 56,999

ERH Reimbursements		\$ 4,500		\$ 4,500
Software licensing fees		\$ 1,000		\$ 1,000
CBO partnerships and tabling fees			\$ 2,000	\$ 2,000
Printing			\$ 6,000	\$ 6,000
Translation			\$ 4,000	\$ 4,000

	Task 1	Task 2	Task 3	Grant Total
Totals	\$ 3,733	\$ 19,165	\$ 51,601	\$ 74,499

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Emergency Ride Home
Sponsor Agency:	San Francisco Municipal Transportation Agency (SFMTA)
TFCA Project Number:	SFCTA assigns

TRANSPORTATION AUTHORITY RECOMMENDATION

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY26/27	\$18,625	25%	\$55,874
FY27/28	\$55,874	75%	\$0
FY28/29		0%	
Total:	\$74,499		

Resolution:

Date:

Deliverables:

- 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 TFCA Funding Agreement.
- By March 31, 2028, submit cost effectiveness worksheet and evidence of TFCA and Transportation Authority attribution. Include e.g. at least one photo of each open-for-use charger showing BAAQMD logo.

Notes:

- The start date for work under this grant will be April 1, 2027. No costs incurred earlier than this date will be reimbursed.
- Deliverables shall be submitted through the Transportation Authority's online grants portal at <https://portal.sfcta.org/>.
- All required forms are available at <https://www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors>

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Treasure Island Bikeshare Pilot Expansion		
Implementing Agency:	TIMMA		
Project Location:	Treasure Island & Yerba Buena Island		
Supervisorial District(s):	6	TFCA Proj. Number:	<i>SFCTA assigns</i>
Project Manager:	Suany Chough		
Contact Information	Email: suany.chough@sfcta.org	Phone:	415-522-4830
Partner Agencies (incl. staff contact):	SFMTA, MTC, TIDA		
Brief Project Description (50 words max):	This project supports the expansion of the bikeshare pilot on Treasure Island and Yerba Buena Island with the addition of 20 new e-bikes to the system, and supports operations of those bikes for two more years. This pilot was initiated with TFCA funds awarded in FY 25/26.		
Type of Environmental Clearance:	None		

DETAILED SCOPE:

Please submit Detailed Scope as a separate Word document.

Guidance: Describe project location, purpose, and need, including target population of the project; describe how outcomes of the project will be evaluated. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project scope and show whether bicycle projects intersect with the AB617 planning area.

Project Type Specific Guidance:

- For First- and Last-Mile Connections, indicate the hours of operation, frequency of service, and transit station and employment sites/area served to ensure compliance with Air District policies.
- For heavy-duty vehicle projects, provide the relevant CARB Executive Orders.
- For smart growth projects, provide title and approval date of the originating plan.
- Bicycle projects must be included in an adopted countywide bicycle plan or congestion management program.

PROJECT INFORMATION:

Describe benefits to Equity Priority Communities and/or disadvantaged populations.

Treasure Island has been identified by SFCTA and MTC as an Equity Priority Community and is also a state-designated Disadvantaged Community. A critical challenge facing current residents of TI is the lack of affordable and environmentally clean transportation options. Bikeshare will provide residents with another transportation option on-island. Bikeshare can also help residents make first mile-last mile connections to public transit to bring them off the island, such as the Muni 25 line and the Treasure Island ferry providing service to mainland San Francisco, to access jobs, schools, health care, and other essential services.

Demonstrate community support (e.g. cite a community-based transportation plan, outreach conducted and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor or a community-based organization).

In 2021-22, the San Francisco County Transportation Authority (SFCTA) and One Treasure Island (One TI) co-led the Treasure Island Supplemental Transportation Study (TI STS) and Action Plan to identify current residents' top priority transport needs. Community feedback from the TI STS found that residents would like to see more bicycles on Treasure Island and about half of survey respondents in STS outreach expressed interest in using bikeshare if it were available on TI.

Detailed Scope

Treasure Island is being transformed from a small residential community and former military base to a new mixed-use, mixed-income, transit-oriented neighborhood with 8,000 new residential units planned for the next ten to fifteen years, 27 percent of them affordable. The Treasure Island Transportation Implementation Plan (TITIP), approved along with the Development Agreement in 2011, outlines a program of mobility improvements including expanded transit, congestion management, and transportation demand measures to achieve a goal of 50% of future trips on the island being made by walking, biking, or transit. Treasure Island is a priority population as defined by AB 1550 low-income communities.

The target population for this project is current residents of Treasure Island. Currently, Treasure Island is home to about 2,000 residents who are predominantly low-income, BIPOC households, many of whom have experienced homelessness. The primary concern of current residents is that TI continues to be an equitable, inclusive, and thriving community as higher income households move in.

In 2021-22, the San Francisco County Transportation Authority (SFCTA) and One Treasure Island (One TI) co-led the Treasure Island Supplemental Transportation Study (TI STS) and Action Plan to identify current residents' top priority transport needs. Community feedback from the TI STS found that residents would like to see more bicycles on Treasure Island and about half of survey respondents in STS outreach expressed interest in using bikeshare if it were available on TI. In 2026, the Bay Wheels bikeshare system expanded to TI and YBI with seven stations and 30 e-bikes as a pilot program. This project will expand the bikeshare pilot further to include 20 new e-bikes. The project will fund the capital cost of 20 new e-bikes, docks and two new charging stations for e-bikes; the electrification costs to set up charging stations; and operations of the 20 new e-bikes for two years. Charging stations allow e-bikes to charge at the station, rather than requiring Bay Wheels staff to swap out depleted e-bike batteries for fully charged batteries. This allows Treasure Island to receive a lower operating cost compared to other Bay Wheels expansion cities.

In San Francisco, bikeshare has been shown to reduce trips taken in personal vehicles and provide first mile-last mile connections to public transit. In this project, we will use publicly available Bay Wheels ridership data to evaluate the impact of bikeshare usage on personal vehicle usage and vehicle miles traveled. We will analyze Bay Wheels ridership data for total bikeshare ridership on TI and average trip length.

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Treasure Island Bikeshare Pilot Expansion
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SCHEDULE Phase/Milestone	Status	Start Date		End Date	
	% Complete as of 4/17/26	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering					
Environmental Studies (PA&ED)					
Design Engineering (PS&E)					
Right-of-Way					
Advertise Construction					
Start Construction or Procurement (e.g. award contract)	0%	November	2026	January	2027
Open for Use	N/A	N/A	N/A	January	2027
Operations	0%	January	2027	July	2029
Final Report Due Date (Project completion):	9/30/2029				

PROJECT COST ESTIMATE Phase	Cost	Funding Source by Phase			Source of Cost Estimate
		TFCA	Non-Public Funds	Other	
Planning/Conceptual Engineering					
Environmental Studies (PA&ED)					
Design Engineering (PS&E)					
Right-of-Way					
Construction	\$293,532	\$293,532			2025 cost estimate + escalation and 100k allowance for station electrification
Operations	\$95,162	\$95,162			2025 cost estimate + escalation
TOTAL COST	\$388,694	\$388,694	\$0	\$0	

TFCA EXPENDITURES BY FISCAL YEAR (REQUESTED CASH FLOW)

All Phases	26/27	27/28	Total
TFCA	\$342,000	\$46,694	\$388,694

FUNDING PLAN

Funding Source and Status	Planned	Programmed	Allocated	Total
TFCA	\$388,694			\$388,694
Specify Source of Other Funds				
Specify Source of Non-Public Funds (if applicable)				
TOTAL FUNDING	\$388,694	\$0	\$0	\$388,694

Treasure Island Bikeshare Budget - Phase 2 for TFCA

Item	Unit Cost	Quantity	Total	Notes
CAPITAL				
E-bikes	\$4,111	20	\$82,224	All capital and operating costs escalated by 20% from FY 25 costs (provided by Lyft)
Battery spares (1 spare battery for every two bikes)	\$584	10	\$5,844	
Charging docks	\$2,652	32	\$84,864	Lyft recommends 1.6 docks per bike
Installation cost for charging stations (locations TBD)	\$6,600	2	\$13,200	32 docks will be installed into 2 new stations on TI, locations TBD
Electrification allowance for 2 charging stations	\$100,000	1	\$100,000	
Contingency (9% cost of bikes)	\$82,224	0.09	\$7,400	
CAPITAL SUB-TOTAL			\$293,532	
OPERATING				
Operating cost per dock per month, FY 26	\$ 112.64	12	\$ 43,255.30	Annual operating cost for 32 docks
Operating cost per dock per month, FY 27	\$ 135.17	12	\$ 51,906.36	Annual operating cost for 32 docks
OPERATING SUB-TOTAL			\$ 95,161.65	
TOTAL			\$388,693.81	

**Fiscal Year 2026/27 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Treasure Island Bikeshare Pilot Expansion	
Sponsor Agency:	TIMMA	
TFCA Project Number:	SFCTA assigns	

TRANSPORTATION AUTHORITY RECOMMENDATION

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY26/27	\$342,000	88%	\$46,694
FY27/28	\$46,694	12%	\$0
FY28/29		0%	
Total:	\$388,694		

Resolution:

Date:

Deliverables:

1. Monthly progress reports shall include % complete to date, description of progress securing full funding, description of progress entering into contract with a bike share operator, photos of work being performed, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior month, work anticipated to be performed in the upcoming month, and any issues that may impact delivery, in addition to all other requirements described in the TFCA Funding Agreement.
2. By September 30, 2029, submit Post-Project Cost-Effectiveness Worksheet and evidence of TFCA and Transportation Authority attribution. Include e.g. at least one photo of each open-for-use bike share station showing BAAQMD logo.

Special Conditions:

1. TIMMA shall provide monthly progress reports until the project commences, with updates on obtaining full funding for the project, progress towards executing an amended bikeshare provider contract, and any other issues that may impact project delivery.

Notes:

1. Deliverables shall be submitted through the Transportation Authority's online grants portal at <https://portal.sfcta.org/>.
2. All required forms are available at <https://www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors>

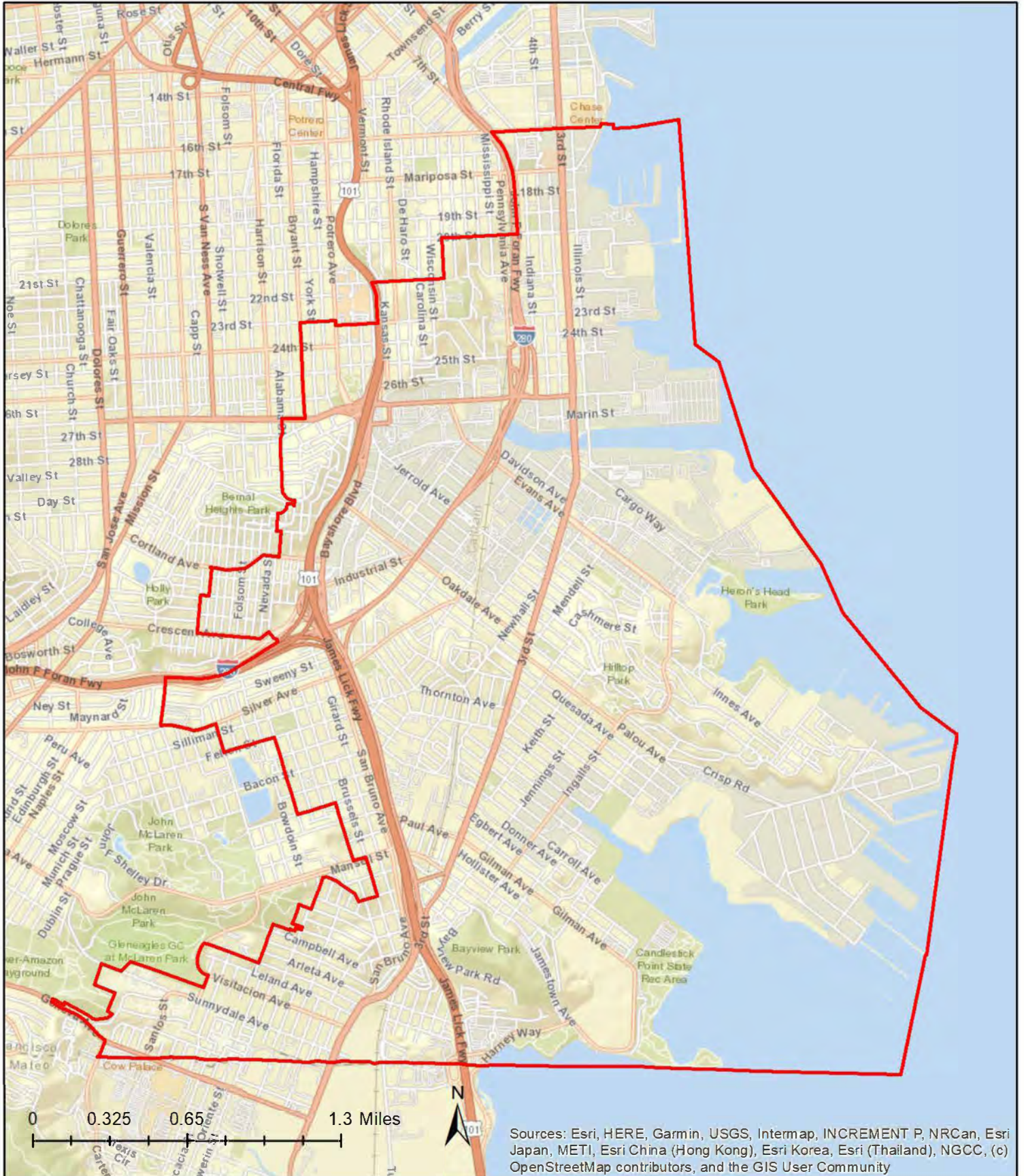
Potential expansion station location:
residential neighborhood

Potential expansion station location:
Sherry Williams
Community Center



AB617 Planning Area for Bayview Hunters Point/Southeast San Francisco

 BVHP Boundary (Final)



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