



**San Francisco
County Transportation
Authority**

BD060926

RESOLUTION NO. 26-62

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

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

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

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

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

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

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



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

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

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

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

Attachments:

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



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The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 23rd day of June 2026, by the following votes:

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

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

DocuSigned by:

C3882B7D874248C... 7/10/2026
Myrna Melgar Date
Chair

ATTEST:

DocuSigned by:

FFD2526AB8BE49B... 7/13/2026
Tilly Chang Date
Executive Director

Attachment 1

Proposed Work Program

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

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

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

EXECUTIVE DIVISION

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

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

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

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

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

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

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

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

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

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

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Planning Activities

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

Congestion Management Activities

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

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

SFTP Implementation and Board Support

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

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

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

Long Range, Countywide, and Inter-Jurisdictional Planning

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

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

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

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

Transportation Forecasting, Data and Analysis

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

FUND

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DELIVER

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

Transportation Authority - Lead Construction:

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

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

Transportation Authority - Lead Project Development:

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

Attachment 1

Proposed Work Program

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

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

Transportation Authority - Project Delivery Support and Oversight:

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

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

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

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Proposed Work Program

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

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

TRANSPARENCY AND ACCOUNTABILITY

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

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

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Proposed Work Program

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

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

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

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

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

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

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

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

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

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

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Proposed Work Program

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

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

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

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



**San Francisco
County Transportation
Authority**

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

	Proposed Annual Budget by Fund						Proposed Fiscal Year 2026/27 Annual Budget
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
Revenues:							
Sales Tax Revenues	\$ 115,432,794	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,432,794
Vehicle Registration Fee	-	-	-	4,546,000	-	-	4,546,000
Traffic Congestion Mitigation Tax	-	-	-	-	-	9,800,000	9,800,000
Interest Income	1,035,418	-	856	12,905	-	1,467,888	2,517,067
Program Revenues	-	57,606,022	2,334,917	-	2,249,961	-	62,190,900
Total Revenues	116,468,212	57,606,022	2,335,773	4,558,905	2,249,961	11,267,888	194,486,761
Expenditures:							
Capital Project Costs	132,715,989	56,897,706	920,000	7,500,000	1,369,763	9,100,000	208,503,458
Administrative Operating Costs	9,694,362	4,343,740	145,898	260,499	1,044,174	241,597	15,730,270
Debt Service Costs	27,331,433	-	-	-	-	-	27,331,433
Total Expenditures	169,741,784	61,241,446	1,065,898	7,760,499	2,413,937	9,341,597	251,565,161
Other Financing Sources (Uses):	56,280,576	3,635,424	(79,976)	-	163,976	-	60,000,000
Net change in Fund Balance	\$ 3,007,004	\$ -	\$ 1,189,899	\$ (3,201,594)	\$ -	\$ 1,926,291	\$ 2,921,600
Budgetary Fund Balance, as of July 1	\$ 18,705,359	\$ -	\$ 760,596	\$ 8,634,605	\$ -	\$ 33,019,741	\$ 61,120,301
Budgetary Fund Balance, as of June 30	<u>\$ 21,712,363</u>	<u>\$ -</u>	<u>\$ 1,950,495</u>	<u>\$ 5,433,011</u>	<u>\$ -</u>	<u>\$ 34,946,032</u>	<u>\$ 64,041,901</u>



**San Francisco
County Transportation
Authority**

BD060926

RESOLUTION NO. 26-63

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

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

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

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

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

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

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



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Authority**

BD060926

RESOLUTION NO. 26-63

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

WHEREAS, After reviewing the request, Transportation Authority staff recommended allocating \$180,800 in Prop L funds, with conditions, and appropriating \$49,900 in Prop L funds, with conditions for the subject request, as described in Attachment 3 and detailed in the enclosed allocation request form, which includes staff recommendations for required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

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

WHEREAS, At its May 27, 2026 meeting, the Community Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; now, therefore, be it

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

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

RESOLVED, That the Transportation Authority hereby allocates \$180,800, with conditions, and appropriates \$49,900 in Prop L funds, with conditions, for the Central Subway North Beach Extension Study, as detailed in Attachment 3; and be it further



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RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop L Expenditure Plans, the Prop L Strategic Plan, and the relevant 5YPP; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in Attachment 2; and be it further

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

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

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

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

Attachments:

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



**San Francisco
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RESOLUTION NO. 26-63

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 23rd day of June 2026, by the following votes:

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

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

DocuSigned by:

Myrna Melgar

7/10/2026

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Myrna Melgar
Chair

Date

DocuSigned by:

Tilly Chang

7/13/2026

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ATTEST:

Tilly Chang
Executive Director

Date

Attachment 1: Summary of Requests Received

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

Footnotes

¹ "EP Line No./Program" is the Prop L Expenditure Plan line number referenced in the Prop L Strategic Plan (e.g. Next Generation Transit Investments).

² Acronyms: SFCTA (San Francisco County Transportation Authority) and SFMTA (San Francisco Municipal Transportation Agency).

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

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

Attachment 2: Brief Project Descriptions¹

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

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

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

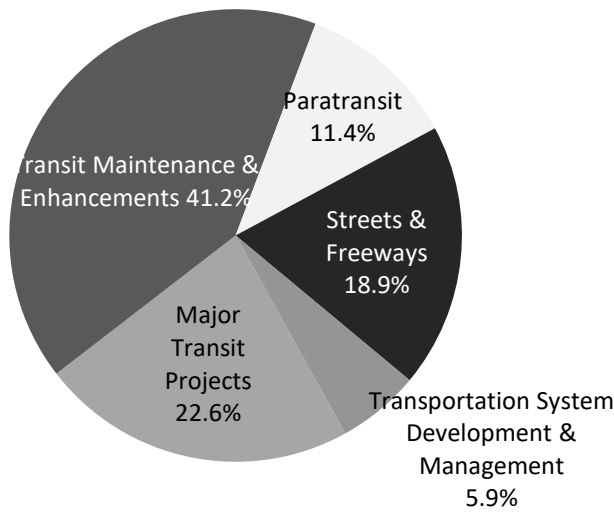
¹ See Attachment 1 for footnotes.

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

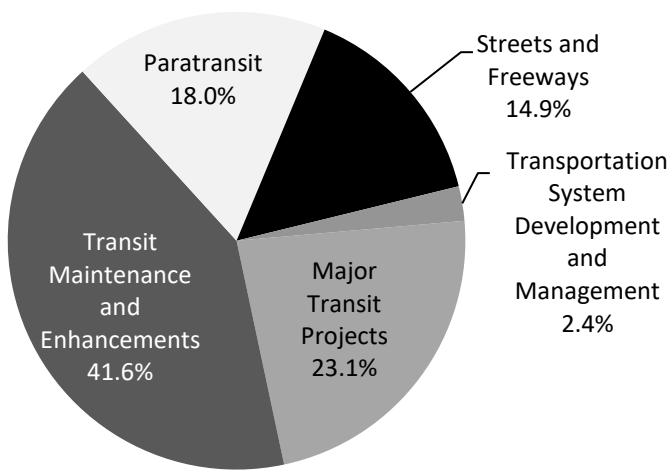
PROP L SALES TAX						
FY 2026/27	Total	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY2030/31
Prior Allocations	\$ 22,651,000	\$ 12,414,000	\$ 8,837,000	\$ 1,400,000	\$ -	\$ -
Current Request(s)	\$ 230,700	\$ 25,000	\$ 205,700	\$ -	\$ -	\$ -
New Total Allocations	\$ 22,881,700	\$ 12,439,000	\$ 9,042,700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

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

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



ATTACHMENT 5

San Francisco County Transportation Authority
Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

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

REQUEST

Brief Project Description

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

Detailed Scope, Project Benefits and Community Outreach

See attached.

Project Location

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

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

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$750,000.00

Justification for Necessary Amendment

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

Central Subway North Beach Extension Study – SFMTA Scope

Background & Past Public Engagement

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

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

Amendment Justification

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

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

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

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

Project benefits

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

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

SFMTA Tasks and Deliverables

Task Outline

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

Scoped Tasks

1. Project management

June 2026 to May 2028

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

Deliverables: Regular project reporting and invoices, consultant task order

2. Internal and interagency coordination and communication

June 2026 to May 2028

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

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

Interagency coordination: this subtask covers coordination with select other

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

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

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

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

June 2026 to October 2027

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

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

This work will be compiled into a technical memo.

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

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

January 2027 to December 2027

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

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

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

5. Next steps

October 2027 to May 2028

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

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

Project map



Central Subway Extension Study

SFCTA Ridership Forecasting and Planning Coordination

SFCTA Scope of Work

Context and Purpose

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

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

Task A - Ridership Forecasting for Central Subway Extension Options

January 2027-December 2027

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

Specific activities for Task A are anticipated as follows:

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

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

Deliverables:

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

Task B - Planning Coordination and Input

June 2026- May 2028

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

Specific activities for Task B are anticipated as follows:

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

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

Deliverables:

- SFCTA comments on Study planning deliverables

Task C - Project Management and Coordination

June 2026- May 2028

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

Deliverables:

- Quarterly grant reporting

San Francisco County Transportation Authority

Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	N/A
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

SFMTA Schedule:

SFMTA Task 1: Project management - June 2026 to May 2028
SFMTA Task 2: Internal and interagency coordination and communication - June 2026 to May 2028
SFMTA Task 3: Conceptual engineering, design and cost estimate for a North Beach-only extension phase - June 2026 to October 2027
SFMTA Task 4: Comparative analysis of a 3 phase (build North Beach station along with additional new stations/tunnel) vs 4 phase (first build North Beach station and begin operation, then build additional new stations/tunnel) extension approach - January 2027 to December 2027
SFMTA Task 5: Next steps - October 2027 to May 2028

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

SFCTA Schedule:

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

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

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

San Francisco County Transportation Authority

Allocation Request Form

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

FUNDING PLAN - FOR CURRENT REQUEST

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

COST SUMMARY

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

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

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

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

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

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

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

Cash Flow Distribution Schedule by Fiscal Year

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

Deliverables

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

Special Conditions

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

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

Notes

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

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

Cash Flow Distribution Schedule by Fiscal Year

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

Deliverables

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

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

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

Special Conditions

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

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

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$230,700
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
EL

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	David Sindel	Kathryn Studwell
Title:	Senior Transit Planner	Grant Administration Manager
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2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
 Next Generation Transit Investments (EP 13)
 Programming and Allocations to Date
 Pending June 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
TBD	ConnectSF and SFTP Follow-on Studies Placeholder ¹	PLAN/CER	Programmed		\$519,300				\$519,300
TBD	ConnectSF and SFTP Follow-on Studies Placeholder	PLAN/CER	Programmed			\$1,500,000			\$1,500,000
TBD	Geary/19th Avenue Subway Project Development	PLAN/CER	Programmed		\$1,500,000				\$1,500,000
SFMTA	Central Subway North Beach Extension Study ¹	PLAN	Pending				\$180,800		\$180,800
SFCTA	Central Subway North Beach Extension Study ¹	PLAN	Pending				\$49,900		\$49,900
Total Programmed in 2023 5YPP				\$0	\$2,019,300	\$1,500,000	\$230,700	\$0	\$3,750,000
Total Allocated and Pending				\$0	\$0	\$0	\$230,700	\$0	\$230,700
Total Unallocated				\$0	\$2,019,300	\$1,500,000	\$0	\$0	\$3,519,300
Total Programmed in 2023 Strategic Plan				\$0	\$2,250,000	\$1,500,000	\$0	\$0	\$3,750,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$230,700	\$230,700	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

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