San Francisco
County Transportation
Authority

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Memorandum

AGENDA ITEM 8

DATE: November 24, 2026

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director of Policy & Programming

SUBJECT: 12/8/2026 Board Meeting: Allocate $3,850,000 in Prop L Funds, with Conditions, for Four Requests

RECOMMENDATION ☐ Information ☒ Action

Allocate $3,200,000 in Prop L funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:

1. School Traffic Calming Program FY27 ($2,000,000)
2. Jane Warner Plaza Near Term Enhancements and Slow Sanchez Signage [NTP] ($450,000)
3. Visitacion Valley and Portola CBTP Implementation ($750,000)

Allocate $650,000 in Prop L funds, with conditions, to San Francisco Public Works (SFPW) for:

4. Oakdale Lighting Improvements Phase 2

SUMMARY

Attachment 1 lists the requests, including phase(s) of work, total cost and leveraging for the requested project phases, and supervisorial district(s). Attachment 2 provides a brief description of the requests. Attachment 3 contains staff recommendations, including any special conditions. With respect to the SFMTA's request for $2 million in Prop L funds for the School Traffic Calming Program, we will continue to utilize an Enhanced Monitoring, Reporting, and Oversight Reporting Protocol (attached to the allocation request in Attachment 5) as a condition of allocation of the requested funds. The protocol enables better tracking of SFMTA's progress in delivering on the backlog of school traffic calming

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

program measures with the intent of clearing the backlog and implementing a more reliable and efficient project delivery timeline for the program. As part of a separate item on the December 8 Board agenda, SFMTA staff will provide the required progress update on the School Traffic Calming Program.	

DISCUSSION

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

School Traffic Calming Program FY27. SFMTA's School Traffic Calming Program is centered around conducting walk audits at a specified number of school sites annually and then implementing recommendations to address actual and perceived safety issues. The recommendations are typically focused on lower-cost, easier to implement measures such as traffic calming, turn restrictions, minor signal modifications and timing changes, and paint and sign upgrades.

Given the SFMTA's project delivery track record and the number of open grants to the school traffic calming program, our recommendation to allocate funds to the SFMTA for the School Traffic Calming Program FY27 is conditioned on the SFMTA's continued compliance with the Enhanced Monitoring, Reporting, and Oversight Protocol (attached to the allocation request form), developed in consultation with SFMTA staff. The protocol includes monthly meetings with SFMTA finance and project staff to demonstrate and support project delivery progress and compliance with grant reporting and close out procedures on sales tax grants that cover the following cycles: FY19, FY20, FY22, FY23, FY24, FY26, and, with approval of the subject request, FY27. At the call of the Chair (anticipated every 6 months), SFMTA shall provide an update to the Community Advisory Committee and to the Board, demonstrating progress in delivering on the backlog of school program traffic calming measures. Our mutual goal is to clear the program backlog and to get the program on track for reliable and timely project delivery going forward.

The School Traffic Calming Program has historically experienced repeated setbacks that have delayed timely project implementation, including design changes at the request of the San Francisco Fire Department, limited staff resources, and a higher than anticipated bid from a job order contractor which had a significant impact on the FY22 cycle's School Loading Zone Traffic Calming subprogram. Implementation of school area traffic calming for the FY19 and FY20 cycles is complete, implementation of measures for the FY22 program cycle is pending implementation by San Francisco Public Works, and the FY23 program cycle is anticipated to be substantially complete by late 2027. The FY24 and FY26 program cycles are currently on schedule per the School Walk Audit Guidelines for the 2024-2025 and 2025-2026 school years respectively to implement the measures recommended in the recently completed walk audits by late 2028.

The School Traffic Calming Program School Walk Audit Guidelines for the 2026-27 School Year reflect a slightly shorter schedule for project delivery (12 months compared to 18 months in past guidelines) which SFMTA staff says is possible if they can determine the measures to implemented in Fall 2027 instead of later in the calendar year. We are also exploring, for future cycles, whether SFMTA can start implementing measures that do not require legislation over the summer to minimize construction impacts to further expedite the schedule as well as other opportunities to shorten the overall delivery schedule.

FINANCIAL IMPACT

The recommended action would allocate $3,850,000 in Prop L funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

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

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

CAC POSITION

The CAC will consider this item at its December 2, 2026, meeting.

SUPPLEMENTAL MATERIALS

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

Attachment 1: Summary of Requests Received

EP Line No./ Program [1]	Project Sponsor [2]	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging: Expected Leveraging by EP Line [3]	Leveraging: Actual Leveraging by Project Phase(s)[4]	Phase(s) Requested	District(s)
18	SFMTA	School Traffic Calming Program FY27	$ 2,000,000	$ 2,033,600	83%	2%	Planning, Design, Construction	1, 2, 4, 7, 9, 11
25	SFMTA	Jane Warner Plaza Near Term Enhancements and Slow Sanchez Signage [NTP]	$ 450,000	$ 600,000	78%	25%	Construction	8
26	SFMTA	Visitacion Valley and Portola CBTP Implementation	$ 750,000	$ 750,000	78%	0%	Planning, Design, Construction	9, 10
26	SFPW	Oakdale Lighting Improvements Phase 2	$ 650,000	$ 650,000	78%	0%	Design	10
		TOTAL	**$ 3,850,000**	**$ 4,033,600**				

Footnotes

"EP Line No./Program" is the Prop L Expenditure Plan line number referenced in the Prop L Strategic Plan (e.g. Safer and Complete Streets, Neighborhood Transportation Program, and Equity Priority Transportation Program).

Acronyms: SFMTA (San Francisco Municipal Transportation Agency) and SFPW (San Francisco Public Works).

"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%.

"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 Descriptions[1]

EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
18	SFMTA	School Traffic Calming Program FY27	$2,000,000	This request will fund SFMTA to conduct 10 walk audits at 11 school sites (one audit covers two schools) and implement recommendations to address actual and perceived safety issues identified through the walk audits. Walk audits are collaborative assessments that involve the gathering of information about infrastructure issues and motorist,pedestrian, and bicycling behavior around schools. Recommendations will largely be lower-cost and relatively easy to implement, and may include traffic calming measures, turn restrictions, minor traffic signal modifications and timing changes, and paint and sign upgrades. Traffic calming measures encourage slower mid-block speeds along residential streets and include physical safety improvements such as speed humps, raised crosswalks, and speed tables for the purpose of altering, slowing down, or reducing motor vehicle traffic. SFMTA selected the 11 walk audit schools for the 2026-27 school year, which are listed in the attached allocation request form, based on factors including collision history, school enrollment data, and potential for students to walk or bike to school, with a focus on schools that have not had signficant infrastructure improvements and schools that have capacity to participate in a walkthrough, including support from staff, parents, and the principal. SFMTA expects to conduct the walk audits between January and June 2027, and to finalize walk audit reports by December 2027. SFMTA will then design and construct recommendations from the walk audits on a rolling basis through December 2028. Additional details about the school selection process, along with a list of schools where SFMTA has previously conducted walk audits and an interactive webmap with more detailed information on the outcomes of those audits, are available on the program's website at www.sfmta.com/projects/school-walk-audit-program .
25	SFMTA	Jane Warner Plaza Near Term Enhancements and Slow Sanchez Signage [NTP]	$450,000	Requested Neighborhood Transportation Program funds will be used to implement select recommendations from SFPW's 2024 Jane Warner Plaza Preferred Concept Vision, and to install six new Slow Street signs on Sanchez Street at Clipper Avenue, 26th Street, and Cesar Chavez. At Jane Warner Plaza, this request would fund outreach to confirm which of the two short-term design alternatives the community prefers and then implement that design by painting the plaza surface using durable thermoplastic or epoxy paint. Project benefits are placemaking to celebrate this transit terminus and community space, and safety improvements for people travelling through Jane Warner Plaza. SFMTA expects to install the Slow Sanchez signs by April 2027 and have the Jane Warner Plaza improvements open for use by March 2028.

Attachment 2: Brief Project Descriptions[1]

EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
26	SFMTA	Visitacion Valley and Portola CBTP Implementation	$750,000	This request will fund the implementation of bicycle connectivity and pedestrian safety improvements identified through the Visitacion Valley and Portola Community Based Transportation Plan. The scope of the project includes include neighborhood bike routes, crosswalk upgrades, and traffic calming in Portola and raised crosswalks to connect the Visitacion Valley Greenway in Visitacion Valley. SFMTA will conduct outreach to solicit feedback on the proposed improvements and reconfirm community needs. The list and map of improvements are included in the attached allocation request form. The full scope projecct scope is expected to be open for use by June 2029.
26	SFPW	Oakdale Lighting Improvements Phase 2	$650,000	Funds will be used to design Phase 2 lighting improvements on Oakdale Avenue between Phelps Street and Barneveld Avenue to make walking more inviting and safe along this important and busy thoroughfare in the Bayview District. The scope of work may include electrical conduit, electrical services, poles, pole foundations and sidewalk restoration. This project is a recommendation in the Bayview Community Based Transportation Plan , which reflects significant stakeholder engagement. Phase 2 builds on the Prop AA funded Phase 1 lighting improvements that SFPW completed in 2025 on Oakdale between Phelps and Lane streets. Design is estimated to be done by fall 2028. Subject to securing construction funding, Phase 2 is projeccted to be open for use by June 2030.

[1] See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations[1]

EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
18	SFMTA	School Traffic Calming Program FY27	$2,000,000	**Special conditions:** The recommended allocation is contingent upon **amendment of the Prop L Safer and Complete Streets 5YPP to reprogram some of the project's construction funds to the planning and design phases**. See attached 5YPP amendment for details. SFMTA shall **continue to comply with the Enhanced Monitoring, Reporting, and Oversight Protocol** for the SFMTA's School Traffic Calming Program (see attached allocation request form), that focuses on clearing the backlog and implementing a reliable and efficient project delivery timeline (from start to finish). The protcol allows for progress updates, at the call of the Transportation Authority Chair (anticipated every 6 months) to the Board and CAC. Funds for design ($334,739) and construction ($1,357,692) are placed on reserve to be released by Transportation Authority staff following SFMTA **completing the 10 walk audits (covering 11 schools) and providing the preliminary list of measures by location to be implemented at each school.** Our recommendation is for a **multi-phase allocation** given the straightforward nature of the scope (e.g., speed humps, signal timing, paint) and the concurrent design and construction phases as work is conducted at various locations.

Attachment 3: Staff Recommendations[1]

EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
25	SFMTA	Jane Warner Plaza Near Term Enhancements and Slow Sanchez Signage [NTP]	$450,000	**Special conditions:** The recommended allocation is contingent upon **amendment of the Neighborhood Transportation Program 5YPP** to add the subject project with funds from the Neighborhood Program (NTP) Project Placeholder. See attached 5YPP amendment for details. Reimbursement of construction funds for Jane Warner Plaza ($440,000) is conditioned upon SFMTA **providing the final design alternative** as confirmed by the District 8 Supervisor, and **evidence of completion of design** (e.g., copy of certifications page or work order, internal design completion documentation, or similar).
26	SFMTA	Visitacion Valley and Portola CBTP Implementation	$750,000	**Special conditions:** The recommended is contingent upon **amendment of the Equity Priority Transportation Program 5YPP** to reprogram $750,000 from the Visitacion Valley & Portola Community Based Transportation Plan (CBTP) Implementation Placeholder to the subject project. This placeholder is intended to fund implementation of pedestrian, bicycle, and traffic calming improvements recommended through the CBTP, which was completed in 2023. The subject project is recommended in the CBTP. See attached 5YPP amendment for details. Our recommendation is for a **multi-phase allocation** given proposed concurrent planning, design and construction work for a variety of scope elements including those that can be implemented quickly without legislation or signficant design work (e.g. crosswalk upgrades) at various locations. Reimbursement of design funds ($203,898) is conditioned upon SFMTA providing the **final list of improvements** to be implemented through this project. Reimbursement of construction funds ($423,409) is conditioned upon SFMTA providing **evidence of completion of design**.

Attachment 3: Staff Recommendations[1]

EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
26	SFPW	Oakdale Lighting Improvements Phase 2	$650,000	**Special condition:** The recommended allocation is contingent upon **amendment of the Equity Priority Transportation Program 5YPP** to add the subject project with funds from the Community Based Transportation Plan (CBTP) Implementation Placeholders. These placeholders are intended to fund implementation of CBTP recommendations . The Prop L funds are intended to provide local match, but will also take into consideration whether recommendations need further development to be competitive for other sources and/or lack of other funds sources for a particular project type. This request would fund design of the subject project and position it well to be competitive for other grants for construction. See attached 5YPP amendment for details.
		TOTAL	**$ 3,850,000**	

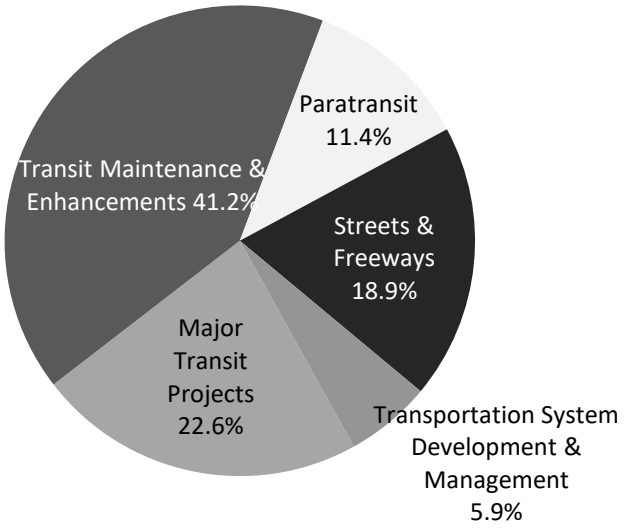
[1] See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2026/27

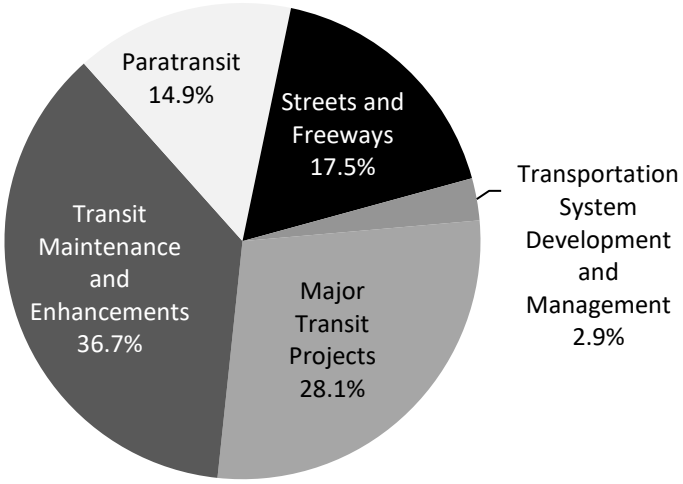
PROP L SALES TAX						
FY 2026/27	**Total**	**FY 2026/27**	**FY 2027/28**	**FY 2028/29**	**FY 2029/30**	**FY2030/31**
Prior Allocations	$ 61,610,700	$ 31,822,000	$ 24,629,700	$ 4,550,000	$ 609,000	$ -
Current Request(s)	$ 3,850,000	$ 350,673	$ 2,568,548	$ 915,370	$ 15,409	$ -
New Total Allocations	$ 65,460,700	$ 32,172,673	$ 27,198,248	$ 5,465,370	$ 624,409	$ -

The above table shows maximum annual cash flow for all FY 2026/27 allocations and appropriations 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	School Traffic Calming Program FY27
Primary Sponsor	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	$2,000,000
Supervisorial Districts	District 01, District 02, District 04, District 07, District 09, District 11

REQUEST

Brief Project Description

The San Francisco Municipal Transportation Agency (SFMTA) requests $2,000,000 in Prop L funds to conduct walk audits at 11 school sites and to implement recommendations to address actual and perceived safety issues identified through those walk audits. Recommendations will largely be lower-cost and relatively easy to implement, and may include traffic calming, measures, turn restrictions, minor traffic signal modifications and timing changes, and paint and sign upgrades.

Detailed Scope, Project Benefits and Community Outreach

SFMTA requests $2,000,000 in Prop L funds for the School Traffic Calming Program. This request will fund the planning and execution of school walk audits at 11 school sites and the planning, design, and implementation of improvements identified through those walk audits. The program encompasses all K-12 schools in San Francisco (public and private). This work will identify potential problem areas to address while engaging school communities for added input and review, including students and families.

School Selection
The SFMTA selected the 11 walk audit schools in October 2026 from an updated prioritization list. The proximity of Leonard R. Flynn and St. Anthony-Immaculate Conception allows for a joint walk audit, enabling this program cycle to cover 11 schools. Additional details about school sites selected for the 2026-2027 school year, the school selection process, along with a list of schools where SFMTA has recently or previously conducted walk audits, is available on the program website at https://www.sfmta.com/projects/school-walk-audit-program and in the attached ***School Walk Audit Guidelines 2026-2027 School Year*** document.

School Walk Audits
With funding from this allocation, the SFMTA will conduct walk audits at the 11 selected schools. Walk audits are collaborative assessments that involve the gathering of information about infrastructure issues, motorist behavior and pedestrian/bicycling behavior around schools. SFMTA staff will determine school sites for walk audits primarily based on collision data around schools, focusing on schools that have not had significant infrastructure improvements, and schools that have capacity to participate in a walk-through, including support from staff, parents, and the principal.

To prepare for a walk audit, SFMTA staff will collect relevant data, including operational and infrastructure conditions around the school (i.e., sidewalk and street widths, bicycle infrastructure, Muni stops, presence of stop/signal control,

lane configurations, etc.), collision history, and prepare a map for all users that summarizes the route. Walk audits will generally be limited to a 2-3 block radius around the school. Participants may include SFMTA staff, school administration staff, students, families, crossing guards, SFUSD staff, Department of Public Health staff, district supervisor staff, and advocacy group representatives. See attached School Walk Audit Guidelines (2026-2027 School Year) for more details on walk audits.

Based on the actual or perceived safety and comfort issues identified as part of the walk audit, SFMTA staff will develop a series of recommendations to address the issues. These recommendations will largely be lower cost and relatively easy to implement, and may include but not be limited to:

- Engineering Treatments
    - Traffic calming
    - Turn restrictions
    - Minor traffic signal modifications and timing changes
    - Paint and sign upgrades

Traffic calming measures encourage slower mid-block speeds along residential streets in San Francisco and include physical safety improvements put in place on our roads for the purpose of altering, slowing down, or reducing motor-vehicle traffic. For school areas, typical recommendations include speed humps, speed cushions, speed tables, and raised crosswalks. These measures have been shown to reduce vehicular speeds and increase safety.

When longer-term, higher-cost engineering treatments are recommended as part of a walk audit, SFMTA staff will refer those improvements to the appropriate agency or program for potential coordination opportunities to have those recommendations implemented through a separate capital project or other programmatic improvement initiative. The walk audits may also identify recommended loading and/or operational improvements that can be implemented directly by individual schools.

Project Phases

- Planning/Conceptual Engineering: SFMTA staff determines school sites for walk audits primarily based on collision data around schools, focusing on schools that have not had significant infrastructure improvements, and schools that have capacity to participate in a walk-through, including support from staff, parents, and the principal. After the walk audits, SFMTA staff will prepare draft reports for each school site that include a list of recommended improvements. Draft reports will be circulated to walk participants and other key stakeholders for review and comment before being made final.
- Detailed Design: SFMTA will evaluate and analyze each of the proposed measures and bring each measure through the SFMTA public hearing legislative process for approval and environmental clearance. Outreach during the design phase consists of public notice of the legislation process and the public hearing.
- Construction: SFMTA will have responsibility for implementing measures that have been recommended and designed as part of the walk audit process.

Throughout all project phases, SFMTA staff will work with school staff and SFUSD more generally to inform them of the walk audit process. Once recommendations have been developed, SFMTA staff will also perform targeted outreach to other stakeholders, including the San Francisco Fire Department, Muni, and SFMTA Accessible Services as necessary as a part of the routine transportation engineering project review and approval process.

Prop L funds will be used as follows:

- **Planning/Conceptual Engineering:** $307,569 will fund planning and preliminary design efforts, including:
    - Select walk audit schools for the FY26-27 school year **[COMPLETE, FUNDED WITH SFMTA FUNDS (OPERATING AND GO BOND)]**
    - Organize walk audits with school representatives and other stakeholders
    - Perform walk audits and prepare reports

- Develop preliminary list of recommended improvements

- **Detailed Design:** $334,739 will fund detailed design efforts, including:
  - Finalize recommended improvements (review and agreement by SFFD and Muni; collaboration with fronting property owners and other interested stakeholders)
  - Legislate final recommended improvements (environmental clearance, PreStaff, TASC, Public Hearing and City Traffic Engineer Directive)
  - Update official records (striping drawings)
  - Submit work orders
- **Construction/Construction Support:** $1,357,692 will fund construction efforts, including:
  - Install traffic calming measures by SFPW crews and/or as-needed contractors (JOC)
  - Install traffic signs, paint markings, and signal timing changes by SFMTA crews
  - Coordination (field meetings, submittals, RFIs, change orders, etc.)
  - Inspection (QA/QC)
  - Close out

San Francisco Safe Routes to School Program (SF-SRTS)
The SF-SRTS program is delivered through a partnership of four city agencies (SF Environment, SFMTA, San Francisco Department of Public Health (DPH), and SFUSD), and four local non-profit partners (San Francisco Bicycle Coalition, Walk San Francisco, Tenderloin Safe Passage, and the YMCA). While school-related traffic deaths are very rare, students still experience safety challenges traveling to, from, and around schools. Therefore, the program has set a goal of reducing collisions and injuries around schools, and the school walk audit program will contribute towards these safety goals around city schools as part of the overall SF-SRTS.

Project Location

TBD

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

Project Phases

Planning/Conceptual Engineering (PLAN), Design Engineering (PS&E), Construction (CON)

Justification for Multi-phase Request

Our recommendation is for a multi-phase allocation given the straightforward nature of the scope (e.g., speed humps, signal timing, paint) and the concurrent design and construction phases as work is conducted at various locations.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
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	$2,000,000.00

Justification for Necessary Amendment

This request includes an amendment to the Safer and Complete Streets 5YPP to reprogram $307,569 from the project's construction phase to the planning phase and $114,739 from the project's construction phase to the design phase.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action	FY2026/27
Project Name	School Traffic Calming Program FY27
Primary Sponsor	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2026	Oct-Nov-Dec	2027
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2027	Oct-Nov-Dec	2028
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2027		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2028
Project Completion (means last eligible expenditure)			Apr-May-Jun	2029

SCHEDULE DETAILS

SFMTA identified the 11 schools that will receive walk audits in October 2026. SFMTA will schedule and conduct walk audits between January and June 2027. Walk audit reports are scheduled to be finalized by December 2027. SFMTA plans to design and implement recommendations from walk audits on a rolling basis through December 2028. See attached School Walk Audit Guidelines (2026-2027 School Year) for details.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action	FY2026/27
Project Name	School Traffic Calming Program FY27
Primary Sponsor	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	$0	$2,000,000	$0	$2,000,000
Total	**$0**	**$2,000,000**	**$0**	**$2,000,000**

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	$0	$2,000,000	$0	$2,000,000
SFMTA Funds (Operating and GO Bond)	$0	$0	$33,600	$33,600
Total	**$0**	**$2,000,000**	**$33,600**	**$2,033,600**

COST SUMMARY

Phase	Total Cost	PROP L	Source of Cost Estimate
Planning/Conceptual Engineering	$341,169	$307,569	Based on past projects
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$334,739	$334,739	Based on past projects
Construction	$1,357,692	$1,357,692	Based on past projects
Operations	$0		
Total	**$2,033,600**	**$2,000,000**	

% Complete of Design:	0.0%
As of Date:	11/01/2026
Expected Useful Life:	30 Years

San Francisco County Transportation Authority
Prop L/Prop AA/Prop D TNC Allocation Request Form

SCHOOL TRAFFIC CALMING PROGRAM FY27 - PLANNING/CONCEPTUAL ENGINEERING

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY

Agency	Planning*	Total
SFMTA	$ 307,569	**$ 307,569**
Total	**$ 307,569**	**$ 307,569**

*Planning phase includes organizing and conducting school walks audits and drafting of walk audit reports.

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	FY27 Base Hourly Rate	FY27 Fully Burdened Labor Cost	FY27 Fully Burdened Hourly Rate	FTE	Total
Sr. Engineer (5211)	20	$ 120.07	$ 710,347	$ 340.20	0.010	**$ 6,830**
Project Manager II (5504)	260	$ 110.75	$ 660,939	$ 316.54	0.125	**$ 82,617**
Associate Engineer (5207)	500	$ 91.32	$ 557,962	$ 267.22	0.240	**$ 134,125**
Transit Planner III (5289)	300	$ 77.47	$ 480,823	$ 230.28	0.144	**$ 69,349**
Contingency (5%)		$ -	$ -	$ -	0.000	**$ 14,646**
Total	**1080**				**0.52**	**$ 307,569**

San Francisco County Transportation Authority

Prop L/Prop AA/Prop D TNC Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN			
Budget Line Item	**Totals**		**% of phase**
1. Total Labor	$	318,799	
2. Contingency	$	15,940	5%
TOTAL PHASE	**$**	**334,739**	

TOTAL LABOR COST BY AGENCY		
SFMTA	$	334,739
TOTAL	**$**	**201,178,139**

San Francisco County Transportation Authority

Prop L/Prop AA/Prop D TNC Allocation Request Form

SCHOOL TRAFFIC CALMING PROGRAM FY27 - CONSTRUCTION/CONSTRUCTION SUPPORT

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Description	Unit Cost	Number of Improvements	SFPW Cost	SFMTA Cost	Number of Improvements per School	Cost of Improvements per School
1. Traffic Calming						
1a. Asphalt Raised Crosswalk	$ 17,000	5	$ 85,000		0.5	$ 8,500
1b. Speed Table	$ 17,000	5	$ 85,000		0.5	$ 8,500
1c. Speed Hump/Cushion	$ 15,000	40	$ 600,000		4	$ 60,000
1d. Traffic Island	$ 10,000	10	$ 100,000		1	$ 10,000
1e. Speed Hump Signs	$ 500	40		$ 20,000	4	$ 2,000
1f. Speed Hump Chevron Markings	$ 400	240		$ 96,000	24	$ 9,600
2. Minor Improvements						
2a. Signal Timing Change	$ 1,500	10		$ 15,000	1	$ 1,500
2b. Marked Crosswalk	$ 1,500	10		$ 15,000	1	$ 1,500
2c. Traffic Sign	$ 1,500	20		$ 30,000	2	$ 3,000
3. Construction Support	$ 227,402			$ 227,402		$ 22,740
4. Contingency (~10%)	$ 84,290			$ 84,290		
SUB-TOTAL		380	$ 870,000	$ 487,692	38	$ 127,340
GRAND TOTAL	**$ 1,357,692**					
TOTAL ESTIMATED COST PER SCHOOL ACROSS ALL PHASES	**$ 181,818**					

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action	FY2026/27
Project Name	School Traffic Calming Program FY27
Primary Sponsor	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number		**Resolution Date**	
Total PROP L Requested	$2,000,000	**Total PROP L Recommended**	$2,000,000

Grant 1 of 3

SGA Project Number		**Name**	School Traffic Calming Program FY27
Sponsor	San Francisco Municipal Transportation Agency	**Expiration Date**	06/30/2028
Phase	Planning/Conceptual Engineering	**Fundshare**	90.2%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	Total
PROP L: EP-218	$210,000	$97,569	$307,569

Deliverables

1. Monthly progress reports 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.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5YPP. See attached 5YPP amendment for details.

2. SFMTA shall continue to comply with the Enhanced Monitoring, Reporting, and Oversight Protocol for the SFMTA's School Traffic Calming Program, as attached. The protocol includes the following condition: At the call of the Chair (anticipated every 6 months), SFMTA shall provide an update to the Community Advisory Committee and to the Board, demonstrating progress in delivering on the backlog of school program traffic calming measures.

Notes

1. The project will be completed in accordance with the Walk Audit Guidelines attached to this request.

Grant 2 of 3

SGA Project Number		**Name**	School Traffic Calming Program FY27
Sponsor	San Francisco Municipal Transportation Agency	**Expiration Date**	06/30/2029
Phase	Design Engineering	**Fundshare**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2027/28	FY2028/29	Total
PROP L: EP-218	$167,369	$167,370	$334,739

Deliverables

1. Monthly progress reports 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 all walk audit reports, anticipated by December 2027, SFMTA will provide the final walk audit reports, including recommended traffic calming measures at each school to be constructed during the construction phase. SFMTA shall post the final walk audit reports to an SFMTA webpage.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5YPP. See attached 5YPP amendment for details.

2. SFMTA shall continue to comply with the Enhanced Monitoring, Reporting, and Oversight Protocol for the SFMTA's School Traffic Calming Program, as attached. The protocol includes the following condition: At the call of the Chair (anticipated every 6 months), SFMTA shall provide an update to the Community Advisory Committee and to the Board, demonstrating progress in delivering on the backlog of school program traffic calming measures.

3. $334,739 in Prop L funds for design are placed on reserve to be released by the Transportation Authority staff following completion of the 10 school walk audits and SFMTA providing the preliminary list of measures to be implemented by location at each school walk audit site.

Notes

1. The project will be completed in accordance with the Walk Audit Guidelines attached to this request.

Grant 3 of 3

SGA Project Number		**Name**	School Traffic Calming Program FY27
Sponsor	San Francisco Municipal Transportation Agency	**Expiration Date**	12/31/2029
Phase	Construction	**Fundshare**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2027/28	FY2028/29	Total
PROP L: EP-218	$1,017,692	$340,000	$1,357,692

Deliverables
1. 1. Monthly progress reports shall include % complete to date, photos of work being performed, improvements completed at each location to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
Special Conditions
1. The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5YPP. See attached 5YPP amendment for details.
2. SFMTA shall continue to comply with the Enhanced Monitoring, Reporting, and Oversight Protocol for the SFMTA's School Traffic Calming Program, as attached. The protocol includes the following condition: At the call of the Chair (anticipated every 6 months), SFMTA shall provide an update to the Community Advisory Committee and to the Board, demonstrating progress in delivering on the backlog of school program traffic calming measures.
3. $1,357,692 in Prop L funds for construction are placed on reserve to be released by the Transportation Authority staff following completion of the 10 school walk audits and SFMTA providing the preliminary list of measures to be implemented by location at each school walk audit site.

Leveraging

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	1.65%

EXPENDITURE PLAN SUMMARY

Current PROP L Request	$2,000,000

1. The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstances replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
DC

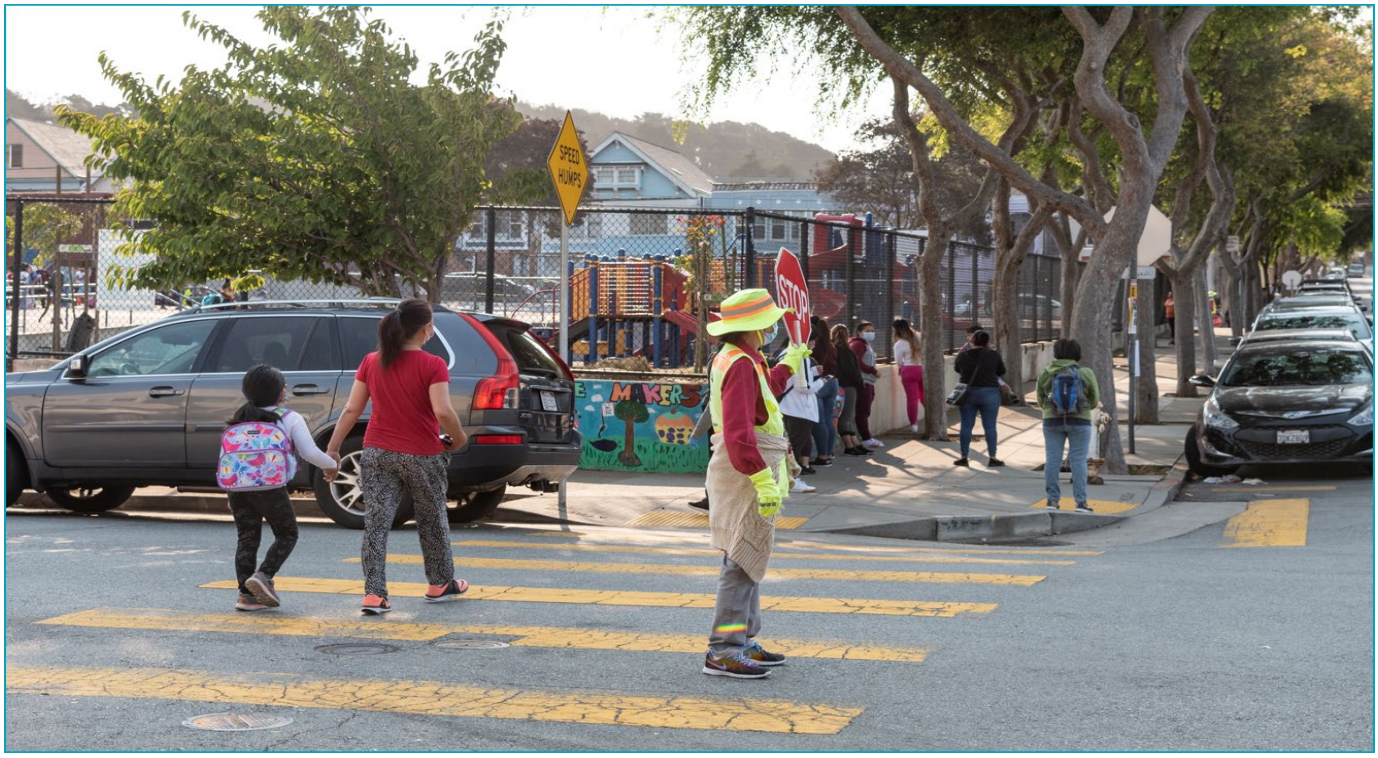
CONTACT INFORMATION

	Project Manager	Grant Manager
Name	Damon Curtis	Kathryn Studwell
Title	Project Manager	Grant Administration Manager
Phone	555-5555	(415) 517-7015
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San Francisco County Transportation Authority

This project was made possible in part by Proposition L Sales Tax dollars provided by the San Francisco County Transportation Authority

School Traffic Calming Program
School Walk Audit Guidelines (2026-27 School Year)



Background

SFMTA's School Traffic Calming Program is a combination of school walk audits and proactive daylighting. The current Prop L allocation is intended to fund planning, design, and implementation of improvements identified through school walk audits at approximately ten school sites each year.

Walk Audits

Walk audits are collaborative assessments that help the SFMTA identify infrastructure needs, motorist behaviors, and pedestrian/bicyclist behaviors on streets within a 2-3 block radius of public and private K-12 schools in San Francisco. With funding from this allocation, and in

collaboration with local school communities, the SFMTA will conduct ten (10) school walk audits each school year.

2026-27 Walk Audit Schools

No.	School	Grades	Supervisor District
1	Frank McCoppin	K-5	1
2	Zion Lutheran School	K-8	1
3	San Francisco Waldorf School	K-12	2
4	Cathedral School for Boys	K-8	4
5	Robert Louis Stevenson	K-5	4
6	Independence	9-12	7
7	George R. Moscone	K-5	9
8	Leonard R. Flynn	K-5	9
9	St. Anthony–Immaculate Conception JOINT	K-8	9
10	Guadalupe	K-5	11
11*	Stratford School San Francisco	6-8	11

***11 schools will be covered this year because the proximity of Leonard R. Flynn and St. Anthony-Immaculate Conception allow for a joint walk audit.**

School Prioritization & Selection

Each school year, SFMTA's School Traffic Calming Program selects at least ten (10) schools for walk audits. The process of selecting schools begins with a ranking of all public and private K-12 schools based primarily on the following criteria:

1. Five-year pedestrian-involved collision history within ¼-mile of the school – TransBASE
2. School enrollment data – California Department of Education
3. Department of Public Health data on student residency within a walkable radius of each school. This anonymous data (names and addresses NOT included) is used to determine the potential for walking and bicycling to school – SFMTA Safe Routes to School Program (SF-SRTS).

Based on the above criteria, SFMTA staff develops a ranked list of all schools, then the following factors are used to help refine and finalize school selections:

1. Existing Infrastructure – A review of planned and recently completed pedestrian safety improvements implemented in school areas during the previous 5 years (schools having already received, or with plans to receive, significant improvements may drop in ranking).
2. Equity – Where applicable, consideration may be given to schools within equity priority communities or California Communities of Concern. Also, and to the extent possible, efforts will be made to balance the number of schools across all eleven supervisorial districts. Since only ten schools are selected each year, this program will seek to ensure

at least at least one school within each supervisorial district receives a walk-audit over a given two-year period.

Regardless of the selection methodology used, the list of schools selected for a walk audit will be curated each year to maintain alignment with the changing school district landscape, and just as importantly, to ensure we are maximizing geographic equity to the greatest extent possible while also focusing on schools with the most vulnerable populations and greatest safety needs.

Focus Schools

During the program's first year (2024-2025), School Traffic Calming Program staff, in cooperation with partners from the SFCTA, SFUSD, SF-SRTS, and Walk SF, selected walk audit schools from the existing list of Focus Schools developed by SF-SRTS. This methodology was discontinued in 2025-2026, however focus school designation remains a key factor in the overall school rankings.

For reference, the thirty-three Focus Schools were selected in a data-driven process to receive additional engagement based on travel patterns, socioeconomic and environmental factors.

Focus Schools present an opportunity to address compounding barriers and inequities in transportation safety and access catered to school-aged individuals who already face an elevated level of vulnerability on roads and streets.

In the Safe Routes to School (SRTS) program, there are two types of Focus Schools:

- "Support" schools: Schools with high rates of collisions within a ¼ mile and a high percentage of students from socioeconomically disadvantaged populations.
- "Mode Shift" schools: Schools with low rates of students walking, biking, riding transit, or carpooling to school despite living within 2 miles (generally classified as "walking or biking distance").

SRTS program coordinators and staff work closely with each Focus School to create a curriculum that best serves its students in the context of transportation options available around the school. The SRTS program updates the list of Focus Schools every few years. The most recent list was developed for the 2025-26 school year and is included at the end of this document.

Options available for schools not selected for a walk audit

For schools not selected to participate in the Walk Audit Program in a given school year, SFMTA continually responds to individual and school requests for evaluation of traffic safety concerns, particularly as they pertain to pedestrian and bicyclist safety in the vicinity of schools. SFMTA also provides a variety of project paths and programs offering solutions to traffic safety concerns. What follows is a partial list of ongoing projects and programs addressing traffic safety citywide:

1. Application-Based Residential Traffic Calming Program
2. Slow Streets Program
3. Quick-Build Projects on the High Injury Network
4. Vision Zero Program
5. Transportation Engineering Operations – Resident requests through 311

School Walk Audit Process

Once schools are selected, SFMTA staff will outreach to school administrators, parent-teacher groups, Unified School District transportation Staff, district supervisor Staff, and local advocacy groups, to announce the school's selection and plan for an inclusive walk audit process. The date, time and meeting location will be established by SFMTA staff in collaboration with the school community. The school principal or administrator will coordinate a walk team, typically a group of 6-12 people, including school administration, staff, students, families, advocates, and local SFMTA crossing guards.

To prepare for a walk audit, SFMTA staff will survey operational and infrastructure conditions around the school, including collision history, sidewalk and street widths, bicycle infrastructure, transit stops, nearby stop/signal controls, warning signage, pavement striping and markings, and lane configurations.

Before the Walk Audit, SFMTA will distribute a Walk Packet that details and explains the treatments that can be recommended (and implemented) through the walk audit program. The packet will include an outline of the walk route with space for participants to note traffic safety concerns and improvement requests. The packet also will include information about school access conditions and policies, including current access routes, student pick up and drop off activities, Muni or school district bus service, color curb zones, and school crossing guards.

Walk Audit Route

The walking route typically includes only streets within a 2-3 block radius of the school. If a school requests the walk include other streets frequently used by students, if circumstances

and funding allow, SFMTA staff may expand the walking route to include those streets. However, recommended improvements are generally prioritized for streets adjacent to the school.

Day of the Walk Audit

On the day of the walk, participants meet at the agreed upon time and place. Each walker is given a Walk Packet to record notes and a pen. SFMTA staff lead the walk, encouraging participants to share perceived obstacles to safe and comfortable walking in the area around the school. SFMTA staff take notes during the walk. Walk leaders will initiate conversations at certain locations along the walk as necessary to help generate discussion amongst group participants.

After the Walk Audit

Following the Walk Audit, SFMTA staff prepare a draft Walk Audit Report with recommendations based on feedback gathered during the walk or in subsequent communications.

Final Walk Audit Report

The draft Walk Audit Report is distributed to participants for review and comment. This comment period, generally two weeks, is the final stage of public participation in the report. Following the comment period, the report is finalized by SFMTA staff and shared with the school, Walk Audit participants, the SFCTA, and the district supervisor's office.

Implementation of Recommended Improvements

Recommendations are divided into near-term and long-term improvements. Long-term and more costly improvements are documented and made available for future coordination opportunities and/or proposed for inclusion in future capital projects. Recommendations that do not fall under SFMTA purview (e.g., street trees, landscaping, street lights, street cleaning, pot holes, and other pavement defects), are documented and referred to the appropriate city department for follow up.

Near-term improvements that do not require legislation (e.g., red zones, painted safety zones, loading zone, signal timing changes, minor striping changes, pavement markings, warning signs) are designed and work-ordered to the appropriate SFMTA shop(s) for implementation.

Near-term improvements that do require legislation (e.g., traffic calming, parking changes, bike lanes), follow the standard process of design, fire department and transit review, internal engineering review, multi-agency review, and a public hearing followed by final approval by the City Traffic Engineer and/or the SFMTA Board. All recommendations are implemented by SFMTA and SFPW crews, or in some instances a private contractor.

School Traffic Calming Program – Projected Timeline for 2026-27 School Year

Pre-Planning

July – October 2026

- Update ranking/prioritization and select walk audit schools

Planning/Conceptual Design

January – June 2027

- Schedule and conduct walk audits

July – November 2027

- Create walk audit reports with preliminary lists of recommended improvements

Detailed Design & Construction/Construction Support

December 2027 – December 2028

- Finalize and implement approved improvements, including referrals to partner programs/agencies

Learn More About School Walk Audits

San Franciscans can learn more about school walk audits and sign up for updates by visiting the program website at www.sfmta.com/SchoolWalkAudits.

SRTS Program - Focus Schools

	Previous Focus Schools (24-25)	Previous Focus School Type	*New* Focus School List (25-26)	Focus School Type	School Enrollment	District	School Level
Elementary Schools (22)	Yes	Mode Shift	Hillcrest	Mode Shift / Support	285	9	Elementary
	Yes	Mode Shift	ER Taylor	Mode Shift / Support	572	9	Elementary
	Yes	Mode Shift	Monroe	Mode Shift / Support	530	11	Elementary
	Yes	Mode Shift	Charles Drew ES & CDC	Mode Shift / Support	176	10	Elementary
	Yes	Support	Redding ES & CDC	Mode Shift / Support	245	3	Elementary
	Yes	Support	Jean Parker ES & CDC	Support	128	3	Elementary
	Yes	Support	Bessie Carmichael ES & CDC FEC	Support	551	6	Elementary
	Yes	Support	Cesar Chavez	Support	422	9	Elementary
	Yes	Support	Spring Valley ES & SA CDC	Support	217	3	Elementary
	Yes	Mode Shift	Commodore Sloat	Mode Shift	382	7	Elementary
	Yes	Support	Tenderloin Community	Support	281	5	Elementary
	Yes	Mode Shift	Dianne Feinstein	Mode Shift	384	4	Elementary
	Yes	Support	John Yehall Chin	Support	242	3	Elementary
	Yes	Mode Shift	Sunnyside	Mode Shift	343	7	Elementary
	Yes	Support	Marshall	Support	261	9	Elementary
			George Washington Carver	Mode Shift / Support	93	10	Elementary
			Junipero Serra ES & CDC	Mode Shift / Support	261	9	Elementary
			Sherman	Mode Shift	278	2	Elementary
			Guadalupe	Mode Shift / Support	272	11	Elementary
			Bryant ES & CDC	Mode Shift / Support	243	9	Elementary
			George Moscone	Mode Shift / Support	348	9	Elementary
	Yes	Mode Shift	Paul Revere	Special Consideration	466	9	Elementary
Middle Schools (6)	Yes	Support	Martin Luther King	Mode Shift / Support	365	9	Middle
	Yes	Mode Shift	James Denman	Mode Shift	792	11	Middle
			Everett	Mode Shift / Support	505	8	Middle
			Marina	Mode Shift / Support	647	2	Middle
			Horace Mann	Support	594	9	Middle
	Yes	Mode Shift	Presidio Middle School	Special Consideration	983	1	Middle
High Schools (5)	Yes	Mode Shift	Balboa	Mode Shift / Support	1205	11	High
	Yes	Support	Burton (Phillip and Sala) Academic High	Mode Shift	994	9	High
			John O'Connell	Mode Shift / Support	446	9	High
			Mission High	Mode Shift / Support	1073	8	High
	Yes	Mode Shift	Abraham Lincoln	Special Consideration	2032	4	High

Enhanced Monitoring, Reporting, and Oversight Protocol for
SFMTA's School Traffic Calming/ School Engineering Program

1. SFCTA staff shall be invited to all critical meetings, including regular project delivery (i.e. planning, design and construction) meetings, SFMTA Board meetings, etc. to stay abreast of all project activities and when warranted, may also attend as observers partnering sessions and progress meetings with the relevant contractor(s).
2. SFCTA will hold monthly meetings with SFMTA funding and project staff. In advance of the monthly meetings, SFMTA shall provide monthly progress reports on the FY19, FY20, FY22, FY23, FY24, FY26, and FY27 program cycles due on the 1st of each month submitted through SharePoint. Monthly progress reports shall demonstrate project delivery progress for each location, with details such as original schedule and cost, current schedule and cost, explanation for any changes, and expenditures to date. Reports shall include an update on the status of securing resources to implement respective scopes of work (i.e. SFPW crews and Job Order Contractors) and any challenges that may or are impacting project delivery.
3. SFCTA reserves the right to audit expenditures and billings as allowed by the Standard Grant Agreements for funds allocated by the SFCTA.
4. At the call of the Chair (anticipated every 6 months), SFMTA shall provide an update to the Community Advisory Committee and to the Board, demonstrating progress in delivering on the backlog of school program traffic calming measures.
5. SFCTA oversight procedures will be refined, as appropriate and in consultation with the SFMTA project team, with the intent of clearing the backlog and implementing a reliable and efficient project delivery timeline (from start to finish). We expect to update the protocol to reduce the enhanced oversight and reporting requirements as the program makes steady, positive progress in delivering improvements.

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending December 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
Subprogram: Capital Projects									
SFMTA	5th Street Corridor Improvements	CON	Programmed		$1,000,000				$1,000,000
SFMTA	7th Ave Bikeway [9]	PS&E	Programmed		$0				$0
SFMTA	7th Ave Bikeway [9]	CON	Programmed			$0			$0
SFMTA	Active Communities Plan Implementation [4,5]	TBD	Programmed		$1,256,000				$1,256,000
SFMTA	Active Communities Plan Implementation [5]	TBD	Programmed			$3,750,000			$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed				$3,750,000		$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed					$3,750,000	$3,750,000
SFMTA	13th Street Safety Project [4]	CON	Allocated		$2,350,000				$2,350,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds [5]	PS&E	Allocated		$284,000				$284,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds [5]	CON	Allocated		$460,000				$460,000
SFMTA	Central Embarcadero Enhancement (OBAG Match)	PS&E	Allocated	$200,000					$200,000
SFMTA	District 4 Street Improvements [3]	CON	Programmed	$268,000					$268,000
SFMTA	District 4 Street Improvements - Kirkham Street [3]	CON	Allocated		$352,000				$352,000
SFMTA	District 4 Street Improvements - 41st Avenue [3]	PS&E	Allocated		$80,000				$80,000
SFMTA	Golden Gate Greenway (Tenderloin) [1]	PS&E	Allocated	$140,000					$140,000
SFMTA	Golden Gate Greenway (Tenderloin) [1]	CON	Programmed		$960,000				$960,000
SFMTA	Howard Streetscape	CON	Programmed		$2,000,000				$2,000,000
SFPW	Market Octavia Living Alleys Phase 1B	CON	Programmed			$700,000			$700,000
SFMTA	Page Slow Street	PS&E	Programmed		$407,000				$407,000
SFMTA	Page Slow Street	CON	Programmed			$593,000			$593,000
SFMTA	Safe Streets Evaluation Program	PLAN	Allocated		$450,000				$450,000
SFMTA	Safe Streets Evaluation Program	PLAN	Allocated				$400,000		$400,000
SFMTA	School Traffic Calming Program [2]	PS&E	Programmed	$0					$0
SFMTA	School Traffic Calming Program [2]	PLAN	Allocated	$220,000					$220,000
SFMTA	School Traffic Calming Program [2]	CON	Allocated	$1,780,000					$1,780,000
SFMTA	School Traffic Calming Program FY26 [8]	PS&E	Allocated			$246,354			$246,354
SFMTA	School Traffic Calming Program FY26 [8]	CON	Allocated			$1,753,646			$1,753,646
SFMTA	School Traffic Calming Program FY27 [12]	PS&E	Pending				$334,739		$334,739
SFMTA	School Traffic Calming Program FY27 [12]	CON	Pending				$1,357,692		$1,357,692
SFMTA	School Traffic Calming Program FY27 [12]	PLAN	Pending				$307,569		$307,569
SFMTA	School Traffic Calming Program	PS&E	Programmed				$220,000		$220,000

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending December 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	School Traffic Calming Program	CON	Programmed				$1,780,000		$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed					$220,000	$220,000
SFMTA	School Traffic Calming Program	CON	Programmed					$1,780,000	$1,780,000
SFPW	Sickles Avenue Streetscape	CON	Programmed		$1,300,000				$1,300,000
SFMTA	Slow Streets Implementation [1, 7]	CON	Programmed		$0				$0
SFMTA	Slow Streets Implementation [7]	CON	Programmed		$0				$0
SFMTA	Slow Streets Implementation [7]	CON	Programmed			$0			$0
SFMTA	Slow Streets Implementation [7]	PS&E	Allocated			$600,000			$600,000
SFMTA	Slow Streets Implementation	CON	Programmed				$200,000		$200,000
SFMTA	Slow Streets Implementation	CON	Programmed					$200,000	$200,000
SFMTA	SoMa Arterial Traffic Calming	CON	Programmed		$1,000,000				$1,000,000
SFMTA	Tenderloin Protected Intersections	CON	Programmed			$250,000			$250,000
SFMTA	Valencia Street Bikeway Improvements	CON	Programmed				$1,000,000		$1,000,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Allocated	$100,000					$100,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Programmed		$100,000				$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Allocated	$100,000					$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed			$100,000			$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed					$100,000	$100,000
SFCTA	Yerba Buena Island Multi-Use Path	CON	Appropriated			$1,000,000			$1,000,000
SFMTA	Inner Sunset Bike Connection [9]	PLAN	Allocated				$125,000		$125,000
SFMTA	Inner Sunset Bike Connection [9]	PS&E	Allocated				$25,000		$25,000
Subprogram: Outreach and Education Projects									
SFMTA	Bicycle Education and Outreach	CON	Allocated	$200,000					$200,000
SFMTA	Bicycle Education and Outreach	CON	Allocated		$200,000				$200,000
SFE	Bicycle Education and Outreach [11]	CON	Allocated			$200,000			$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed				$200,000		$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed					$200,000	$200,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated	$230,000					$230,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated		$236,000				$236,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated			$243,000			$243,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed				$251,000		$251,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed					$258,000	$258,000

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending December 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Vision Zero Education and Communications: Speed Safety Cameras FY24	CON	Allocated	$150,000					$150,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed		$200,000				$200,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed				$200,000		$200,000
Subprogram: New Traffic Signals									
SFMTA	~~Contract 66 New Traffic Signals~~ New and Upgraded Traffic Signals Contract 66 [5, 10]	CON	Allocated	$3,300,000					$3,300,000
SFMTA	Contract 67 New Traffic Signals [6]	PS&E	Programmed		$0				$0
SFMTA	Skyline and Sloat Intersection Improvements	CON	Allocated	$800,000					$800,000
SFMTA	New Traffic Signal Contract 66 - Additional Funds [6]	PS&E	Allocated			$1,100,000			$1,100,000
	Total Programmed in 2023 5YPP			$7,488,000	$12,635,000	$10,536,000	$10,151,000	$6,508,000	$47,318,000
	Total Allocated and Pending			$7,220,000	$4,412,000	$5,143,000	$2,550,000	$0	$19,325,000
	Total Unallocated			$268,000	$8,223,000	$5,393,000	$7,601,000	$6,508,000	$27,993,000
	Total Programmed in 2023 Strategic Plan			$8,080,000	$15,593,000	$9,136,000	$8,001,000	$6,508,000	$47,318,000
	Deobligated Funds			$0	$0	$0	$6,711	$0	$6,711
	Cumulative Remaining Programming Capacity			$592,000	$3,550,000	$2,150,000	$6,711	$6,711	$6,711

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation

FOOTNOTES:

[1] 5YPP amendment to fund Golden Gate Greenway (Tenderloin) with $140,000 in FY2023/24 for design (Resolution 2024-041, 5/21/2024):

Slow Streets Implementation: Reduced from $200,000 to $0 in Fiscal Year 2023/24 for design and increased from $0 to $200,000 in FY24/25 for design.

Golden Gate Greenway (Tenderloin): Reduced from $1,000,000 to $960,000 in FY2024/25 for construction.

Golden Gate Greenway (Tenderloin): Increased from $100,000 to $140,000 in FY2023/24 for design.

[2] 5YPP amendment to fund School Traffic Calming Program with $220,000 in FY2023/24 for planning and update cash flow in School Traffic Calming Program construction in FY23/24 (Resolution 2024-046, 6/25/2024):

School Traffic Calming, FY2023/24 Design: Reduced from $220,000 to $0 in FY23/24.

School Traffic Calming, FY2023/24 Planning: Added project with $220,000 in FY23/24. Delayed $30,000 cash flow from FY24/25 to FY25/26.

School Traffic Calming, FY2023/24 Construction: Advanced $30,000 in FY24/25 cash flow and reduced FY25/26 cash flow from $700,000 to $670,000.

[3] 5YPP amendment to fund District 4 Street Improvements (Resolution 2025-015, 10/22/2024)

District 4 Street Improvements: Reduced placeholder FY2023/24 programming line from $700,000 to $268,000

District 4 Street Improvements - Kirkham Street: Added project in FY2024/25 programming line for $352,000 for construction

District 4 Street Improvements - 41st Avenue: Added project in FY2024/25 programming line for $80,000 for design

[4] 5YPP amendment to fund 13th Street Safety Project (Resolution 2025-021, 11/19/2024)

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending December 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	

Active Communities Plan Implementation (FY25): Reduced from $4,350,000 to $2,000,000 in FY2024/25

13th Street Safety Project: Added project with $2,350,000 in FY2024/25 for construction.

[5] 5YPP amendment to fund Northern Embarcadero and Jefferson Quick-Builds (Resolution 2025-046, 5/20/2025)

Active Communities Plan Implementation (FY25): Reduced programming from $2,000,000 to $1,256,000 in FY2024/25.

Northern Embarcadero and Jefferson Quick-Builds: Added project in FY2024/25 with $744,000 in programming ($284,000 design, $460,000 construction). Cash flow capacity made available through a cost-neutral cash flow exchange with Contract 66 New Traffic Signals and Active Communities Plan Implementation FY25 and FY26 placeholders as described below:

Contract 66 New Traffic Signals: Reduced cash flow from $1,100,000 to $356,000 in FY 2024/25 and increased from $0 to $744,000 in FY 2027/28.

Active Communities Plan Implementation (FY26): Reduced cash flow from $750,000 to $6,000 in FY2027/28; increased from $1,000,000 to $1,744,000 in FY2028/29.

Active Communities Plan Implementation (FY25): Increased cash flow from $0 to $744,000 in FY2027/28; reduced from $1,000,000 to $256,000 in FY2028/29.

[6] 5YPP amendment to fund New Signal Contract 66 - Additional Funds (Resolution 2026-012, 9/30/2025)

Contract 67 New Traffic Signals: Reduced from $1,100,000 to $0 in FY2024/25 for design.

New Traffic Signal Contract 66 - Additional Funds: Added project with $1,100,000 in FY2025/26 for design.

[7] 5YPP amendment to fund design of Slow Streets Implementation in FY2025/26 (Resolution 2026-012, 9/30/2025)

Slow Streets Implementation: Reduced construction in FY2024/25 and FY2025/26 by $400,000 and $200,000, respectively, to $0. Added $600,000 in FY2025/26 for design.

[8] 5YPP amendment to fully fund design of School Traffic Calming Program FY26 (Resolution 2026-023, 11/18/2025)

School Traffic Calming Program FY26: Reduced construction funds in FY2024/25 by $26,354 to $1,753,646. Added $26,354 in design funds in FY2024/25 for a total of $246,354.

TA Note: We are recommending allocation of FY2024/25 in FY2025/26 for the School Traffic Calming Program FY26.

[9] 5YPP amendment to fund Inner Sunset Bike Connection (Resolution 2026-060, 6/23/2026)

7th Ave Bikeway: Reduced from $50,000 to $0 in FY2024/25 for design and $100,000 to $0 in FY2025/26 for construction.

Inner Sunset Bike Connection: Added project with $125,000 in FY2026/27 for planning.

Inner Sunset Bike Connection: Added project with $25,000 in FY2026/27 for design.

[10] 5YPP amendment to update name of Contract 66 New Traffic Signals to New and Upgraded Traffic Signals Contract 66 (Resolution 2027-013, 11/17/2026)

[11] 5YPP amendment to update sponsor of Bicycle Education and Outreach from SFMTA to San Francisco Environment Department (SFE) with $200,000 in FY2025/26 (Resolution 2027-013, 11/17/2026)

[12] 5YPP amendment to fully fund planning and design of School Traffic Calming Program FY27 (Resolution 2027-XX, 12/15/2026)

School Traffic Calming Program FY27: Reduced construction funds by $422,308 to $1,357,692. Added $307,569 in planning funds in FY 2026/27 and $114,739 in design funds in FY2025/26 for a total of $334,739.

TA Note: We are recommending allocation of FY2025/26 in FY2026/27 for the School Traffic Calming Program FY27.

ATTACHMENT 5

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action	FY2026/27
Project Name	Jane Warner Plaza Near Term Enhancements and Slow Sanchez Signage [NTP]
Primary Sponsor	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Neighborhood Transportation Program
Current PROP L Request:	$450,000
Supervisorial District	District 08

REQUEST

Brief Project Description

Requested Neighborhood Program funds will be used to implement select recommendations from SFPW's 2024 Jane Warner Plaza Preferred Concept Vision, and to install six new Slow Street signs on Sanchez Street at Clipper Avenue, 26th Street, and Cesar Chavez. At Jane Warner Plaza, this request would fund outreach to confirm which of the two design alternatives the community prefers and implementation on the plaza surface using thermoplastic or epoxy paint. Benefits are placemaking at this transit terminus and community space, and safety improvements for people travelling through Jane Warner Plaza.

Detailed Scope, Project Benefits and Community Outreach

With the support of District 8 Supervisor Mandelman, SFMTA is requesting Neighborhood Transportation Program (NTP) funds to design and construct improvements at Jane Warner Plaza at the intersection of Market St., Castro St. and 17th St., as well as to install new Slow Street signage at three locations along Sanchez Street.

Jane Warner Plaza

Community Outreach
In 2024, San Francisco Public Works developed a concept vision for Jane Warner Plaza with alternatives to enhance the safety of people passing through and enjoying the plaza as well as to improve the longevity and appearance of plaza features. Community stakeholders, the District 8 office, and SFMTA were involved in the development of this study. As part of outreach for the study, Public Works held site walks, stakeholder meetings with merchants and community members and consultation with SFMTA for multimodal circulation. As part of the subject request, SFMTA staff, together with the support of the District 8 office, will consult with key stakeholders on which of the two short-term alternatives the community prefers. SFMTA will also conduct direct outreach with nearby businesses, merchant associations, and local neighborhood groups. The outreach will be completed on a relatively fast timeline in order to implement the preferred vision starting in early summer 2027.

Scope
The SFMTA will lead the outreach and construction of the proposed scope, which is painting of the plaza in the design of the preferred alternative, the necessary site preparation in advance of the paint work, coordination with Public Works and Muni Operations, and the implementation of minor placemaking and safety elements such as signage based on outreach with stakeholders. This request will cover public engagement, technical review, and design tasks

that are necessary to lead to construction. The project benefits are an enhanced community space and improved safety for people walking through and enjoying the plaza. The budget estimates for materials and labor are derived from the 2024 Study's Short-Term Plan Cost Estimate table as well as recent examples of similar scope. These include the West Portal Improvement Project, several Muni Forward projects requiring red painted transit lanes, and an asphalt roadway mural near Battery Street Bridge. Thermoplastic and epoxy paint materials are the most appropriate because both are more durable than other paint types and meet slip resistance requirements for public areas with significant pedestrian activity. Muni or city agency vehicles may also need to access the Plaza on occasion, so the paint also needs to be traffic-rated, which both thermoplastic and epoxy paints apply. The expected lifespan of thermoplastic paint is 3 to 5 years, while the expected lifespan of epoxy paint is 3 to 8 years, but could be up to ten years.

SFMTA will fund the final outreach and design to take place within the first few months, with the construction phase to be funded by the requested Prop L NTP funds ($440,000).

The task will be led by SFMTA unless noted.

Project Management, Outreach, Design Engineering Phase
Develop, confirm and monitor scope, schedule and budget. Manage funds and reporting through duration of project. Hold key stakeholder meetings with merchant associations and neighborhood groups to identify preferred alternative of the near term design. Conduct direct outreach to adjacent businesses to inform them of upcoming construction. Consult with SFMTA and Public Works for technical review. Public Works to develop necessary drawings and work orders in preparation for development and construction of preferred alternative design.

Construction Phase
SFMTA shops to construct the project, following standard SFMTA practices for painting in Muni Right of Way.

Slow Sanchez Street

Scope:
To support previous improvements to Slow Sanchez Street, SFMTA will install six new purple cross-streets signs at the intersections of Sanchez St with Clipper Ave, 26th St, and Cesar Chavez (rename pending) ($10,000). SFMTA engineers and shops will implement this new signage. The benefit is more visibility of the Slow Street designation of Sanchez St for all users.

The Transportation Authority's Neighborhood Transportation Program (NTP) is intended to strengthen project pipelines and advance the delivery of community supported neighborhood-scale projects, especially in Equity Priority Communities and other neighborhoods with high unmet needs. Commissioner Mandelman has expressed support for using District 8 NTP funds for the scope of work in this request.

Project Location

Jane Warner Plaza (Intersection of Market, Castro and 17th streets) and at Sanchez St/Clipper Ave, Sanchez St/26th St, and Sanchez St/Cesar Chavez (rename pending)

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

Project Phase

Construction (CON)

Justification for Multi-phase Request

Multi-phase allocation is recommended given short duration of design phases and overlapping design and construction phases as work is conducted at multiple locations.

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	$450,000.00

Justification for Necessary Amendment

The recommended allocation is contingent upon amendment of the Neighborhood Transportation Program 5YPP to add the subject project with placeholder funds. See attached 5YPP amendment for details.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action	FY2026/27
Project Name	Jane Warner Plaza Near Term Enhancements and Slow Sanchez Signage [NTP]
Primary Sponsor	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type	Categorically Exempt

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

PROJECT MANAGEMENT: January 2027 (start project) to March 2028

Jane Warner Plaza:
COMMUNITY OUTREACH: February 2027 to March 2027
DESIGN ENGINEERING: April 2027 to June 2027 (PROJECT COORDINATION with Harvey Milk Plaza Improvements Project)
CONSTRUCTION: April 2027 to March 2028 (includes project closeout)

Slow Sanchez Signage:
CONSTRUCTION: April 2027

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action	FY2026/27
Project Name	Jane Warner Plaza Near Term Enhancements and Slow Sanchez Signage [NTP]
Primary Sponsor	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-225: Neighborhood Transportation Program	$0	$450,000	$0	$450,000
Total	**$0**	**$450,000**	**$0**	**$450,000**

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	$0	$450,000	$0	$450,000
SFMTA Interagency Plan Implementation Committee Funds for Market Street	$0	$150,000	$0	$150,000
Total	**$0**	**$600,000**	**$0**	**$600,000**

COST SUMMARY

Phase	Total Cost	PROP L	Source of Cost Estimate
Planning/Conceptual Engineering	$0		
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$150,000		Based on similar projects.
Construction	$450,000	$450,000	Based on similar projects.
Operations	$0		
Total	**$600,000**	**$450,000**	

% Complete of Design:	0.0%
As of Date:	11/02/2026
Expected Useful Life:	5 Years

San Francisco County Transportation Authority
Prop L/Prop AA/Prop D TNC Allocation Request Form

MAJOR LINE ITEM BUDGET- CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	**Totals**	**% of phase**	**SFMTA**	**PW**
Construction*				
Jane Warner Plaza				
Placemaking and Safety Elements (signage)	$ 25,000	6%	$ 25,000	
Work Site Preparation (temporarily remove furnishings, pavement patching, other site elements)	$ 65,000	14%	$ 65,000	
Muni Operations - OCS Support (10%)	$ 45,000	10%	$ 45,000	
Thermoplastic or Epoxy Paint on Plaza (Materials and SFMTA Shop Labor) - 10,800 square feet (using Granite Unit Pavers as proxy) x $20 per sq. ft. ($15-25 per sq. ft. range)	$ 216,000	48%	$ 216,000	
Materials for Public Engagement and Notification	$ 2,000	0%	$ 2,000	
Slow Sanchez Street				
Six purple cross-street signs for Slow Sanchez at three intersections Clipper Ave, 26th St, and Cesar Chavez (rename pending)	$ 10,000	2%	$ 10,000	
Construction Subtotal:	$ 363,000	81%	$ 363,000	$ -
Construction Management/Support (SFMTA and PW Labor)	$ 46,091	10%	$ 19,449	$ 26,642
Contingency	$ 40,909	9%	$ 38,245	$ 2,664
TOTAL CONSTRUCTION PHASE	**$ 450,000**		**$ 420,694**	**$ 29,306**

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action	FY2026/27
Project Name	Jane Warner Plaza Near Term Enhancements and Slow Sanchez Signage [NTP]
Primary Sponsor	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number		**Resolution Date**	
Total PROP L Requested	$450,000	**Total PROP L Recommended**	$450,000

Grant 1 of 1

SGA Project Number		**Name**	Jane Warner Plaza Near Term Enhancements and Slow Sanchez Signage [NTP]
Sponsor	San Francisco Municipal Transportation Agency	**Expiration Date**	09/30/2028
Phase	Construction	**Fundshare**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	Total
PROP L: EP-225	$10,000	$440,000	$450,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, improvements completed at each location to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first QPR (April 2027) Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

Special Conditions
1. 1. The recommended allocation is contingent upon amendment of the Neighborhood Transportation Program 5YPP to add the subject project with funds from the Neighborhood Program (NTP) Project Placeholder. See attached 5YPP amendment for details.
2. 2. The Transportation Authority will not reimburse SFMTA for construction phase expenses for Jane Warner Plaza ($440,000) until Transportation Authority staff releases the funds pending a decision on the final design alternative, as confirmed by the District 8 Supervisor, and receipt of evidence of completion of design (e.g. copy of certifications page or workorder, internal design completion documentation, or similar).
Notes
1. Progress reports will be shared with the District 8 Commissioner for this NTP project.

Leveraging

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	25.0%

EXPENDITURE PLAN SUMMARY

Current PROP L Request	$450,000

1. The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstances replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
CH

CONTACT INFORMATION

	Project Manager	Grant Manager
Name	Casey Hildreth	Kathryn Studwell
Title	Transportation Planner	Grant Administration Manager
Phone	(415) 646-2217	(415) 517-7015
Email	casey.hildreth@sfmta.com	kathryn.studwell@sfmta.com

EXISTING CONDITIONS

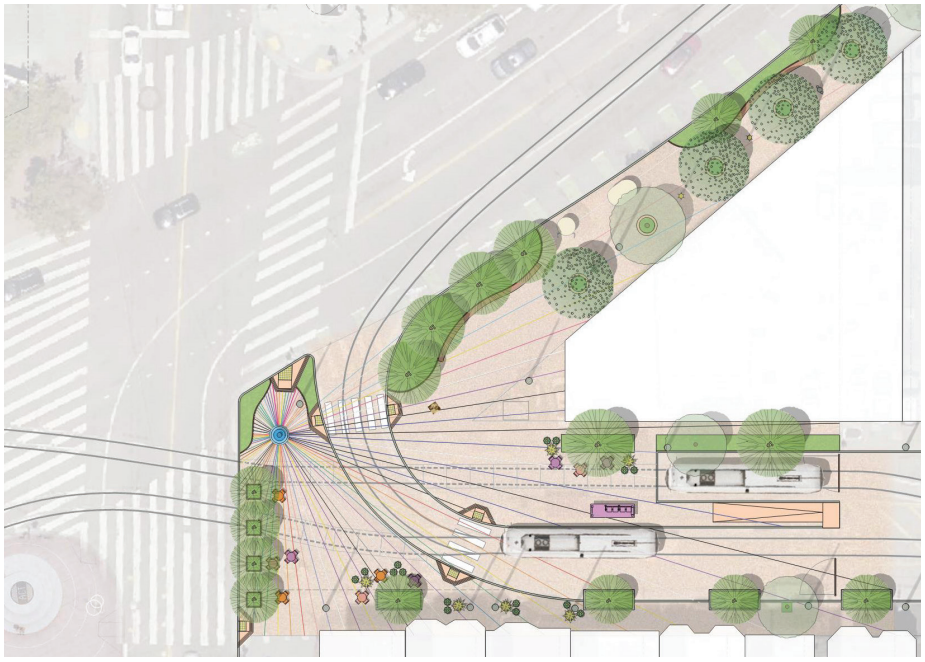


CONCEPTUAL DESIGN OPTIONS

LOVE IS ACTION



THE GREEN EMBRACE



San Francisco
County Transportation
Authority

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Neighborhood Transportation Program (EP 25)

Programming and Allocations to Date

Pending December 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated	$100,000					$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Allocated	$100,000					$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated		$100,000				$100,000
SFMTA	Neighborhood Program (NTP) Coordination [12]	PLAN/CER	Programmed		$50,000				$50,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated			$100,000			$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Allocated			$100,000			$100,000
SFCTA	Neighborhood Program (NTP) Coordination [12]	PLAN/CER	Appropriated				$125,000		$125,000
SFMTA	Neighborhood Program (NTP) Coordination [12]	PLAN/CER	Allocated				$125,000		$125,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed					$100,000	$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed					$100,000	$100,000
Any	Neighborhood Program (NTP) Project Placeholder [1,2,3,4,5,6,7,8,9,10]	TBD	Programmed	$0					$0
Any	Neighborhood Program (NTP) Project Placeholder [10,11,13]	TBD	Programmed		$1,005,855				$1,005,855
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed			$1,850,000			$1,850,000
SFCTA	Walter U Lum Place Public Space Study [NTP] [1]	PLAN/CER	Appropriated	$236,000					$236,000
SFMTA	Walter U Lum Place Public Space Study [NTP] [1]	PLAN/CER	Allocated	$114,000					$114,000
SFCTA	Inner Sunset Multimodal Safety and Access Study [NTP] [1]	PLAN/CER	Appropriated	$265,000					$265,000
SFMTA	Inner Sunset Multimodal Safety and Access Study [NTP] [1]	PLAN/CER	Allocated	$85,000					$85,000
SFMTA	Great Highway Gateway [NTP] [2]	PLAN/CER	Allocated		$159,145				$159,145
SFPW	Clement Street Intersection Improvements [2]	PS&E	Allocated		$25,000				$25,000
SFPW	Clement Street Intersection Improvements [2]	CON	Allocated		$100,000				$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] [3]	PLAN/CER	Allocated		$50,000				$50,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] [3]	PS&E	Allocated		$100,000				$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] [3]	CON	Allocated		$550,000				$550,000
SFMTA	Lincoln Way Traffic Signals [NTP] [4]	PS&E	Allocated		$500,000				$500,000
SFMTA	Duboce Triangle Slow Streets Study [NTP] [5]	PLAN/CER	Allocated		$250,000				$250,000

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
Neighborhood Transportation Program (EP 25)
Programming and Allocations to Date
Pending December 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Monterey Boulevard Pedestrian Safety Improvement [NTP] [6]	PS&E	Allocated		$60,000				$60,000
SFMTA	Monterey Boulevard Pedestrian Safety Improvement [NTP] [6]	CON	Allocated		$290,000				$290,000
SFMTA	District 5 Daylighting [NTP] [7]	CON	Allocated		$117,500				$117,500
SFMTA	West Broadway Tunnel Safety [NTP] [8]	PS&E	Allocated			$75,000			$75,000
SFMTA	West Broadway Tunnel Safety [NTP] [8]	CON	Allocated			$186,000			$186,000
SFMTA	District 5 Traffic Calming and Pedestrian Improvements [NTP] [9]	PS&E	Allocated			$141,200			$141,200
SFMTA	District 5 Traffic Calming and Pedestrian Improvements [NTP] [9]	CON	Allocated			$441,300			$441,300
SFMTA	District 2 Turk Boulevard Pedestrian Safety [NTP] [10]	PS&E	Allocated			$67,000			$67,000
SFMTA	District 2 Turk Boulevard Pedestrian Safety [NTP] [10]	CON	Allocated			$133,000			$133,000
SFMTA	Fulton Street Safety Improvements Study [NTP] [11]	PLAN/CER	Allocated				$80,000		$80,000
SFMTA	Fulton Street Safety Improvements Study [NTP] [11]	PS&E	Allocated				$31,000		$31,000
SFMTA	Fulton Street Safety Improvements Study [NTP] [11]	CON	Allocated				$338,000		$338,000
SFMTA	Jane Warner Plaza Near Term Enhancements and Slow Sanchez Signage [NTP] [13]	CON	Pending				$450,000		$450,000
			Total Programmed in 2023 5YPP	$900,000	$3,357,500	$3,093,500	$1,149,000	$200,000	$8,700,000
			Total Allocated and Pending	$900,000	$2,301,645	$1,243,500	$1,149,000	$0	$5,594,145
			Total Unallocated	$0	$1,055,855	$1,850,000	$0	$200,000	$3,105,855
			Total Programmed in 2023 Strategic Plan	$4,050,000	$2,200,000	$2,050,000	$200,000	$200,000	$8,700,000
			Deobligated Funds	$0	$0	$575	$0	$0	$575
			Cumulative Remaining Programming Capacity	$3,150,000	$1,992,500	$949,575	$575	$575	$575

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation

FOOTNOTES:

[1] 5YPP amendment to fund Walter U Lum Place Public Space Study [NTP] and Inner Sunset Multimodal Safety and Access Study [NTP] (Resolution 2024-014, 10/24/2023):
Neighborhood Program (NTP) Project Placeholder: Reduced from $3,850,000 to $3,150,000.
Walter U Lum Place Public Space Study: Added project with $350,000 in FY2023/24.
Inner Sunset Multimodal Safety and Access Study [NTP Planning]: Added project with $350,000 in FY2023/24.

[2] 5YPP amendment to fund Great Highway Gateway and Clement Street Intersection Improvements (Resolution 2025-011, 9/24/2024):
Neighborhood Program (NTP) Project Placeholder: Reduced from $3,150,000 to $2,865,855.

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Neighborhood Transportation Program (EP 25)

Programming and Allocations to Date

Pending December 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	

Great Highway Gateway: Added project with $159,145 in FY2024/25.

Clement Street Intersection Improvements: Added projects with $25,000 PS&E and $125,000 CON in FY2024/25.

[3] 5YPP amendment to fund District 11 Traffic Calming and Sideshow Deterrence [NTP] (Resolution 2025-025, 12/17/2024):

Neighborhood Program (NTP) Project Placeholder: Reduced from $2,865,855 to $2,165,855.

District 11 Traffic Calming and Sideshow Deterrence [NTP]: Added project with $700,000 in FY2024/25.

[4] 5YPP amendment to fund Lincoln Way Traffic Signals [NTP] (Resolution 2025-029, 2/25/2025):

Neighborhood Program (NTP) Project Placeholder: Reduced from $2,165,855 to $1,665,855.

Lincoln Way Traffic Signals [NTP]: Added project with $500,000 in FY2024/25.

[5] 5YPP amendment to fund Duboce Triangle Slow Streets Study [NTP] (Resolution 2025-029, 2/25/2025):

Neighborhood Program (NTP) Project Placeholder: Reduced from $1,665,855 to $1,415,855.

Duboce Triangle Slow Streets Study [NTP]: Added project with $250,000 in FY2024/25.

[6] 5YPP amendment to fund Monterey Boulevard Pedestrian Safety Improvement [NTP] (Resolution 2025-038, 3/25/2025):

Neighborhood Program (NTP) Project Placeholder: Reduced from $1,415,855 to $1,065,855.

Monterey Boulevard Pedestrian Safety Improvement [NTP]: Added project with $350,000 in FY2024/25.

[7] 5YPP amendment to fund District 5 Daylighting [NTP] (Resolution 2025-046, 5/25/2025):

Neighborhood Program (NTP) Project Placeholder: Reduced from $1,065,855 to $948,355

District 5 Daylighting [NTP]: Added project with $117,500 in FY2024/25.

[8] 5YPP amendment to fund West Broadway Tunnnel Safety [NTP] (Resolution 2026-019, 10/28/2025):

Neighborhood Program (NTP) Project Placeholder: Reduced from $948,355 to $687,355

West Broadway Tunnel Safety [NTP]: Added project with $75,000 for design and $186,000 for construction in FY2025/26.

[9] 5YPP amendment to fund District 5 Traffic Calming and Pedestrian Improvements [NTP] (Resolution 2026-033, 2/24/2026):

Neighborhood Program (NTP) Project Placeholder: Reduced from $687,355 to $104,855

District 5 Traffic Calming and Pedestrian Improvements [NTP]: Added project with $141,200 for design and $441,300 for construction in FY2025/26.

[10] 5YPP amendment to fund District 2 Turk Boulevard Pedestrian Safety [NTP] (Resolution 2026-054, 5/19/2026):

Neighborhood Program (NTP) Project Placeholder: Reduced from $104,855 to $0 in FY2023/24

Neighborhood Program (NTP) Project Placeholder: Reduced from $2,000,000 to $1,904,855 in FY2024/25

District 2 Turk Boulevard Pedestrian Safety [NTP]: Added project with $67,000 for design and $133,000 for construction in FY2025/26.

[11] 5YPP amendment to fund Fulton Street Safety Improvements Study [NTP] (Resolution 2026-060, 6/23/2026):

Neighborhood Program (NTP) Project Placeholder: Reduced $1,904,855 to $1,455,855 in FY2024/25

Fulton Street Safety Improvements Study [NTP]: Added project with $80,000 for planning, $31,000 for design, and $338,000 for construction in FY2026/27.

[12] 5YPP amendment to reprogram $25,000 in FY 2024/25 Neighorhood Program (NTP) Coordination funds from SFMTA to SFCTA in FY 2026/27. (Resolution 2027-002, 7/28/2026)

[13] 5YPP amendment to fund Jane Warner Plaza Near Term Enhancements and Slow Sanchez Signage [NTP] (Resolution 2027-XX, 12/X/2026):

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Neighborhood Transportation Program (EP 25)

Programming and Allocations to Date

Pending December 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
	Neighborhood Program (NTP) Project Placeholder: Reduced $1,455,855 to $1,005,855 in FY2024/25								
	Jane Warner Plaza Near Term Enhancements and Slow Sanchez Signage [NTP]: Added project with $450,000 for construction in FY2026/27.								

ATTACHMENT 5

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action	FY2026/27
Project Name	Visitacion Valley & Portola CBTP Implementation
Primary Sponsor	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Equity Priority Transportation Program
Current PROP L Request:	$750,000
Supervisorial Districts	District 09, District 10

REQUEST

Brief Project Description

Implement recommendations from the Visitacion Valley and Portola Community Based Transportation Plan to improve bike network connectivity and pedestrian safety. Specific improvements include neighborhood bike routes, crosswalk upgrades, and traffic calming in Portola and raised crosswalks to connect the Visitacion Valley Greenway in Visitacion Valley.

Detailed Scope, Project Benefits and Community Outreach

With support from District 9 Supervisor Fielder's office and District 10 Supervisor Walton's office, this request will fund project recommendations from the Visitacion Valley and Portola Community Based Transportation Plan (CBTP). Please refer to attached map and list of the CBTP recommendations and the specific locations included in the proposed project scope.

This request will cover planning, public engagement, technical review, and engineering design tasks that are necessary for construction, as well as construction of improvements. The project benefits are improvements to bike network connectivity and pedestrian safety. All tasks will be led by SFMTA. The scope of the request includes:

Project Management [PLAN]
Develop, confirm and monitor scope, schedule and budget. Manage funds and reporting through duration of project.

Outreach, Environmental Review and Legislation [PLAN]
SFMTA will conduct outreach to community stakeholders to provide opportunities to weigh in on project scope prior to SFMTA Board of Directors approval such as posting hearing notices in the affected areas and providing the opportunity to provide feedback at the SFMTA's Engineering Hearing. After conducting field assessments, the project team will develop visuals in preparation for a brief period of outreach to solicit feedback and confirm the initial scope from 2023. Some scope, such as crosswalk upgrades that already have curb ramps, can be fast tracked without an outreach or approval process. Other potential strategies include mailers, one-on-one meetings with community organizations, and other proven methods to reach broad audiences. Based on feedback from outreach, the scope may be modified to better meet neighborhood needs while still meeting goals for safety and connectivity and within the budget. This task will also cover completing environmental clearance.
Deliverables: 1) SFMTA Board Resolution legislating the project (which will include public outreach summary).

Design Engineering [PS&E]
Conduct the detailed design phase taking into account the physical environment where construction will take place. There will be two phases: Phase 1 to start October 2027 for bike routes and other elements that require detailed design work after legislation. Phase 2 to start April 2028 for raised crosswalks and other elements that require legislation and more complex design before construction start. This phase includes engagement with utility companies and Public Works, if needed, to finalize engineering drawings for construction. This phase also includes the development of work orders in preparation for construction.

Construction Phase [CON]
This phase will construct the project, following standard SFMTA practices. There will be two phases: Construction Phase 1 to start April 2027 for crosswalk upgrades and other elements that can be implemented quickly without legislation. Construction Phase 2 to start July 2028 for raised crosswalks and other elements that require legislation and more complex design before construction start.
Staff will develop, confirm and monitor scope, schedule and budget as well as manage funds and reporting through duration of project.
Deliverables: 1) Photos of completed improvements

SFMTA plans to contract with SF Public Works for design and construction of raised crosswalks, which may require complex grading and utility work and therefore take longer to implement than other scope elements. The final suite of improvements may change depending on community feedback and technical feasibility.

Proposed Scope in District 9:
-Bacon Street Traffic Calming: Speed humps on Bacon Street between University and Oxford Street. *Benefits: Slows down traffic speeds.*
-Crosswalk Upgrades to Continental (striped): The four intersections below were recommended in the plan. After a future field assessment, the project team may pursue other nearby intersections for crosswalks assuming curb ramps are present. *Benefits: Makes pedestrians more visible while crossing street. Locations:* Gambier Street at Burrows Street, University Street at Woolsey Street, University Street at Dwight Street, Goettingen Street at Dwight Street
-Barneveld Ave/Girard Street Neighborhood Bike Route: A neighborhood bike route along Barneveld Avenue and Girard Street from Rickard Street in the north to Woolsey in the south. *Benefits: Establishes a bike route in this residential neighborhood to connect to other bikeways. No parking removal required.*
-San Bruno Ave/Silver Ave Neighborhood Bike Route**:** A neighborhood bike route between San Bruno Avenue and Silver Avenue on Woolsey Street and University Street. *Benefits: Establishes a bike route in this residential neighborhood to connect to other bikeways. No parking removal required.*
-San Bruno Ave between Mansell and Paul Bike Lane: The 29 Sunset Improvement Project team is working with adjacent stakeholders on the potential design and legislation of a bike lane on San Bruno Ave between Mansell and Paul. If a workable design is identified and legislated by that project, this scope would cover its implementation. *Benefits: Establishes a bike lane to connect to other bikeways.*

Proposed Scope in District 10:
-Raised Crosswalks (*support connection to Vis Valley Greenway*): *Benefits: Encourages drivers to slow down and yield to pedestrians. Locations:* mid block on Raymond between Rutland and Arleta; mid block on Teddy between Rutland and Alpha; mid block on Arleta between Rutland and Alpha

Project Location

Various locations in Districts 9 and 10; see attached map.

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

Project Phases

Planning/Conceptual Engineering (PLAN), Design Engineering (PS&E), Construction (CON)

Justification for Multi-phase Request

Multi-phase allocation is recommended given proposed concurrent planning, design and construction work for a variety of scope elements including those that can be implemented quickly without legislation or significant design work (e.g. crosswalk upgrades) at various locations.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
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 Equity Priority Transportation Program 5-Year Prioritization Program to program $750,000 in Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder funds from phase TBD to the subject project as described in this request, including $122,693 for planning, $203,898 for design, and $423,409 for construction.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action	FY2026/27
Project Name	Visitacion Valley & Portola CBTP Implementation
Primary Sponsor	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2027	Oct-Nov-Dec	2029
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2027	Apr-May-Jun	2028
Advertise Construction				
Start Construction (e.g. Award Contract)	Apr-May-Jun	2027		
Operations (OP)				
Open for Use			Apr-May-Jun	2029
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2029

SCHEDULE DETAILS

PLANNING/CONCEPTUAL ENGINEERING: April 2027 - December 2029
- Project Management: April 2027 - December 2029
- Community Outreach: April 2027 - October 2027 (includes PROJECT COORDINATION with other projects such as 29 Sunset Improvement Project)
- Environmental Review and Legislation: November 2027 - December 2027

DESIGN ENGINEERING: October 2027 - June 2028 (Two Phases)
- Detailed Design Phase 1: Start October 2027 (bike routes and other elements that require design work before legislation)
- Detailed Design Phase 2: Start January 2028 (raised crosswalks and other elements that require legislation and more complex design with Public Works before construction start)

CONSTRUCTION: April 2027 - December 2029 (Two Phases)

- Construction Phase 1: Start April 2027 (crosswalk upgrades and other elements that can be implemented quickly without legislation)
- Construction Phase 2: Start July 2028 (raised crosswalks and other elements that require legislation and more complex design before construction start)

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action	FY2026/27
Project Name	Visitacion Valley & Portola CBTP Implementation
Primary Sponsor	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-226: Equity Priority Transportation Program	$0	$750,000	$0	$750,000
Total	**$0**	**$750,000**	**$0**	**$750,000**

COST SUMMARY

Phase	Total Cost	PROP L	Source of Cost Estimate
Planning/Conceptual Engineering	$122,693	$122,693	Engineer's estimate based on similar projects.
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$203,898	$203,898	Engineer's estimate based on similar projects.
Construction	$423,409	$423,409	Engineer's estimate based on similar projects.
Operations	$0		
Total	**$750,000**	**$750,000**	

% Complete of Design:	0.0%
As of Date:	10/19/2026
Expected Useful Life:	20 Years

San Francisco County Transportation Authority
Prop L/Prop AA/Prop D TNC Allocation Request Form

MAJOR LINE ITEM BUDGET- PLANNING

BUDGET SUMMARY

Agency	Project Management	Outreach	Environ/ Legislation	Total
SFMTA	$ 23,692	$ 48,666	$ 42,588	**$ 114,946**
Materials (Direct Costs)		$ 2,000		**$ 2,000**
Contingency (5%)				**$ 5,747**
TOTAL PLANNING PHASE				**$ 122,693**

* Direct Costs include mailing, reproduction costs, room rental fees, etc.

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
5502 Project Manager 1 - Streets	35	$ 95.71	2.9	$ 278.37	0.02	**$ 9,743**
5504 Project Manager 2 - Streets	20	$ 110.75	2.9	$ 316.54	0.01	**$ 6,331**
9179 Manager V	30	$ 107.31	2.9	$ 314.99	0.01	**$ 9,450**
5290 Transportation Planner 4 - Streets	65	$ 91.83	2.9	$ 268.50	0.03	**$ 17,452**
5289 Transportation Planner 3 - Streets	120	$ 77.47	3.0	$ 230.28	0.06	**$ 27,634**
1314 Public Relations Officer	60	$ 70.27	3.0	$ 211.77	0.03	**$ 12,706**
5408 Communications Manager	10	$ 81.86	3.0	$ 242.01	0.00	**$ 2,420**
5211 Senior Engineer	5	$ 120.07	2.8	$ 340.20	0.00	**$ 1,701**
5241 Engineer	30	$ 103.75	2.9	$ 298.76	0.01	**$ 8,963**
5207 Associate Engineer	55	$ 91.32	2.9	$ 267.22	0.03	**$ 14,697**
5277 Planner 1	23	$ 53.71	3.1	$ 167.34	0.01	**$ 3,849**
TOTAL:						**$ 114,946**

San Francisco County Transportation Authority
Prop L/Prop AA/Prop D TNC Allocation Request Form

MAJOR LINE ITEM BUDGET- DESIGN

SUMMARY BY MAJOR LINE ITEM - DESIGN			
Budget Line Item	**Totals**		**% of phase**
Total SFMTA Labor			
Detailed Engineering (PS&E)	$	194,189	95%
Contingency (5%)	$	9,709	5%
TOTAL DESIGN PHASE	**$**	**203,898**	

San Francisco County Transportation Authority
Prop L/Prop AA/Prop D TNC Allocation Request Form

MAJOR LINE ITEM BUDGET- CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	**Totals**	**% of phase**	**SFMTA**	**PW**
Task 4: Construction*				
Girard/Woolsey/University Bikeway	$ 30,000	7%	$ 30,000	
San Bruno Ave Bike Lanes - Portola	$ 30,000	7%	$ 30,000	
Crosswalks upgrades at four intersections on University, Gambier and Goettingen	$ 30,000	7%	$ 30,000	
Speed Humps on Bacon between University and Oxford	$ 80,000	19%	$ 80,000	
Vis Valley Greenway Connector - 3 Raised Crosswalks (Raymond, Teddy, Arleta) (Public Works)	$ 218,000	51%		$ 218,000
Task 4: Construction Subtotal:	$ 388,000	91.6%	$ 170,000	$ 218,000
Construction Management/Support (Labor)	$ 15,247	3.6%	$ 15,247	
Contingency (5%)	$ 20,162	4.8%	$ 9,262	$ 10,900
TOTAL CONSTRUCTION PHASE	**$ 423,409**		**$ 194,509**	**$ 228,900**

*Final scope and locations to be validated during engineering and planning assessment

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action	FY2026/27
Project Name	Visitacion Valley & Portola CBTP Implementation
Primary Sponsor	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number		**Resolution Date**	
Total PROP L Requested	$750,000	**Total PROP L Recommended**	$423,409

Grant 1 of 3

SGA Project Number		**Name**	Visitacion Valley & Portola CBTP Implementation
Sponsor	San Francisco Municipal Transportation Agency	**Expiration Date**	06/30/2030
Phase	Planning/Conceptual Engineering	**Fundshare**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	Total
PROP L: EP-226	$30,673	$92,020	$122,693

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, including a summary of outreach conducted and feedback received, 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 environmental review and legislation (anticipated December 2027), SFMTA will provide a final list improvements by location for Phase 1 and 2.

3. Upon completion of environmental review and legislation (anticipated December 2027), SFMTA will provide the SFMTA Board Resolution legislating the project, which will include public outreach summary.

Special Conditions

1. The recommended is contingent upon amendment of the Equity Priority Transportation Program 5YPP to program $122,693 in Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder funds from phase TBD to planning for the subject project.

Notes
1. Reminder: All flyers, brochures, posters, websites and other similar materials prepared with Proposition L funding shall comply with the attribution requirements established in the Standard Grant Agreement.
2. Planning phase includes $23,000 in project management budget that will span the duration of the entire project.

Grant 2 of 3

SGA Project Number		**Name**	Visitacion Valley & Portola CBTP Implementation
Sponsor	San Francisco Municipal Transportation Agency	**Expiration Date**	12/31/2028
Phase	Design Engineering	**Fundshare**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2027/28	Total
PROP L: EP-226	$203,898	$203,898

Deliverables
1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion (anticipated June 2028), SFMTA shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar).

Special Conditions
1. The recommended is contingent upon amendment of the Equity Priority Transportation Program 5YPP to program $203,898 in Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder funds from phase TBD to design for the subject project. See attached 5YPP amendment for details.
2. Reimbursement of design phase funds ($203,898) is conditioned upon SFMTA providing the final list of Phase 1 and 2 improvements to be implemented through this project, which is deliverable #2 for the planning phase.

Notes
1. Reminder: All flyers, brochures, posters, websites and other similar materials prepared with Proposition L funding shall comply with the attribution requirements established in the Standard Grant Agreement.

Grant 3 of 3

SGA Project Number		**Name**	Visitacion Valley & Portola CBTP Implementation
Sponsor	San Francisco Municipal Transportation Agency	**Expiration Date**	12/30/2030
Phase	Construction	**Fundshare**	100.0%

Cash Flow Distribution Schedule by Fiscal Year				
Fund Source	**FY2027/28**	**FY2028/29**	**FY2029/30**	**Total**
PROP L: EP-226	$50,000	$358,000	$15,409	$423,409

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, [improvements completed at each location to date], upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first QPR (due April 30, 2027) SFMTA shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork SFMTA shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project (anticipated December 2029) SFMTA shall provide 2-3 photos of completed work.

Special Conditions

1. The recommended is contingent upon amendment of the Equity Priority Transportation Program 5YPP to program $423,409 in Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder funds from phase TBD to construction for the subject project. See attached 5YPP amendment for details.

2. Reimbursement construction phase funds ($423,409) is conditioned upon SFMTA providing the evidence of completion of design, which is deliverable #2 for the design phase.

Notes

1. Reminder: All construction signage, project fact sheets, websites and other similar materials shall comply with the attribution requirements established in the Standard Grant Agreement.

Leveraging

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	0.0%

EXPENDITURE PLAN SUMMARY

Current PROP L Request	$750,000

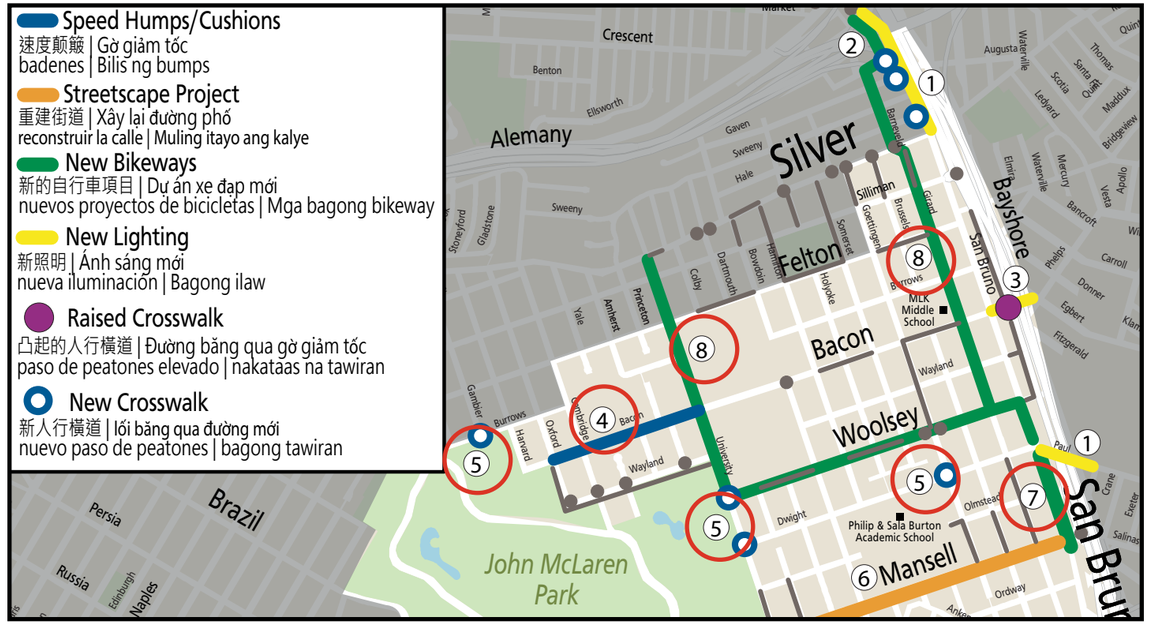
1. The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstances replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
ML

CONTACT INFORMATION

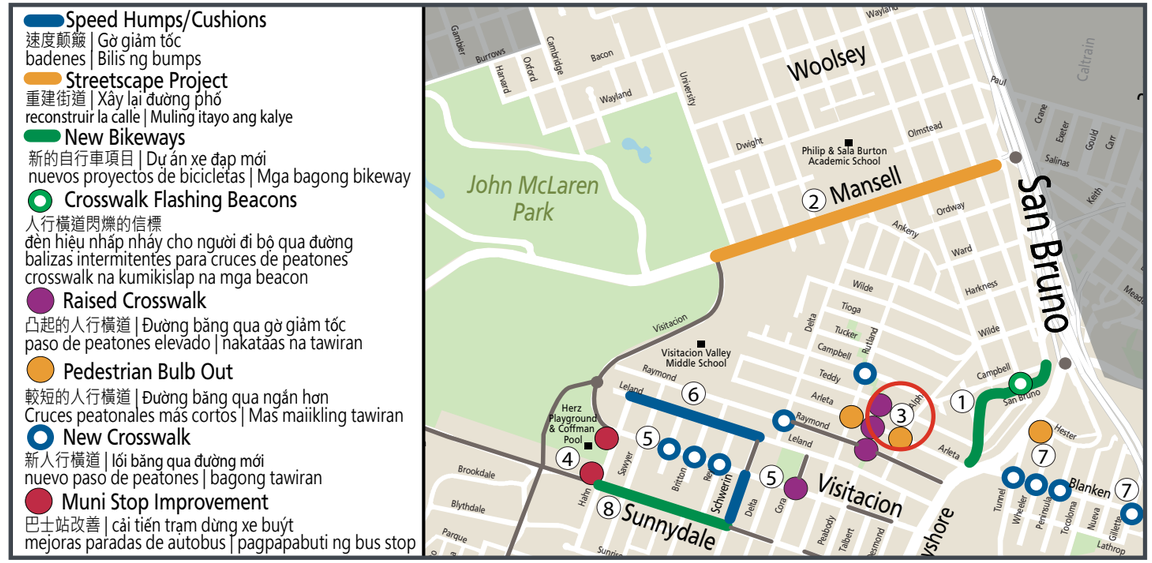
	Project Manager	Grant Manager
Name	Jean Long	Kathryn Studwell
Title	Transportation Planner	Grant Administration Manager
Phone	(415) 646-2391	(415) 517-7015
Email	jean.long@sfmta.com	kathryn.studwell@sfmta.com

Portola Projects



Rank	Portola Projects	Project	Why
1	Portola Freeway Greenway Connector	Pedestrian-scale lighting on San Bruno Avenue between Silver Avenue and Alemany Boulevard. Upgraded crosswalks at Hale Street, Gaven Street, and Rickard Street.	Create safe and comfortable conditions for people walking to the Alemany Farmer's Market.
2	San Bruno Ave Protected Bikeway	Protected 2-way bikeway on the west side of San Bruno Avenue between Rickard Street and the Alemany Interchange.	Create safe and comfortable bike network connection between the Alemany Farmer's Market and the Girard bikeway.
8	Girard/Woolsey/University Bikeway	Neighborhood bike route along Barneveldt Avenue and Girard Street from Rickard Street in the north to Woolsey Street in the south; neighborhood bike route between San Bruno Avenue and Silver Avenue on Woolsey Street and University Street.	Provide low-volume, low-stress north/south and east/west bike network altneratives to San Bruno Avenue or Silver Avenue that are direct and with few hills. Connects to other proposed bike network projects
4	Bacon Street Traffic Calming	Speed humps on Bacon Street between University Street and Oxford Street.	Reduce neighborhood speeding.
5	Park & Stairway Crosswalks	Crosswalks and curb ramp upgrades at: Gambier Street at Burrows Street; University Street at Woolsey Street; University Street at Dwight Street; Goettingen Street at Dwight Street.	Improve pedestrian visibility and access at park entrances and at public stairways.
3	Undercrossing Improvements	Pedestrian-scale lighting in the Bacon Street and Paul Avenue Hwy 101 underpasses; mid-block raised crosswalk on Bacon Street.	Improve pedestrian visibility and comfort in freeway underpasses; connect the segments of the Portola Freeway Greenway.
7	San Bruno Ave Bike Lanes - Portola	Remove 1 northbound travel lane to install bike lanes between Mansell Street and Paul Avenue.	Connects bike network between Mansell Street, San Bruno Aveue, Paul Avenue, and the proposed Woolsey/University Bikeway and Girard Bikeway.
6	Mansell Streetscape	Protected bikeway, transit bulbs, and landscaped median open space along Mansell Street between San Bruno Avenue and Visitacion Avenue.	Transform Mansell Street median into linear park for the community.

Visitacion Valley Projects



Rank	Vis Valley Projects	Project	Why
1	San Bruno Ave Bike Lanes - Vis Valley	Uphill-only bike lane from Bayshore Boulevard to Campbell Avenue; rapid flashing beacons at existing crosswalk at Beeman Lane Stairway.	Provides separated space for slow-moving bicyclists going uphill without removing street parking; improve pedestrian safety and slow driver speeds.
7	Little Hollywood Projects	Pedestrian bulb out on Hester Avenue at Bayshore Boulevard; crosswalk and curb ramp upgrades on Blanken Avenue at Tunnel Avenue, Wheeler Avenue, Peninsula Avenue, and Gillette Avenue.	Improve pedestrain safety and visibility.
4	Sunnydale Transit Improvements	Transit bulbs, bus shelters, and arrival time signage for bus stops on Hahn Street at Visitacion Avenue and at Sunnydale Avenue.	Improve transit access & comfort for Sunnydale residents & park users.
3	Vis Valley Greenway Connector	Decorative raised crosswalks mid-block on Raymond Avenue, Arleta Avenue and Teddy Avenue; Pedestrian bulb-outs on Arleta Avenue at Alpha Street and at Rutland Street; decorative crosswalk on Rutland Street at Campbell Avenue.	Connect the Vis Valley Greenway in a continuous pedestrian path.
6	Leland Ave Traffic Calming	Speed humps on Leland Avenue between Schwerin Street and Hahn Street.	Slow driver speeds and improve pedestrian safety.
5	Visitacion Ave Traffic Calming	Raised crosswalk on Cora Street at Visitacion Avenue; upgraded crosswalks and curb ramps on Visitacion Avenue at Rey Street, Britton Street, and Loehr Street.	Slow driver speeds and improve pedestrian safety.
8	Sunnydale Avenue Bike Lane	Uphill-only westbound bike lane on Sunnydale Avenue from Schwerin Street to Hahn Street.	Separated space for slow-moving bicyclists going uphill without removing parking; connects to uphill-only bike lane being built on Sunnydale Avenue west of Hahn Street.
2	Mansell Streetscape	Protected bikeway, transit bulbs, and landscaped median open space along Mansell Street between San Bruno Avenue and Visitacion Avenue.	Transform Mansell Street median into linear park for the community.

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Equity Priority Transportation Program (EP 26)

Programming and Allocations to Date

Pending December 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
TBD	Brotherhood Way Safety and Circulation Plan Implementation Placeholder	TBD	Programmed			$1,000,000			$1,000,000
TBD	Citywide Equity Planning Placeholder [1]	TBD	Programmed		$160,110				$160,110
TBD	Community Based Transportation Plan Implementation Placeholder [4]	TBD	Programmed			$0			$0
TBD	Community Based Transportation Plan Implementation Placeholder [4]	TBD	Programmed				$550,000		$550,000
TBD	Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon) [2]	PLAN/CER	Programmed		$0				$0
TBD	Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon) [2]	PLAN/CER	Programmed			$0			$0
TBD	Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon)	PLAN/CER	Programmed				$100,000		$100,000
SFMTA	Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder [3,5]	TBD	Pending		$0				$0
SFMTA	Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder [5]	TBD	Pending			$0			$0
SFPW	Visitacion Avenue Bike and Pedestrian Safety Improvements [3]	CON	Allocated			$250,000			$250,000
SFCTA	Bayview Street Safety and Truck Relief Study [1]	PLAN/CER	Appropriated		$139,890				$139,890
SFCTA	Mission/Alemany Community Based Transportation Plan [2]	PLAN/CER	Appropriated			$200,000			$200,000
SFPW	Oakdale Avenue Lighting Improvements Phase 2 [4]	PS&E	Pending				$650,000		$650,000
SFMTA	Visitacion Valley & Portola Community Based Transportation Plan Implementation [5]	PLAN/CER	Pending				$122,693		$122,693
SFMTA	Visitacion Valley & Portola Community Based Transportation Plan Implementation [5]	PS&E	Pending				$203,898		$203,898
SFMTA	Visitacion Valley & Portola Community Based Transportation Plan Implementation [5]	CON	Pending				$423,409		$423,409

Total Programmed in 2023 5YPP	$0	$300,000	$1,450,000	$2,050,000	$0	$3,800,000
Total Allocated and Pending	$0	$139,890	$450,000	$1,400,000	$0	$1,989,890
Total Unallocated	$0	$160,110	$1,000,000	$650,000	$0	$1,810,110
Total Programmed in 2023 Strategic Plan	$0	$800,000	$2,300,000	$700,000	$0	$3,800,000
Deobligated Funds	$0	$0	$0	$0	$0	$0
Cumulative Remaining Programming Capacity	$0	$500,000	$1,350,000	$0	$0	$0

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation

FOOTNOTES:

[1] 5YPP amendment to fund Bayview Street Safety and Truck Relief Study (Resolution 2025-022, 12/10/2024):

Citywide Equity Planning Placeholder: Reduced from $300,000 to $160,110 in FY2023/24.

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[3] 5YPP amendment to fund Visitacion Avenue Bike and Pedestrian Safety Improvements (Resolution 2027-002, 07/28/2026):

Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder: Reduced from $400,000 to $150,000 in FY2024/25.

Visitacion Avenue Bike and Pedestrian Safety Improvements: Added project with $250,000 for construction in FY2025/26.

[4] 5YPP amendment to fund Oakdale Avenue Lighting Improvements Phase 2 (Resolution 2027-XXX, 12/X/2026):

Community Based Transportation Plan Implementation Placeholder: Reduced from $600,000 to $0 in FY2025/26.

Community Based Transportation Plan Implementation Placeholder: Reduced from $600,000 to $550,000 in FY2026/27.

Oakdale Avenue Lighting Improvements Phase 2: Added project with $650,000 for design in FY2026/27.

[5] 5YPP amendment to fund Visitacion Valley & Portola Community Based Transportation Plan Implementation (Resolution 2027-xx, 12/x/2026):

Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder: Reduced from $150,000 to $0 in FY2024/25 for to-be-determined phase and reduced from $600,000 to $0 in FY2025/26 for to-be-determined phase.

Visitacion Valley & Portola Community Based Transportation Plan Implementation: Added project with $122,693 for planning, $203,898 for design, and $423,409 for construction in FY2026/27.

ATTACHMENT 5

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action	FY2026/27
Project Name	Oakdale Lighting Improvements Phase 2
Primary Sponsor	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Equity Priority Transportation Program
Current PROP L Request:	$650,000
Supervisorial District	District 10

REQUEST

Brief Project Description

Installation and upgrade of street lighting on Oakdale Avenue between Phelps Street & Barneveld Avenue to make walking more inviting and safe along this important and busy thoroughfare in the Bayview District. This project grew out of an extensive and inclusive community transportation planning project, the Bayview Community Based Transportation Plan with significant stakeholder engagement and builds on the Phase 1 improvements completed in Spring of 2025.

Detailed Scope, Project Benefits and Community Outreach

The project will upgrade and install street lighting and related work such as electrical conduit, electrical services, poles, pole foundations and sidewalk restoration on Oakdale Avenue between Phelps Street and Barneveld Avenue. One of the busiest streets in the Bayview District, Oakdale's corridor will be illuminated to make pedestrians safer. This is a project that grew out of an extensive and inclusive community transportation planning project (Bayview Community Transportation Plan or Bayview CBTP) with significant stakeholder engagement.

Improving lighting along Oakdale Avenue was the highest-ranked community priority in the Bayview CBTP, adopted in 2020. The Bayview CBTP engaged over 4,000 residents during a 2-year planning period and worked in paid partnership with 5 community based organizations to engage residents typically excluded from the planning process. The Bayview CBTP received the "Advancing Diversity and Social Change" national award from the American Planning Association in the summer of 2021. The adopted plan can be accessed here: https://www.sfmta.com/reports/bayview-cbtp-final-plan.

Phase 1 of the Oakdale Lighting Improvements Project, funded by Prop AA, spans from Phelps Street to Lane Street and was completed in Spring of 2025. A ribbon-cutting ceremony was held for Phase 1 in July of 2025, during which the community provided feedback requesting the implementation of additional Bayview CBTP improvements and continued lighting enhancements along Oakdale Avenue to improve visibility along pedestrian pathways.

With advances in technology, opportunities to improve sustainability, and potential cost savings, the project is exploring the use of solar-powered, pedestrian-scale lighting as part of the Phase 2 design. Implementation of solar-powered lighting will be subject to SFPUC approval prior to proceeding with construction.

Project Location

Oakdale Ave between Phelps St to Barneveld Ave

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

Project Phase

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	New Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
PROP L Amount	$650,000.00

Justification for Necessary Amendment

This request includes an amendment to the Prop L Equity Priority Transportation Program 5-Year Prioritization Program to add the subject project with funds from the Community Based Transportation Plan Implementation Placeholder.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action	FY2026/27
Project Name	Oakdale Lighting Improvements Phase 2
Primary Sponsor	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Oct-Nov-Dec	2025	Oct-Nov-Dec	2025
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2027	Jul-Aug-Sep	2028
Advertise Construction	Oct-Nov-Dec	2028		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2029		
Operations (OP)				
Open for Use			Apr-May-Jun	2030
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2030

SCHEDULE DETAILS

Projects in the area to be coordinated with:
* Various Locations Pavement Renovation No 100 - construction anticipated for 6/2028-8/2029 for Oakdale Ave-Toland St to Barneveld St. Scope includes curb ramps and asphalt paving work.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action	FY2026/27
Project Name	Oakdale Lighting Improvements Phase 2
Primary Sponsor	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-226: Equity Priority Transportation Program	$650,000	$0	$0	$650,000
Total	**$650,000**	**$0**	**$0**	**$650,000**

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	$650,000	$0	$0	$650,000
TBD (Prop AA, CARE, Prop L, etc.)	$3,080,000	$0	$0	$3,080,000
Total	**$3,730,000**	**$0**	**$0**	**$3,730,000**

COST SUMMARY

Phase	Total Cost	PROP L	Source of Cost Estimate
Planning/Conceptual Engineering	$0		
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$650,000	$650,000	Engineer's estimate based on similar work
Construction	$3,080,000		Engineer's estimate based on similar work
Operations	$0		
Total	**$3,730,000**	**$650,000**	

% Complete of Design:	0.0%
As of Date:	10/23/2026
Expected Useful Life:	30 Years

San Francisco County Transportation Authority
Prop L/Prop AA/Prop D TNC Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN			
Budget Line Item	**Totals**		**% of phase**
1. Total Labor	$	530,000	
2. Other Direct Costs *	$	90,000	
3. Contingency	$	30,000	5%
TOTAL PHASE	**$**	**650,000**	

* e.g. PUC and PG&E new service costs

TOTAL LABOR COST BY AGENCY		
SFPW	$	490,000
SFMTA	$	40,000
TOTAL	**$**	**530,000**

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action	FY2026/27
Project Name	Oakdale Lighting Improvements Phase 2
Primary Sponsor	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number		**Resolution Date**	
Total PROP L Requested	$650,000	**Total PROP L Recommended**	$650,000

Grant 1 of 1

SGA Project Number		**Name**	Oakdale Lighting Improvements Phase 2
Sponsor	Department of Public Works	**Expiration Date**	03/31/2029
Phase	Design Engineering	**Fundshare**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	FY2028/29	Total
PROP L: EP-226	$100,000	$500,000	$50,000	$650,000

Deliverables

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

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

3. Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar) and an updated scope, schedule, budget, and funding plan for construction.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Equity Priority Transportation Program 5YPP to add the subject project with funds from the Community Based Transportation Plan Implementation Placeholder. See attached 5YPP amendment for details.

Leveraging

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	TBD

EXPENDITURE PLAN SUMMARY

Current PROP L Request	$650,000

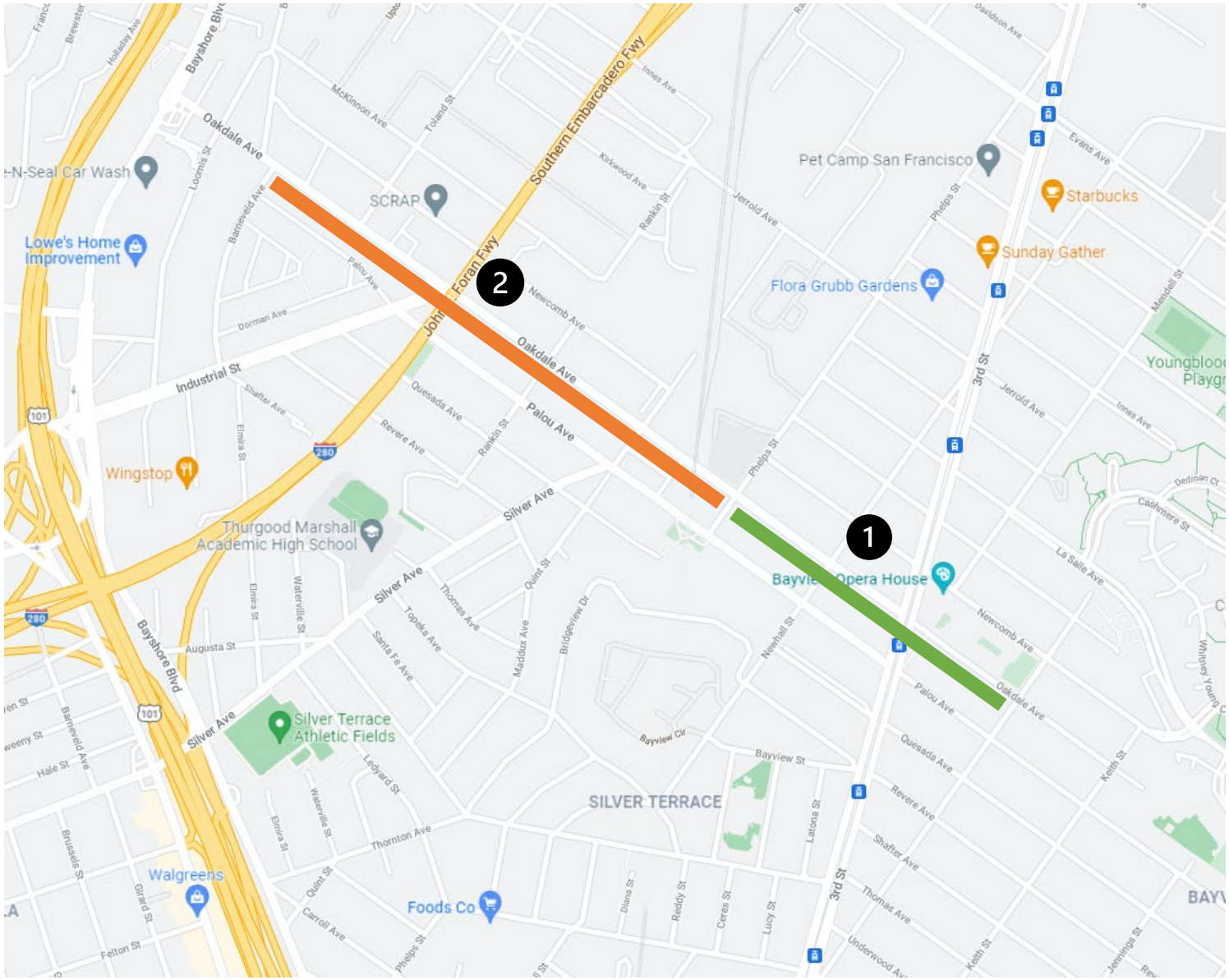
1. The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstances replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
YN

CONTACT INFORMATION

	Project Manager	Grant Manager
Name	Lorina Louie	Victoria Chan
Title	Project Manager	Budget Manager
Phone	(415) 844-0314	(415) 205-6316
Email	lorina.louie@sfdpw.org	victoria.w.chan@sfdpw.org

Oakdale Lighting Improvement Project



Phase 1 Streetlight



Pictured above is one of the new lights installed as part of Phase 1. Through the design phase of Phase 1, SFPW conducted a photometric analysis and found it was able to retain the existing light poles with upgraded fixtures and add nine streetlights to reduce the spacing to bring the lighting level up. In doing so, SFPW fulfilled the primary objective of the project of improving overall roadway lighting levels while maximizing cost-effectiveness and minimizing construction impacts.

Phase 2 Potential Pedestrian Streetlights*



Non-solar pedestrian streetlight.



Solar pedestrian streetlight.

*These are potential options for pedestrian streetlights (should pedestrian streetlights be the recommended approach) and are subject to change based on photometric analysis and detailed design.

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Equity Priority Transportation Program (EP 26)

Programming and Allocations to Date

Pending December 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
TBD	Brotherhood Way Safety and Circulation Plan Implementation Placeholder	TBD	Programmed			$1,000,000			$1,000,000
TBD	Citywide Equity Planning Placeholder [1]	TBD	Programmed		$160,110				$160,110
TBD	Community Based Transportation Plan Implementation Placeholder [4]	TBD	Programmed			$0			$0
TBD	Community Based Transportation Plan Implementation Placeholder [4]	TBD	Programmed				$550,000		$550,000
TBD	Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon) [2]	PLAN/CER	Programmed		$0				$0
TBD	Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon) [2]	PLAN/CER	Programmed			$0			$0
TBD	Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon)	PLAN/CER	Programmed				$100,000		$100,000
SFMTA	Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder [3,5]	TBD	Pending		$0				$0
SFMTA	Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder [5]	TBD	Pending			$0			$0
SFPW	Visitacion Avenue Bike and Pedestrian Safety Improvements [3]	CON	Allocated			$250,000			$250,000
SFCTA	Bayview Street Safety and Truck Relief Study [1]	PLAN/CER	Appropriated		$139,890				$139,890
SFCTA	Mission/Alemany Community Based Transportation Plan [2]	PLAN/CER	Appropriated			$200,000			$200,000
SFPW	Oakdale Avenue Lighting Improvements Phase 2 [4]	PS&E	Pending				$650,000		$650,000
SFMTA	Visitacion Valley & Portola Community Based Transportation Plan Implementation [5]	PLAN/CER	Pending				$122,693		$122,693
SFMTA	Visitacion Valley & Portola Community Based Transportation Plan Implementation [5]	PS&E	Pending				$203,898		$203,898
SFMTA	Visitacion Valley & Portola Community Based Transportation Plan Implementation [5]	CON	Pending				$423,409		$423,409

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