San Francisco
County Transportation
Authority

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

Agenda

COMMUNITY ADVISORY COMMITTEE
Meeting Notice

DATE: Wednesday, December 02, 2026, 6:00 p.m.

LOCATION: Hearing Room, Transportation Authority Offices

Join Zoom Meeting: https://us02web.zoom.us/j/81521573422

Meeting ID: 815 2157 3422

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PUBLIC COMMENT DURING THE MEETING:

To make public comment on an item, when the item is called, members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

MEMBERS: Kat Siegal (Chair), Najuawanda Daniels (Vice Chair), Clara Baumgarten, Phoebe Ford, Sean Kim, Jerry Levine, Venecia Margarita, Austin Milford-Rosales, Mason Ngo, and Abigail Pantoja

Remote Access to Information and Participation

Members of the public may attend the meeting and provide public comment at the physical meeting location listed above or may join the meeting remotely through the Zoom link provided above.

Members of the public may comment on the meeting during public comment periods in person or remotely. In person public comment will be taken first; remote public comment will be taken after.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments

to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. the day before the meeting will be distributed to committee members before the meeting begins.

1. Call to Order

2. Chair's Report – **INFORMATION**

3. Nominations for 2027 Community Advisory Committee Chair and Vice Chair - **ACTION**

At the December 2, 2026 Community Advisory Committee (CAC) meeting, nominations will be made for the CAC Chair and Vice Chair for 2027. Per the CAC's By-Laws, nominations for the Chair and Vice Chair shall be made at the last CAC meeting of the calendar year to be eligible for election at the first CAC meeting of the following year (e.g., January 27, 2027). A nomination must be accepted by the candidate. Self-nominations are allowed. Candidates will be required to submit statements of qualifications and objectives to the Clerk of the Transportation Authority by close of business January 20, 2027 for inclusion in the January CAC meeting packet. The Chair and Vice Chair shall be elected by a majority of the appointed members at the January CAC meeting. The term of office shall be for one year. There are no term limits.

Consent Agenda

4. Approve the Minutes of the October 28, 2026 Meeting – **ACTION*** **5**

5. Approve the 2027 Community Advisory Committee Meeting Schedule **– ACTION*** **15**

6. Adopt a Motion of Support to Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of State Funds for Planning, Programming, and Monitoring – **ACTION*** **17**

End of Consent Agenda

7. Adopt a Motion of Support Amend the Standard Grant Agreement (SGA) for the San Francisco Municipal Transportation Agency's (SFMTA's) Mission Bay School Access Plan [NTIP Planning and Capital] and Release $60,000 on Reserve to Advance Planning of the Preferred Roundabout Concept; and Amend the SGA for SFMTA's School Traffic Calming Program FY26 Project to Incorporate the Revised Budget and Release $1,753,646 on Reserve for Design and Construction – **ACTION*** **23**

8. Adopt a Motion of Support to Allocate $3,850,000 in Prop L Funds, with Conditions, for Four Requests – **ACTION*** **57**

Projects: Prop L: SFMTA: School Traffic Calming Program FY27 ($2,000,000), Jane Warner Plaza Near Term Enhancements and Slow Sanchez Signage [NTP] ($450,000), Visitacion Valley and Portola CBTP Implementation ($750,000). SFPW: Oakdale Lighting Improvements Phase 2 ($650,000).

9. Adopt a Motion of Support to Adopt the San Francisco Transportation Plan 2050+ – **ACTION*** **135**

10. Adopt a Motion of Support to Bayview Caltrain Station Location Study Final Report – **ACTION*** **211**

11. Adopt a Motion of Support to Accept the Audit Report for the Fiscal Year Ended June 30, 2026 – **ACTION*** **247**

Other Items

12. Introduction of New Items – **INFORMATION**

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

13. Public Comment

14. Adjournment

*Additional Materials

Next Meeting: January 27, 2027

The Hearing Room at the Transportation Authority is wheelchair accessible. To request sign language interpreters, readers, large print agendas, or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800 or via email at clerk@sfcta.org. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

If any materials related to an item on this agenda have been distributed to the Community Advisory Committee after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, 22nd Floor, San Francisco, CA 94103, during normal office hours.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; (415) 252-3100; www.sfethics.org.

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DRAFT MINUTES

Community Advisory Committee

Wednesday, October 28, 2026

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:05 p.m.

CAC members present at Roll: Clara Baumgarten, Sean Kim, Jerry Levine, Austin Milford-Rosales, Abigail Pantoja, and Kat Siegal (6)

CAC Members Absent at Roll: Najuawanda Daniels, Phoebe Ford (entered during Item 4), and Venecia Margarita (entered during Item 4) (3)

2. Chair's Report – INFORMATION

Chair Siegal reported that the Transportation Authority joined Walk San Francisco, SFMTA, and Safe Routes to School partners on October 7 to celebrate Walk and Roll to School Week at Guadalupe Elementary School. She highlighted the Transportation Authority's funding support for Safe Routes to School and safety improvements near schools. She also announced that the Treasure Island Mobility Management Agency (TIMMA), Transportation Authority, and Treasure Island Development Authority (TIDA) would celebrate the launch of bike share on Treasure Island and Yerba Buena Island and the completion of the Treasure Island Ferry Terminal Enhancements Project on November 7, with a free community event featuring family-friendly activities and bike share information.

Chair Siegal also provided an update on the Vision Zero Freeway Ramps Study, which aimed to identify safety improvements at 11 freeway ramp locations in southern and southeastern San Francisco. She reported that public outreach on draft safety proposals would continue through mid-December, including community meetings, public events, and a multilingual survey. She encouraged community members to attend the November 14 Ocean Avenue Block Party to learn about the study and provide feedback.

Chair Siegal welcomed and acknowledged new CAC Member Abigail Pantoja.

There was no public comment.

3. Approve the Minutes of the September 09, 2026 Meeting – ACTION

There was no public comment.

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

The minutes were approved by the following vote:

Ayes: CAC Members Baumgarten, Kim, Levine, Milford-Rosales, Pantoja, and Siegal (6)

Absent: CAC Members Daniels, Ford, and Margarita (3)

4. Adopt a Motion of Support to Allocate $9,549,000 in Prop L Funds, with Conditions, for Four Requests – ACTION

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

Member Baumgarten asked whether San Francisco Public Works (SFPW) evaluated the survival rates of newly planted trees, citing concerns about insufficient maintenance resources and trees dying due to inadequate care or improper planting.

Charlie Murphy, Assistant Superintendent for Trees at SFPW, responded that he was not aware of any specific tree survivability studies but noted that SFPW was updating its tree inventory using LiDAR technology, with another assessment planned in two years to allow comparisons of tree health and survival rates. He added that SFPW was working toward extending maintenance and watering of newly planted trees to three years before transitioning them to the mature tree maintenance program and was exploring more data-driven approaches to tree management.

Member Baumgarten expressed appreciation for SFPW's efforts to ensure proper tree maintenance and effective use of funding, noting the importance of trees to District 3 residents.

Anna LaForte, Deputy Director for Policy and Programming, clarified that the Transportation Authority's funding supported the three-year establishment period for newly planted trees, which included intensive watering and maintenance to support tree survival. She explained that after the establishment period, trees transitioned to a long-term maintenance program supported by a separate tree maintenance fund. She noted that while she was uncertain whether available funding fully met maintenance needs, a dedicated city funding source existed for long-term tree maintenance.

Member Milford-Rosales asked whether the proposed traffic signal at 4th and Long Bridge streets under New and Upgraded Traffic Signals Contract 66 would incorporate bicycle signals, given the unusual intersection configuration and recently upgraded bicycle lanes.

Bryant Woo, Senior Traffic Engineer at SFMTA, explained that the eastern segment of Long Bridge Street was a private street that would remain stop-controlled, while the other three approaches would be signalized. He stated that separate bicycle signals were not appropriate because the bicycle lanes were adjacent to the vehicle travel lanes, allowing bicyclists to follow the regular traffic signals.

Member Milford-Rosales asked whether there would be restrictions or signage for eastbound right turns from Long Bridge Street onto 4th Street.

Mr. Woo responded that those movements would be controlled by a standard red, yellow, and green traffic signal.

Member Kim asked about bicycle regulations in San Francisco, specifically whether bicyclists were required to stop at stop signs and whether riding bicycles on sidewalks was permitted.

Cyndy Comerford, Climate Program Manager at the San Francisco Environment Department (SFE), stated that the bicycle safety education classes included instruction on expected bicyclist behavior and traffic regulations.

Cecilia Vega-Mayer, Director of Community Programs at the San Francisco Bicycle Coalition (SF Bike), explained that the classes taught participants to follow the California Vehicle Code, including requirements for bicyclists to stop at stop signs and restrictions

on adults riding bicycles on sidewalks. She emphasized the importance of continued bicycle safety education throughout San Francisco.

Member Kim expressed appreciation for the bicycle safety education program and emphasized the need for greater awareness of traffic regulations. Turning to the Tree Planting and Establishment project, he raised concerns about sidewalk damage caused by tree roots and the backlog of sidewalk repairs. He asked whether available funding should prioritize sidewalk repairs over planting additional trees.

Mr. Murphy explained that Proposition E provided funding for sidewalk repairs related to tree damage. He stated that SFPW was developing a citywide inventory of tree-related sidewalk damage to improve repair coordination and efficiency. He noted that existing contracts addressed minor sidewalk damage, while more extensive repairs required larger projects. He clarified that Proposition E did not provide funding for tree planting, which relied primarily on grants, and that Prop L funding helped support more consistent long-term planting efforts.

Member Kim acknowledged the distinction between funding for tree planting and sidewalk repairs. He expressed concern that sidewalk grinding provided only temporary relief because tree roots continued to grow and damage sidewalks. He also asked how SFPW selected tree species and whether fast-growing trees were prioritized.

Mr. Murphy explained that SFPW continually evaluated and adjusted its tree species selection based on performance and conditions throughout the city. He noted that past planting practices, including the use of species with aggressive root systems and undersized tree wells, contributed to sidewalk damage. He stated that SFPW was working to expand tree wells where feasible and acknowledged that sidewalk grinding was a temporary solution. He added that the updated inventory would support a more comprehensive, long-term approach to addressing tree-related sidewalk damage.

Member Kim recommended that SFPW carefully consider tree species selection, particularly fast-growing trees that could contribute to sidewalk damage and increased maintenance needs. He emphasized the importance of selecting trees that would support the city's urban canopy while minimizing impacts on sidewalks.

Member Levine asked whether SF Bike's education program encouraged bicyclists to use designated bicycle lanes when available, citing observations of bicyclists riding in vehicle travel lanes on Market Street and contributing to traffic congestion.

Ms. Vega-Mayer explained that California law permitted bicyclists to use vehicle travel lanes when necessary and that the education program taught participants when it was appropriate to leave bicycle lanes, including to avoid road hazards. She emphasized that bicyclists were encouraged to use designated bicycle infrastructure when safe to improve predictability, reduce conflicts with vehicles, and minimize traffic disruptions.

Mr. Woo clarified that portions of Market Street, particularly between the Ferry Building and 8th Street, did not have designated bicycle lanes, requiring bicyclists to share vehicle travel lanes and navigate around obstacles.

Member Levine clarified that his concern involved locations where designated bicycle lanes were available but bicyclists continued to use vehicle travel lanes without an apparent need. He reiterated the importance of additional bicycle safety education to encourage appropriate use of designated bicycle lanes.

During public comment, Edward Mason cited a 2024 San Francisco Standard article regarding the backlog of sidewalk repairs, tree-related sidewalk damage, and legal settlements resulting from pedestrian injuries. He expressed concern about the city's response to sidewalk maintenance issues and the costs associated with unresolved hazards.

Brian Wiedenmeier, Executive Director of Friends of the Urban Forest, expressed support for the Prop L allocation for tree planting and establishment. He emphasized the benefits of street trees for pedestrian and bicycle safety, heat mitigation, and traffic calming. He noted the lack of any other dedicated funding source for tree planting and urged the CAC to support the allocation.

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

The item was approved by the following vote:

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

Absent: CAC Member Daniels (1)

5. Adopt a Motion of Support to Adopt the Mission Bay School Access Plan Final Report – ACTION

David Long, Senior Transportation Planner, presented the item per the staff memorandum.

Member Milford-Rosales expressed appreciation for the proposed 7th Street jughandle improvements, noting longstanding challenges with bicycle access and circulation in the surrounding area.

Member Ford expressed support for the recently implemented quick-build improvements and asked whether the project team had considered modifying the roundabout's overall roadway geometry, citing concerns about its large size, vehicle speeds, and pedestrian crossing distances.

Mr. Long explained that an alternative involving changes to the roadway widths had been evaluated but was not recommended due to safety concerns and an estimated cost approximately three times higher than the preferred alternative.

Chair Siegal noted community support for the proposed roundabout improvements and asked whether the Dutch-style roundabout design was commonly used in other locations.

Mike Sallaberry, Design Review Manager at SFMTA, explained that while Dutch-style roundabouts were less common in the United States, the proposed design incorporated established safety practices, including raised crosswalks, a single-lane configuration, improved sightlines, and bicycle crossings positioned at right angles to vehicle traffic. He added that speed bumps had recently been installed within the roundabout's inner apron to discourage drivers from cutting across it and reduce vehicle speeds. He expressed support for the proposed improvements and referenced a pending Active Transportation Program grant application that, if awarded, would help fund the remaining improvements.

There was no public comment.

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

The item was approved by the following vote:

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

Absent: CAC Member Daniels (1)

6. San Francisco Planning Department's Hayes Valley Public Life Study Update – INFORMATION

Ms. LaForte introduced the item and Tolu Atoyebi, Planner at San Francisco Planning, presented the item.

Member Levine asked whether the study revealed any unexpected findings, noting that much of the information presented appeared consistent with his observations of activity in Hayes Valley, including that Saturdays seemed busier than other days.

Ms. Atoyebi responded that the study largely confirmed initial expectations with data to support those observations, including increased activity during programmed street closures and the importance of Patricia's Green and Proxy as neighborhood gathering spaces. She noted that some transportation findings were less straightforward and invited SFMTA staff to elaborate.

Casey Hildreth, Principal Planner at SFMTA, stated that the study did not reveal significant surprises but provided a stronger data foundation for evaluating community feedback and policy objectives.

Member Ford said that the study noted that bus speeds were down and that automobile traffic was down. She asked whether the study examined bus boardings and passenger volumes.

Mr. Hildreth responded that ridership data was available and noted that buses traveling through the area were typically less than half full, particularly in the westbound direction near the route's terminus.

Member Ford asked whether ridership differed between weekdays and weekends.

Mr. Hildreth stated that he thought ridership would be different between weekends and weekdays but that he did not have the specific figures available. He offered to provide the information at a future meeting.

Chair Siegal said that overall ridership on the 6 Hayes-Parnassus route was significantly lower on weekends than on weekdays.

Member Ford suggested calling out that the reroute had less human impact because the 6 was a lightly used bus route on the weekend in that segment.

Mr. Hildreth explained that SFMTA had consulted with transit staff and said that the 6 route was a shorter route than some other east-west Muni routes, so delays along the affected segment did not significantly impact overall route operations or the ability to maintain scheduled service intervals.

Member Baumgarten asked whether the study included any threshold of community or business consensus or opposition that could delay or derail it. She cited survey findings that 41% of business owners thought that they experienced negative impacts.

Ms. Atoyebi explained that the study was intended to gather information and community

feedback to inform decision-makers, with business survey results representing one component of the overall analysis.

Mr. Hildreth clarified that no predetermined thresholds or metrics had been established to make recommendations about the shared space. He emphasized that the study's purpose was to provide information to decision makers so that they could make informed decisions.

Member Margarita asked how the reported 16.2% reduction in median bus speeds was calculated and whether the analysis only included Wednesdays and Saturdays.

Mr. Hildreth explained that bus travel times were measured using GPS data collected between designated points within the study area over approximately six months. He stated that the analysis compared average travel times during weekdays and street closure periods.

Member Margarita asked whether the data included travel times throughout the week rather than only Wednesdays and Saturdays.

Mr. Hildreth responded that he believed the analysis compared average weekday travel times with closure periods, which are primarily Saturdays, but would need to review the data to confirm the specific days included.

Member Margarita asked whether bus operators were aware of the travel time monitoring and whether they experienced pressure to maintain specific travel times. She described witnessing a Muni bus operator confront motorists and a bicyclist while stopped in traffic on McAllister Street and expressed concern about the operator's behavior.

Mr. Hildreth clarified that the study focused on bus travel times and did not address individual incidents. He encouraged reporting the incident for appropriate follow-up.

Mr. Hildreth stated that operators were expected to maintain safe driving practices and emphasized that SFMTA operators were trained to navigate complex traffic conditions throughout the city.

Chair Siegal said that she understood that the study confirmed some intuitive findings, such as higher Saturday pedestrian activity than Wednesday. She asked whether the study could compare Wednesday and Saturday pedestrian activity and business sales patterns in Hayes Valley with similar commercial corridors elsewhere in San Francisco that did not have shared spaces. She suggested that these comparisons could strengthen the findings and increase public confidence in the study.

Ms. Atoyebi acknowledged the suggestion and stated that the project team would be open to exploring additional data and comparisons during the next phase of the study.

Chair Siegal also recommended in response to public comment received by the CAC, that the study incorporate more qualitative feedback from residents and community members to better reflect both support for and concerns about the shared space. She said that she overwhelmingly heard enthusiasm for the shared space, but she also heard concerns, so it would be good for the study to reflect that. She said it would also be good to get a higher response rate to the survey from businesses to improve survey participation and strengthen the findings. She said that any recommendations to extend the shared space permit or establish a permanent pedestrian street should be accompanied by improvements to the 6 Hayes-Parnassus bus route. She said this would be important given

concerns about existing service delays and reductions related to the reroute. She emphasized the importance of improving transit speed, reliability, signage, and bus stop amenities for riders who depend on the route.

Member Kim expressed concern about the low business survey response rate and recommended additional outreach, particularly to businesses that could be directly affected by a permanent shared space. He also asked how the study determined the percentage of sales attributed to walk-in customers and what the term meant. He said that he did not know the percentage of customers at his own business that walked in.

Ms. Atoyebi explained that businesses were asked to estimate the percentage of sales generated by in-person customers compared with deliveries and online orders.

Member Kim observed that in-person customers could arrive by various transportation modes, including driving, transit, bicycling, or walking. He expressed concern that describing these customers as walk-ins could be misleading if interpreted as evidence that customers primarily traveled on foot.

Mr. Hildreth acknowledged the distinction and suggested that “drop-in customers” might be a more appropriate term.

Member Kim reiterated that in-person purchases did not necessarily indicate how customers traveled to businesses and cautioned against drawing conclusions about the benefits of street closures from that data.

Ms. Atoyebi explained that the survey question was intended to better understand businesses' reliance on in-person customer activity. She acknowledged Member Kim's concerns regarding the terminology and interpretation of the data.

Member Kim suggested that sales tax data could provide additional insight into business impacts but acknowledged the difficulty of distinguishing the effects of the shared space from broader economic changes following the pandemic. He emphasized the importance of business feedback and recommended additional outreach to businesses that had not responded, particularly in areas with lower participation, to ensure their perspectives were considered before future decisions were made. He said that this would help reach a consensus and reduce feelings of division around any decision.

During public comment, Raynell Cooper, Legislative Aide to District 5 Commissioner Mahmood, thanked the project team and emphasized that Commissioner Mahmood’s goal for this study was to gather data to inform future decision making for this corridor. He said that District 5 supported a proposal to renew the Hayes Street Shared Space permit for two years or longer to allow continued investment in programming and staffing. He highlighted findings of increased pedestrian activity during street closures and expressed support for comments made urging additional comparisons with other neighborhoods, expanded community outreach, and improvements to the outbound 6 bus route.

Andrew Seigner, Board Member of the Hayes Valley Neighborhood Association (HVNA) and HVNA’s representative for the Hayes Street Shared Spaces permit, expressed support for permanently closing the 400 block of Hayes Street to vehicle traffic. He cited community support, including a petition with approximately 2,800 signatures, including 500 from the Hayes Valley zip code and requested that the study incorporate all of this public input. He also recommended that Phase 2 include proposals for permanent pedestrianization and improvements to the 6 bus reroute.

Jason Smith, HVNA Board Member and Hayes Valley resident, expressed support for the Hayes Street Promenade, describing it as a town square and an important community gathering space that encouraged neighborhood connections and social activity. He emphasized the importance of highlighting residents' personal experiences alongside quantitative data when evaluating the shared space and supported additional research and community input to inform future decisions.

7. SFMTA's School Traffic Calming Program Progress Update – INFORMATION

Rachel Seiberg, Transportation Planner, introduced the item and Damon Curtis, Manager of Traffic Calming Program at SFMTA, presented the item.

Chair Siegal asked why SFPW had delayed installing improvements for the 2021-2022 school traffic calming program cycle.

Mr. Curtis replied that the delays were primarily due to staffing constraints and competing priorities, including street paving, pothole repairs, and support for the curb ramp program. Due to these constraints, SFMTA was exploring the use of Job Order Contracts (JOCs) to supplement SFPW crews, similar to the approach used in the residential traffic calming program.

Chair Siegal expressed her support for the school traffic calming program and requested additional information on how the City could support SFMTA to reduce installation timelines.

Member Ford expressed appreciation for the school traffic calming program and asked how SFMTA selected improvements recommended through school walk audits. She noted that she lives near the Lawton Alternative School, which had received a school walk audit and subsequent improvements, but had not observed any noticeable improvements.

Mr. Curtis explained that the presentation focused primarily on the traffic calming improvements, while other recommendations, such as crosswalk repainting, new signage, and pedestrian signal timing adjustments, were included in SFMTA's broader reporting. He stated that improvements beyond the scope or budget of the school walk audits were referred to SFPW or other SFMTA capital programs for potential future implementation. He added that the Safe School Connections Program aimed to improve tracking of higher-cost capital improvements and referrals and better incorporate them into SFMTA's Capital Improvement Program.

Member Ford asked how the City handled repeated issues of dog waste near schools.

Mr. Curtis replied that the issue was outside the scope of the program and his expertise.

There was no public comment.

8. State and Federal Legislation Update – INFORMATION

Martin Reyes, Principal Transportation Planner, Government Affairs, presented the item per the staff memorandum.

Chair Siegal expressed support for efforts to restore funding for Greenhouse Gas Reduction Fund Tier 3 programs and asked for confirmation that the Tier 3 program funding levels in the current fiscal year's budget were not expected to change.

Mr. Reyes confirmed that Tier 3 program funding levels in the Fiscal Year 2026/27 State

budget were unlikely to change. He stated that advocacy efforts would focus on restoring funding for Fiscal Year 2027/28 and pursuing a longer-term solution.

Member Milford-Rosales expressed support for Senate Bill 1246 and asked about its implementation timeline and when the requirement for autonomous vehicle (AV) remote operators to be based in the United States would take effect.

Mr. Reyes explained that newly enacted bills often take effect at the beginning of the following year but noted that implementation could require additional administrative procedures. He stated that he would follow up with details on the implementation timeline.

During public comment, Edward Mason suggested requiring AV companies to reimburse government agencies for regulatory oversight and monitoring costs. He also expressed concern about unsafe micromobility device use and suggested requiring licenses to address accountability and safety.

Other Items

9. Introduction of New Business – INFORMATION

Member Margarita reported witnessing a vehicle strike a pedestrian at 24th and Folsom streets, an intersection with a traffic signal. She stated that the incident occurred at night and that the pedestrian appeared to be recovering. She added that while waiting for emergency responders, nearby residents informed her of other pedestrian collisions at 25th and Folsom and 26th and Folsom streets, which they said often went unreported because individuals were afraid to contact the police. Member Margarita requested that SFMTA evaluate the possibility of installing traffic signals at those intersections, citing poor nighttime visibility and concerns about pedestrian safety.

Chair Siegal requested an update from SFMTA on how changes to the Greenhouse Gas Reduction Fund (GGRF) had affected its current operating budget, including funding previously received through the Low Carbon Transit Operations Program (LCTOP) for fare discount programs. She asked whether alternative funding sources had been identified to replace the reduced funding and prevent potential service cuts or reductions to other operating programs. She also requested an updated budget outlook reflecting developments over the past year and the potential impacts of the transit funding measures.

There was no public comment.

10. Public Comment

During public comment, Edward Mason described a near-collision with a bicyclist who failed to stop at the intersection of 24th and Noe streets. He expressed concern about reckless behavior by bicyclists and micromobility device users, particularly at intersections and on sidewalks, and recommended legislation requiring licensing to improve accountability and pedestrian safety.

11. Adjournment

The meeting was adjourned at 8:26 p.m.

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2027 Transportation Authority Meeting Schedule

Subject to change. Please see our website (www.sfcta.org/events) for the most up to date information.

At the December 2, 2026 meeting, the Community Advisory Committee (CAC) will be asked to approve its 2027 meeting schedule. The draft Board meeting dates are provided for reference only.

January

Board	Tuesday	Jan. 26	10:00 a.m.
Community Advisory Committee	Wednesday	Jan. 27	6:00 p.m.

February

Board	Tuesday	Feb. 9	10:00 a.m.
Board	Tuesday	Feb. 23	10:00 a.m.
Community Advisory Committee	Wednesday	Feb. 24	6:00 p.m.

March

Board	Tuesday	Mar. 9	10:00 a.m.
Board	Tuesday	Mar. 23	10:00 a.m.
Community Advisory Committee	Wednesday	Mar. 24	6:00 p.m.

Board of Supervisors Recess TBD — No Meetings

April

Board	Tuesday	Apr. 13	10:00 a.m.
Board	Tuesday	Apr. 27	10:00 a.m.
Community Advisory Committee	Wednesday	Apr. 28	6:00 p.m.

May

Board	Tuesday	May 11	10:00 a.m.
Board	Tuesday	May 25	10:00 a.m.
Community Advisory Committee	Wednesday	May 26	6:00 p.m.

June

Board	Tuesday	Jun. 8	10:00 a.m.
Board	Tuesday	Jun. 22	10:00 a.m.
Community Advisory Committee	Wednesday	Jun. 23	6:00 p.m.

July

Board	Tuesday	Jul. 13	10:00 a.m.
Board	Tuesday	Jul. 27	10:00 a.m.
Community Advisory Committee	Wednesday	Jul. 28	6:00 p.m.

August

Board of Supervisors Recess TBD — No Meetings

DRAFT

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2027 Transportation Authority Meeting Schedule

Subject to change. Please see our website (www.sfcta.org/events) for the most up to date information.

September

Community Advisory Committee	Wednesday	Sep. 8	6:00 p.m.
Board	Tuesday	Sep. 14	10:00 a.m.
Board	Tuesday	Sep. 28	10:00 a.m.
Community Advisory Committee	Wednesday	Sep. 29	6:00 p.m.

October

Board	Tuesday	Oct 5	10:00 a.m.
Board	Tuesday	Oct. 26	10:00 a.m.
Community Advisory Committee	Wednesday	Oct. 27	6:00 p.m.

November

Board	Tuesday	Nov. 9	10:00 a.m.
Board	Tuesday	Nov. 16	10:00 a.m.
Community Advisory Committee	Wednesday	Nov. 17	6:00 p.m.

December

Board	Tuesday	Dec. 7	10:00 a.m.
Board	Tuesday	Dec. 14	10:00 a.m.

***Board of Supervisors Recess TBD* — No Meetings**

Transportation Authority General Schedule

Transportation Authority Board
Meets regularly every 2nd and 4th Tuesday
at 10:00 am in City Hall Room 250

Personnel Committee
Meets at the call of the Chair
in City Hall

Community Advisory Committee
Meets regularly every 4th Wednesday at 6:00 pm in
the Transportation Authority Hearing Room

Treasure Island Mobility Management Agency (TIMMA) General Schedule

TIMMA Board
Meets on a quarterly basis
in City Hall

TIMMA Committee
Meets on a quarterly basis
in City Hall

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

Memorandum

AGENDA ITEM 6

DATE: November 23, 2026

TO: Transportation Authority Board

FROM: Cynthia Fong – Deputy Director for Finance and Administration

SUBJECT: 12/8/2026 Board Meeting: Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of State Funds for Planning, Programming, and Monitoring

RECOMMENDATION ☐ Information ☒ Action

Authorize the Executive Director to execute master agreements, program supplemental agreements, cooperative agreements, fund transfer agreements and any amendments thereto with the California Department of Transportation (Caltrans) for receipt of state funds for Planning, Programming, and Monitoring

SUMMARY

We are seeking authorization for the Executive Director to execute funding agreements between the Transportation Authority and Caltrans for receipt of state funds for State Transportation Improvement Program (STIP) funds for Planning Programming and Monitoring activities.

Guidelines established by Caltrans require that certain funding agreements be signed by the project sponsor and returned to Caltrans. Further, Caltrans also requires project sponsors to return the signed agreement with an adopted resolution that identifies the person(s) authorized to execute these funding agreements and the title of the grant. On October 26, 2026, we received the Fiscal Year (FY) 2026/27 Planning, Programming and Monitoring Agreement. Caltrans requires us to return a signed agreement with an adopted resolution of the subject request. Caltrans may disencumber

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

and/or de-obligate funds if the resolution requirement is not met. The Board has previously adopted similar resolutions with the last one being Resolution 26-26 in November 2025.	

BACKGROUND

We regularly receive state transportation funds under ongoing grant programs. These grant funds are typically administered by Caltrans, which requires that various types of funding agreements be executed between the project sponsor and Caltrans before the project sponsor can claim (e.g., encumber, seek reimbursement) the grant funds. Caltrans also requires an updated Board resolution identifying the person(s) authorized to execute these funding agreements and the title of the grant.

DISCUSSION

Planning, Programming and Monitoring. California Transportation Commission (CTC) guidelines established for the use of State Transportation Improvement Program (STIP) funds allow the Transportation Authority to program up to 5% of STIP county share funds (programmed through the Metropolitan Transportation Commission's Regional Transportation Improvement Program) for planning, programming, and monitoring activities. These activities are captured under our Congestion Management Agency function and are related to project planning, development, and oversight of state and federal-funded projects including compliance with timely use of funds requirements, State law, and CTC guidelines. The CTC adopted the 2026 STIP on March 19, 2026, including new programming funds for planning, programming and monitoring activities for the Transportation Authority covering FYs 2026/27 – 2028/29, as shown in Table 1. Caltrans administers these grant funds, and we execute a Fund Transfer Agreement with Caltrans each year.

Table 1. Adopted 2026 STIP Planning, Programming, and Monitoring Funds Programmed to the Transportation Authority

Fiscal Year	Programmed Amount
2026/27	$326,000
2027/28	$327,000
2028/29	$274,000
Total	**$927,000**

As noted in the memo summary, on October 26, 2026, we received the FY 2026/27 Planning, Programming and Monitoring Fund Transfer Agreement in the amount of $326,000. Caltrans requires us to adopt a resolution to execute the grant agreement to avoid losing the funds. We have already received approval to seek reimbursement of these grant funds retroactively to July 1, 2026, pending approval of the subject Board resolution.

FINANCIAL IMPACT

Approval of the recommended action would facilitate compliance with Caltrans funding agreement deadlines (avoiding loss of grant revenues) and enable the Transportation Authority to seek reimbursement of state grant funds administered by Caltrans for Planning, Programming, and Monitoring activities. Anticipated revenues for the Planning, Programming, and Monitoring grant are included in the adopted Fiscal Year 2026/27 Budget and Work Program. We will bring procurements to be funded by these grants, where applicable, to the Board for approval as part of future agenda items.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 – Resolution

ATTACHMENT 1

San Francisco
County Transportation
Authority

BD120826 RESOLUTION NO. 27-XX

RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE MASTER AGREEMENTS, PROGRAM SUPPLEMENTAL AGREEMENTS, COOPERATIVE AGREEMENTS, FUND TRANSFER AGREEMENTS AND ANY AMENDMENTS THERETO WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR RECEIPT OF STATE FUNDS FOR PLANNING, PROGRAMMING, AND MONITORING

WHEREAS, The Transportation Authority regularly receives state transportation funds under ongoing grant programs, and grant funds typically administered by the California Department of Transportation (Caltrans); and

WHEREAS, Some of these grants require execution of a grant agreement between the project sponsor and Caltrans, along with an updated board resolution identifying the person(s) authorized to execute these funding agreements and the title of the grant, before the project sponsor can claim (e.g., encumber, seek reimbursement of) the grant funds; and

WHEREAS, State Transportation Improvement Program (STIP) funds for Planning, Programming, and Monitoring activities made available by the California Transportation Commission (CTC) allows the Transportation Authority, as Congestion Management Agency for San Francisco, to program up to 5% of STIP county share for activities related to project planning, development, and oversight of state and federal-funded projects including compliance with timely use of funds requirements, State law, and CTC guidelines; and

WHEREAS, In March 2026, the CTC adopted the 2026 STIP and included new programming funds for Planning, Programming and Monitoring activities to the Transportation Authority covering Fiscal Years 2026/27 – 2028/29; and

WHEREAS, The Transportation Authority will execute a Fund Transfer Agreement with Caltrans for receipt of these state grant funds each fiscal year; and

WHEREAS, Approval of the recommended action would facilitate compliance with Caltrans funding agreement requirements, avoiding loss of grant revenues, and

San Francisco
County Transportation
Authority

enable the Transportation Authority to seek reimbursement of state grant funds administered by Caltrans for Planning, Programming, and Monitoring activities; and

WHEREAS, At its December 2, 2026, meeting, the Community Advisory Committee considered this item and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes its Executive Director to execute master agreements, program supplemental agreements, cooperative agreements, fund transfer agreements, and any amendments thereto with Caltrans for receipt of state funds for planning, programming, and monitoring; and be it further

RESOLVED, That the Executive Director is directed to submit this resolution to Caltrans and other relevant parties.

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San Francisco
County Transportation
Authority

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

Memorandum

AGENDA ITEM 7

DATE: November 24, 2026

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 12/8/2026 Board Meeting: Amend the Standard Grant Agreement (SGA) for the San Francisco Municipal Transportation Agency's (SFMTA's) Mission Bay School Access Plan [NTIP Planning and Capital] and Release $60,000 on Reserve to Advance Planning of the Preferred Roundabout Concept; and Amend the SGA for SFMTA's School Traffic Calming Program FY26 Project to Incorporate the Revised Budget and Release $1,753,646 on Reserve for Design and Construction

RECOMMENDATION ☐ Information ☒ Action

- Amend the Prop K SGA for the SFMTA's Mission Bay School Access Plan [NTIP Planning and Capital] to update the scope, schedule, cost, and funding plan and release $60,000 on reserve for planning of the preferred roundabout concept
- Amend the Prop L SGA for SFMTA's School Traffic Calming Program FY26 project to incorporate the revised budget and release $1,753,646 on reserve for design and construction

SUMMARY

In November 2026, the Board approved the Mission Bay School Access (Plan), prepared by Transportation Authority staff in collaboration with SFMTA staff. As anticipated during that item, SFMTA subsequently submitted a request to release the remaining $60,000 on reserve for implementation of Plan recommendations, proposing to use the funds to further advance conceptual engineering of the preferred roundabout design in the Plan. This was one of the key Plan recommendations to improve access and safety to/from the new school. This request requires amendment of the relevant Prop K SGA to incorporate the updated allocation request form as detailed in Attachments 1 and 2.

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

In 2025, the Board allocated $2,000,000 in Prop L funds to the SFMTA for the School Traffic Calming Program FY26 and placed $1,753,646 on reserve pending completion of 10 walk audits, identification of improvements to be implemented with Prop L funds, and a presentation to the Board demonstrating progress on delivering the backlog of measures for this program. SFMTA has completed the walk audits, identified measures to be implemented with reserved funds, and will present the progress update (Attachment 3a) to the Board at the December 8, 2026 meeting. SFMTA has requested release of the reserve funds to design and construct the measures identified through the walk audits and amendment of the Prop L grant agreement to update the project budget to reflect the use the funds for concurrent design and construction activities (Attachment 3b). We continue to monitor project delivery progress of this program through the FY27 Enhanced Monitoring, Reporting, and Oversight Reporting Protocol (Attachment 3c). The intent of this protocol, in place since July 2025, is to expedite clearing the backlog and to support a more reliable and efficient project delivery timeline for the program.	

BACKGROUND

In 2023 through approval of Resolution 23-37, the Board allocated and appropriated a total of $319,307 in Prop K sales tax Neighborhood Program funds for the Mission Bay School Access Plan (Plan) in response to a request from District 6 Commissioner Dorsey. This amount included $121,885 for the Transportation Authority to lead Plan development, $107,422 for the SFMTA to support Plan development, and $90,000 held in reserve for SFMTA for implementation of the Plan recommendations. In October 2025, the Board approved an amendment to the $90,000 implementation reserve releasing $30,000 for additional planning work in response to community feedback to analyze two potential modifications to the draft roundabout recommendation and conduct additional community outreach. There remains $60,000 on reserve for implementation of Plan recommendations pending completion of the Plan (adopted by the Board in November 2026) and submittal of an allocation request form with project details.

In 2025, the Board allocated $2,000,000 to the SFMTA for School Traffic Calming Program FY26 and placed $1,753,646 for construction on reserve pending completion of 10 walk audits, identification of improvements, and a presentation to the Board demonstrating delivery progress on the backlog of measures. As mentioned above, with SFMTA's planned presentation on progress delivering the

backlog of measures at the December 8 Board meeting, SFMTA will have satisfied all of the prerequisite conditions to request release of the implementation funds.

DISCUSSION

Mission Bay School Access Plan. In November 2026, the Board approved the Mission Bay School Access Plan. SFMTA subsequently requested that the Board release the $60,000 held on reserve to further design of the preferred roundabout concept to 10% design and to refine the cost estimate which currently is estimated in the range of $2.5 million to $3.5 million for design and construction. In June 2026, SFMTA, with the support from Transportation Authority staff, applied for $3.4 million in funds from the Active Transportation Program to design and construct this project. Grant awards are expected to be announced in early 2027 and if this project is successful, then the requested $60,000 would serve as local match to the ATP grant. If the ATP application is unsuccessful, the work to be done with Prop K funds helps prepare the project to be competitive for other future grants.

Attachment 1 includes a summary of the recommended release of funds from the Plan reserve and corresponding amendment to the Prop K Standard Grant Agreement. Attachment 2 includes an updated allocation request form for the Mission Bay School Access Plan project with detailed information on the amended scope, schedule, budget, funding, deliverables, and special conditions.

School Traffic Calming Program FY26. SFMTA completed the 10 school walk audits at 11 school sites (Balboa High School and Denman Middle School are adjacent and underwent a joint walk audit) for the 2025-26 school year. SFMTA intends to post the final 2026 School Walk Audit Reports to the program website (www.sfmta.com/projects/school-walk-audit-program) prior to the December 8, 2026 Transportation Authority Board meeting. The attached presentation (Attachment 3a to the memo) includes the list of traffic calming measures to be implemented at each school, as well as an update on the progress delivering the backlog of measures. SFMTA will meet the conditions to release the project reserve with its presentation to the Board on December 8, 2026, having already presented the updated to the CAC on October 28, 2026).

Attachment 3b contains an updated Major Line Item Budget reflecting anticipated design-related work to be performed concurrently with construction work to expedite implementation of recommended measures at the 11 school sites. We recommend release of the $1,753,646 funds on reserve to design and construct the traffic calming measures listed in Attachment 3a and amending the SGA to incorporate the revised budget.

As a condition of allocation for the School Traffic Calming Program FY26, we developed the Enhanced Monitoring, Reporting, and Oversight Protocol (Attachment 3c) in consultant 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 FY27 (pending Board approval of SFMTA's $2 million Prop L request which is the subject of a separate item on this agenda). 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 FY26 is currently on schedule per the School Walk Audit Guidelines for the 2025-2026 school year to implement the measures recommended in the recently completed walk audits by June 2028. However, we continue to work with SFMTA to establish a shorter timeline for project delivery, which currently extends nearly 3 years.

FINANCIAL IMPACT

The recommended action would amend the Prop K SGA (140-907111) for the Mission Bay School Access Plan [NTIP Planning and Capital] project, release $60,000 in Prop K funds held on reserve to advance Plan recommendations, amend the Prop L SGA the School Traffic Calming Program FY26 project (218-907022), and release $1,753,646 in Prop L funds held on reserve to design and construct recommendations from the school walk audits. There is no impact on the proposed Fiscal Year 2026/27 budget since these funds were previously allocated and sufficient funds are included in the proposed budget to accommodate the recommended action.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Proposed Releases of Reserve
- Attachment 2 – Allocation Request Form for Mission Bay School Access Plan [NTIP Planning and Capital] (Amendment 2)
- Attachment 3 School Traffic Calming Program FY26 Supporting Materials:
    - 3a - Progress Update Presentation
    - 3b - FY26 Program Cycle Revised Major Line Item Budget
    - 3c - FY26 Enhanced Monitoring, Reporting, and Oversight Protocol

Attachment 1
Summary of Proposed Releases of Reserve

Resolution(s)	SGA Number	Project Name (Project Sponsor)	Reserve Explanation	Request and Project Description
23-37, 26-18	140-907111	Mission Bay School Access Plan [NTIP Planning and Capital] (SFMTA)	$60,000 in Prop K funds remain on reserve to be used for implementation of Mission Bay School Access Plan recommendations, to be released by the Transportation Authority Board following its adoption of the Plan.	In November 2026, the Board approved the Mission Bay School Access Plan (Plan) with recommendations to improve active transportation access to a new school in Mission Bay. The Board previously allocated and appropriated $319,307 in Prop K Neighborhood Program funds to the SFCTA and SFMTA including $229,307 to develop the Plan as well as $90,000 placed on reserve for SFMTA to implement Plan recommendations following Board approval of the Plan. In 2025, based on community feedback and with support from the District 6 Supervisor, SFMTA requested and the Board approved release of $30,000 from the reserve for additional design and outreach on the proposed roundabout concept, which has been incorporated into the Plan's final report. SFMTA has requested release of the remaining $60,000 on reserve to advance conceptual engineering to 10% (planning phase work) for the preferred roundabout concept which includes a separated Class I bikeway around the roundabout, raised crosswalks, and other traffic calming and active transportation safety improvements. SFMTA will also refine the cost estimate for the roundabout, which is estimated to be in the range of $2.5-$3.5 million for design and construction. See the attached amended Allocation Request Form (Attachment 2) for additional details. We recommend amending the Prop K grant agreement accordingly, and releasing the $60,000 project reserve as described above and in Attachment 2.
26-23	218-907022	School Traffic Calming Program FY26 (SFMTA)	$1,753,646 in Prop L construction funds are on reserve to be released by the Transportation Authority Board following completion of 10 school walk audits, identification of measures to be implemented, and a presentation to the Board demonstrating progress in delivering on the backlog of measures for the school traffic calming program.	In November 2025, the Transportation Authority allocated $2,000,000 to SFMTA for the subject project including $246,354 to conduct 10 walk audits and $1,753,646 in implementation funds, placed on reserve. SFMTA will have met all of the conditions for release of the project reserve upon presenting a progress update at the December 8, 2026 Transportation Authority Board meeting and is requesting release of the $1,753,646. SFMTA completed the 10 school walk audits at 11 school sites (Balboa High School and Denman Middle School are adjacent and underwent a joint walk audit) for the 2025-26 school year and intends to post the final 2026 School Walk Audit Reports to the program website (www.sfmta.com/projects/school-walk-audit-program) prior to the December 8, 2026 Transportation Authority Board meeting. Attachment 3a includes the list of traffic calming measures to be implemented at each school, as well as an update on the progress delivering the backlog of measures. Attachment 3b contains an updated Major Line Item Budget reflecting the estimated cost of design and construction. The two phases will be advanced concurrently given the relatively straight forward nature of design and to expediture implementation of measures at multiple school sites. We recommend release of the funds on reserve to design and construct the traffic calming measures listed in Attachment 3a and amending the SGA to incorporate the revised budget in Attachment 3b.

ATTACHMENT 2

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action	FY2022/23
Project Name	Mission Bay School Access Plan [NTIP Planning and Capital](Amendment 2)
Primary Sponsor	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Pedestrian Circulation/Safety
Current PROP K Request:	$60,000
Supervisorial District	District 06

REQUEST

Brief Project Description

In 2026, the San Francisco Unified School District opened a new school, Mission Bay Elementary School, at the intersection of 6th Street and Mission Bay Boulevard South. This project will advance the conceptual design of active transportation improvements on the roundabout near the new school, including a separated Class I bikeway around the roundabout, raised crosswalks and other traffic calming and active transportation safety improvements. This project is recommended in the Transportation Authority's Mission Bay School Access Plan.

Detailed Scope, Project Benefits and Community Outreach

Based on community feedback and support from the District 6 Supervisor, this amendment would release $60,000 in funds currently on reserve for implementation of Mission Bay School Access Plan recommendations to allow those funds to be used to advance the conceptual design of active transportation improvements on the roundabout near the new school. The project schedule, cost, budget, and recommendations in this allocation request form have been updated to reflect the proposed amendment and current project status.

This project seeks to advance findings from the Transportation Authority's Mission Bay School Access Plan, adopted by the Transportation Authority Board in November 2026, to improve connectivity between the new Mission Bay Elementary School, existing low-stress active transportation networks, and existing and planned transit.

Community outreach identified critical gaps in the active transportation network between SoMa and Mission Bay Elementary School. Existing conditions require bicyclists to merge with traffic at high-stress locations, creating barriers for students and other vulnerable users. The proposed improvements will close key network gaps, improve Safe Routes to School access, and provide safer connections for disadvantaged communities.

Specifically, funding will be used for preliminary engineering to advance active transportation improvements on the roundabout near Mission Bay Elementary School. The project will advance the recommended roundabout alternative, including a separated Class I bikeway around the roundabout, raised crosswalks, and other traffic calming and active transportation safety improvements, to 10% design. 10% design will include schedule and cost estimates for the full design and construction (future phases) of the project provided by SFMTA, and a site survey to be completed by SFDPW.

The Mission Bay School Access Plan estimated a cost range of $2.5-$3.5 million for design and construction of the

recommended roundabout improvements, and a refined cost estimate is a deliverable of the requested funding. SFMTA, with the support of SFCTA, submitted an application for Active Transportation Plan funds that is currently being evaluated at the regional level by the Metropolitan Transportation Commission (MTC). Regional recommendations are anticipated to be announced by the MTC in early 2027. Other potential funding sources for design and construction of the roundabout recommendations include the Local Partnership Program (LPP), Prop AA vehicle registration fee, Prop D TNC tax, Prop L sales tax, and the Safe Streets for All (SS4A) program.

The Transportation Authority's Neighborhood Program 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 Dorsey has expressed support for this amendment.

Project Location

Mission Bay Drive from 7th Street to the Mission Bay Drive roundabout near Mission Bay Elementary School

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

Project Phase

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 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 K Amount	$60,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action	FY2022/23
Project Name	Mission Bay School Access Plan [NTIP Planning and Capital](Amendment 2)
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)	Jan-Feb-Mar	2023	Jan-Feb-Mar	2028
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

The Mission Bay School Access Plan was adopted by the Transportation Authority Board in November 2026. Initiation of site survey by DPW is anticipated in January 2027. 10% design completion is anticipated in January 2028.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action	FY2022/23
Project Name	Mission Bay School Access Plan [NTIP Planning and Capital](Amendment 2)
Primary Sponsor	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
Prop K EP-140: Pedestrian Circulation/Safety	$0	$0	$60,000	$60,000
Total	**$0**	**$0**	**$60,000**	**$60,000**

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
Prop K EP-138: Traffic Calming	$0	$0	$229,307	$229,307
Prop K EP-140: Pedestrian Circulation/Safety	$0	$0	$90,000	$90,000
Total	**$0**	**$0**	**$319,307**	**$319,307**

COST SUMMARY

Phase	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	$319,307	Actual cost + estimated cost to advance to 10% design based on prior work
Environmental Studies	The Mission Bay School Access Plan, approved in November 2026, estimated a cost range of $2.5-$3.5M for design and construction of the roundabout. Requested funds will refine cost estimate. SFMTA has a pending ATP application. Other potential funding sources include LPP, Prop AA, Prop D, Prop L, and SS4A.	
Right of Way		
Design Engineering		
Construction		
Operations		
Total	**$319,307**	

% Complete of Design:	0.0%
As of Date:	11/06/2026
Expected Useful Life:	25 Years

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

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY

Agency	Task 1 - Preliminary Engineering	Task 2 - Site Survey	Total
SFMTA	$ 20,000.00	$ -	**$ 20,000**
SFDPW	$ -	$ 40,000.00	**$ 40,000**
Total	**$ 20,000**	**$ 40,000**	**$ 60,000**

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Assistant Engineer	45	$ 191.25	$ 1.00	$ 191.25	0	**$ 8,606**
Transportation Planner II	25.25	$ 176.25	$ 1.00	$ 176.25	0	**$ 4,450**
Associate Engineer	18.45	$ 222.50	$ 1.00	$ 222.50	0	**$ 4,105**
Senior Engineer	10	$ 283.75	$ 1.00	$ 283.75	0	**$ 2,838**
Total	**98.70**				**0.00**	**$ 19,999**

SFDPW	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Assistant Engineer	115	$ 191.25	$ 1.00	$ 191.25	0	$ 21,993.75
Associate Engineer	65.55	$ 176.25	$ 2.00	$ 352.50	1	$ 23,106.38
Senior Engineer	40	$ 222.50	$ 1.00	$ 222.50	0	$ 8,900.00
Contingency						$ 6,000.00
Total	**220.55**				**1.00**	**$ 60,000**

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action	FY2022/23
Project Name	Mission Bay School Access Plan [NTIP Planning and Capital](Amendment 2)
Primary Sponsor	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number		**Resolution Date**	
Total PROP K Requested	$60,000	**Total PROP K Recommended**	$60,000

Grant 1 of 1

SGA Project Number	140-907111	**Name**	Mission Bay School Access Plan [NTIP Planning and Capital] (AMENDMENT 2)
Sponsor	San Francisco Municipal Transportation Agency	**Expiration Date**	09/30/2028
Phase	Environmental Studies	**Fundshare**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2027/28	Total
PROP K: EP-140	$60,000	$60,000

Deliverables

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

2. Upon completion, Sponsor shall provide an updated scope, schedule, budget, and funding plan for design and construction of the project.

Special Conditions

1. The recommended amendment is contingent upon SFCTA Board release of $60,000 in sales tax funds previously set aside for construction of the subject project through approval of Resolution 23-37.

Leveraging

Metric	PROP AA	TNC TAX	PROP K
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 K Request	$60,000

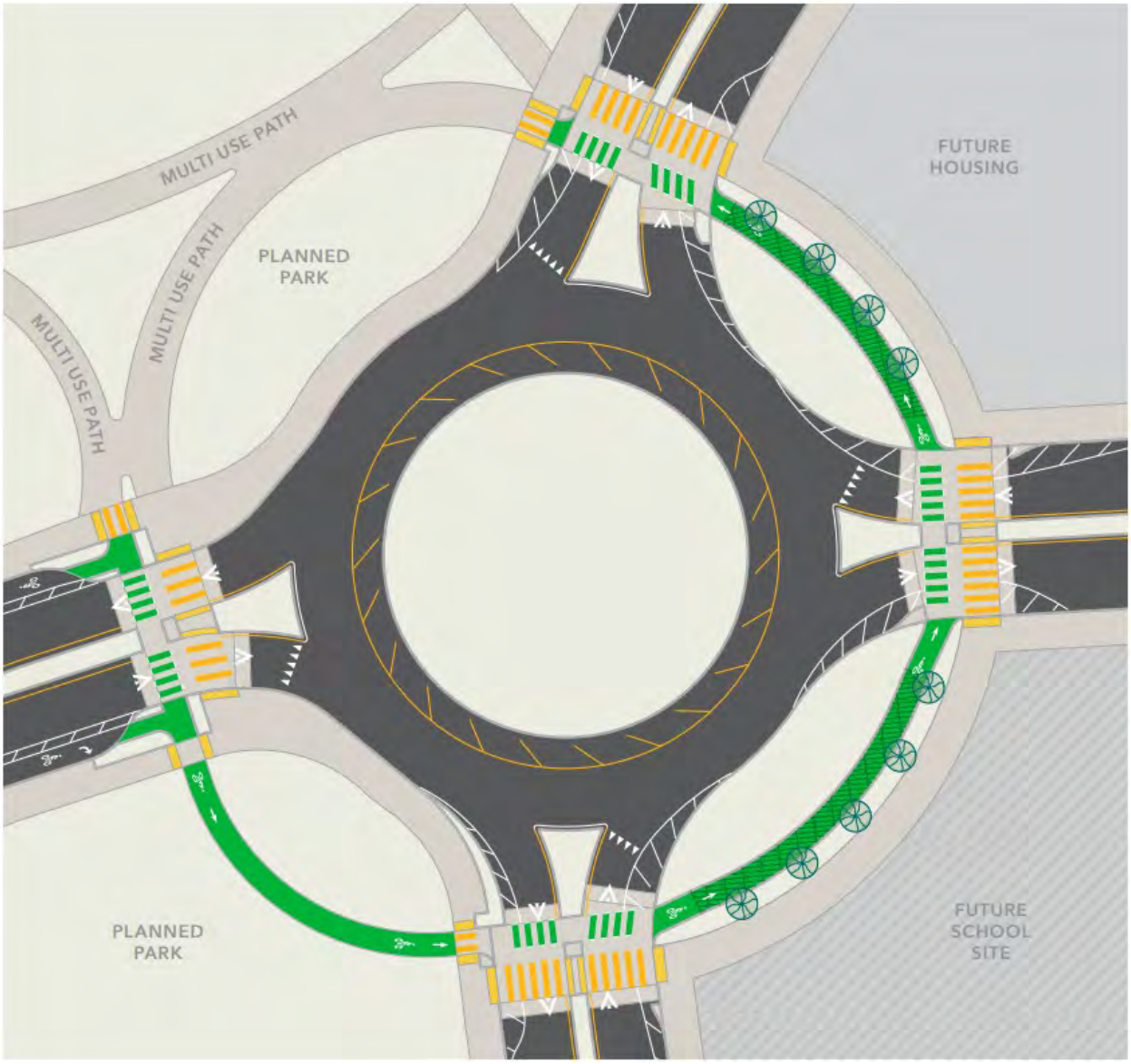
1. The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstances replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
RR

CONTACT INFORMATION

	Project Manager	Grant Manager
Name	Mike Sallaberry	Kathryn Studwell
Title	Traffic Calming Program Mgr.	Grant Administration Manager
Phone	555-5555	(415) 517-7015
Email	mike.sallaberry@sfmta.com	kathryn.studwell@sfmta.com

Roundabout Alternative D: Boardwalk



Roundabout Alternative D: Boardwalk, rendered above, was the recommended roundabout alternative in the Mission Bay School Access Plan, adopted by the Transportation Authority Board in November 2026.

SFMTA's School Traffic Calming Program Progress Update

San Francisco County Transportation Authority

Transportation Authority Board - Agenda Item 7
December 08, 2026

SFMTA's School Traffic Calming Program – Introduction to Progress Update

In November 2025, the Transportation Authority allocated $2 million to SFMTA for School Traffic Calming FY26

- $300,000 to conduct walk audits
- $1.7 million in implementation funds placed on reserve, to be released by the Board pending:
  - Completion of 10 school walk audits
  - Identification of measures to be implemented
  - Presentation demonstrating progress in delivering on the backlog of measures for the school traffic calming program (at December 8, 2026 Board meeting)

This presentation fulfills this special condition to release funds on reserve.

SFMTA's School Traffic Calming Program – Upcoming Items

November 24 – Street Safety Subcommittee meeting, including update on new residential traffic calming program with a school area focus

December 8 – Transportation Authority Board meeting, with anticipated SFMTA Prop L requests for:

- Present School Traffic Calming Program Progress Update
- Release of reserved $1.7 million in FY26 implementation funds
- Allocation of $2 million for FY27 program

SFMTA

School Traffic Calming Program:
Progress Update

40 Program History

Schools Engineering Program – 5 walk audits per year (Prop K)

- 2019-20 School Year – Walk audits completed at 5 schools
- 2021-22 School Year – Walk audits completed at 5 schools
- 2022-23 School Year – Walk audits completed at 7 schools

School Traffic Calming Program – 10 walk audits per year (Prop L)

- 2024-25 School Year – Walk audits completed at 10 schools
- 2025-26 School Year – Walk audits completed at 11 schools
- 2026-27 School Year – Walk audits planned at 11 schools

Schools Engineering Program cycles included three components:

1. Traffic Operations - New and Upgraded Signs and Markings
2. Loading Zone Traffic Calming
3. Walk Audits (5 per year)

School Traffic Calming Program cycles include only Walk Audits (10 per year)

*2020-21 Cycle skipped due to COVID

*2023-24 Cycle skipped during transition from Prop K to Prop L and program revisions

2019-20 School Year – Walk Audits Status Update

No	School	Supervisor District	Notes/Updates
1	Galileo HS	2	Walk audit on 7/20/20; Final report distributed. All recommended improvements complete **(15 of 15).**
2	Rosa Parks ES	5	Walk audit on 3/5/20; Final report distributed. All recommended improvements complete **(38 of 38).**
3	Tenderloin ES	6	Walk audit on 3/20/20; Final report distributed. All recommended improvements complete **(13 of 13).**
4	Mission HS	8	Walk audit on 12/4/19; Final report distributed. All recommended improvements complete **(16 of 16).**
5	Martin Luther King Jr MS	9	Walk audit on 2/18/20; Final report distributed. All recommended improvements complete **(20 of 20).**

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2019-20 School Year – Other Sub-Programs Status Update

Signs and Markings

- 69 recommended improvements at 41 school locations – **All work complete**

Loading Zone Traffic Calming

- 29 recommended improvements at 20 school locations – **All work complete**

2021-22 School Year – Walk Audits Status Update

No	School	Supervisor District	Notes/Updates
1	Lawton Alternative ES	4	Walk Audit conducted 3/10/22; Final report distributed. All recommended improvements complete **(17 of 17).**
2	Chinese Immersion School at DeAvila ES	5	Walk Audit conducted 5/17/22; Final report distributed. All recommended improvements complete **(18 of 18).**
3	Aptos MS	7	Walk Audit conducted 5/13/22; Final report distributed. Implementation of recommended improvements is in progress **(14 of 15 complete).** Remaining improvements pending installation by SFPW Operations
4	Paul Revere ES	9	Walk Audit conducted 4/27/22; Final report distributed. Implementation of recommended improvements is in progress **(21 of 23 complete)**. Remaining improvements pending installation by SFPW Operations
5	Mission Preparatory ES	10	Walk Audit conducted 3/24/22; Final report distributed. All recommended improvements complete **(21 of 21).**

2021-22 School Year – Other Sub-Programs Status Update

Signs and Markings

- 50 recommended improvements at 45 school locations – **All work complete**

Loading Zone Traffic Calming

- 37 recommended improvements at 26 school locations – **33 of 37 complete**

Remaining improvements pending installation by SFPW Operations

2022-23 School Year – Walk Audits Status Update

No	School	Supervisor District	Notes/Updates
1	New Traditions ES	5	Walk Audit conducted 3/20/23; Final report distributed. Implementation of recommended improvements is in progress (9 of 10 complete). Remaining improvements pending installation by SFPW Operations
2	Immaculate Conception Academy HS	8	Walk Audit conducted 3/30/23; Final report distributed. Implementation of recommended improvements is in progress (17 of 18 complete). Remaining improvements pending installation by SFPW Operations
3	Saint James Catholic School (Joint Walk Audit)	8	
4	Everett MS	8	Walk Audit conducted 4/5/23; Final report distributed. All recommended improvements complete (31 of 31).
5	Sanchez ES (Joint Walk Audit)	8	
6	Thomas Starr King ES	10	Walk Audit conducted 4/6/23; Final report distributed. Implementation of recommended improvements is in progress (23 of 24 complete). Remaining improvements pending installation by SFPW Operations
7	Drew HS	2	Walk Audit conducted 4/24/23; Final report distributed. All recommended improvements complete (18 of 18).

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2022-23 School Year – Other Sub-Programs Status Update

Signs and Markings

- 67 recommended improvements at 46 school locations – **All work complete**

Loading Zone Traffic Calming

- 29 recommended improvements at 21 school locations – **0 of 29 complete**

SFMTA anticipates completing final design/approval for these improvements in late 2026/early 2027 after which SFMTA will assess available options to determine the most efficient construction delivery method, including JOCs.

2024-25 School Year – Walk Audits Status Update

No	School	Supervisor District	Notes/Updates
1	Cesar Chavez ES	9	Walk Audit conducted 3/20/25; Final report distributed. All recommended improvements complete (21 of 21).
2	Dr. Charles Drew ES	10	Walk Audit conducted 3/24/25; Final report distributed. Implementation of recommended improvements is in progress (18 of 22 complete). Remaining improvements pending final design/approval by SFMTA
3	Commodore Sloat ES	7	Walk Audit conducted 4/7/25; Final report distributed. All recommended improvements complete (21 of 21).
4	Alvarado ES	8	Walk Audit conducted 4/9/25; Final report distributed. Implementation of recommended improvements is in progress (14 of 23 complete). Remaining improvements pending final design/approval by SFMTA
5	Dianne Feinstein ES	4	Walk Audit conducted 4/11/25Final report distributed. Implementation of recommended improvements is in progress (13 of 16 complete). Remaining improvements pending final design/approval by SFMTA
6	Argonne ES	1	Walk Audit conducted 4/18/25; Final report distributed. Implementation of recommended improvements is in progress (16 of 17 complete). Remaining improvements pending final design/approval by SFMTA
7	Redding ES	3	Walk Audit conducted 4/22/25; Final report distributed. Implementation of recommended improvements is in progress (12 of 14 complete). Remaining improvements pending final design/approval by SFMTA
8	Monroe ES	11	Walk Audit conducted 4/23/25; Final report distributed. Implementation of recommended improvements is in progress (12 of 16 complete). Remaining improvements pending final design/approval by SFMTA
9	Claire Lilienthal (Madison Campus) ES	2	Walk Audit conducted 5/8/25; Final report distributed. Implementation of recommended improvements is in progress (13 of 16 complete). Remaining improvements pending final design/approval by SFMTA
10	Bessie Carmichael K-5 Filipino Education Center ES	6	Walk Audit conducted 5/12/25; Final report distributed. Implementation of recommended improvements is in progress (9 of 11 complete). Remaining improvements pending final design/approval by SFMTA

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2025-26 School Year – Walk Audits Status Update

No	School	Supervisor District	Notes/Updates
1	Abraham Lincoln HS	4	Walk Audit conducted 3/25/2026. Recommended traffic calming measures include 8 devices on 4 blocks.
2	Dolores Huerta ES	8	Walk Audit conducted 3/25/2026. Recommended traffic calming measures include 3 devices on 3 blocks.
3	Balboa HS	11	Walk Audit conducted 4/7/2026. Recommended traffic calming measures include 5 devices on 4 blocks.
4	James Denman MS/Leadership Charter HS	11	Joint Walk Audit
5	Saint Brigid ES/MS	2	Walk Audit conducted 4/15/2026. School closed permanently in late June 2026.
6	Bryant ES	9	Walk Audit conducted 4/17/2026. Recommended traffic calming measures include 8 devices on 7 blocks.
7	Presidio MS	1	Walk Audit conducted 5/4/2026. Recommended traffic calming measures include 5 devices on 3 blocks.
8	Gordon J. Lau ES	3	Walk Audit conducted 5/20/2026. Recommended traffic calming measures include 1 device (RRFB) on Washington St.
9	Chinese American International ES/MS	7	Walk Audit conducted 5/28/2026. Recommended traffic calming measures include 6 devices on 4 blocks.
10	Junipero Serra ES	9	Walk Audit conducted 5/29/2026. Recommended traffic calming measures include 8 devices on 5 blocks.
11	John O'Connell HS	9	Walk Audit conducted 6/3/2026. Recommended traffic calming measures include 4 devices on 4 blocks.

Traffic Calming Details

Draft Recommended Traffic Calming Devices – 62 Total Measures*

No.	School	Supervisor District	Location	Device Type	Device Detail	Quantity	Street Width (ft)
1	Abraham Lincoln HS	4	Quintara St, 22nd Ave to 23rd Ave (1300 block)	Speed Hump	n/a	1	50
2	Abraham Lincoln HS	4	Quintara St, 23rd Ave to 24th Ave (1400 block)	Speed Hump	n/a	1	50
3	Abraham Lincoln HS	4	22nd Ave, Quintara St to Rivera St (2100 block)	Speed Hump	n/a	2	40
4	Abraham Lincoln HS	4	22nd Ave, Rivera St to Santiago St (2200 block)	Speed Hump	n/a	2	40
5	Abraham Lincoln HS	4	22nd Ave, Santiago St to Taraval St (2300 block)	Speed Hump	n/a	2	40
6	Abraham Lincoln HS	4	24th Ave , Rivera St to Santiago St (2200 block)	Speed Hump	n/a	2	40
7	Abraham Lincoln HS	4	24th Ave , Santiago St to Taraval St (2300 block)	Speed Hump	n/a	2	40
8	Dolores Huerta ES	8	Chenery St, Randall St to Fairmont St (100 block)	Speed Hump	n/a	1	36
9	Dolores Huerta ES	8	Church St, 30th St to Randall St (1800 block)	Speed Table	n/a	2	30
10	Dolores Huerta ES	8	Arlington St, Randall St to Fairmont St (Unit block)	Speed Table	n/a	1	36
11	Dolores Huerta ES	8	Fairmount St, Arlington St to Chenery St (Unit block)	Speed Table	n/a	1	30
12	Dolores Huerta ES	8	Fairmount St, Chenery St to Whitney St (100 block)	Speed Table	n/a	2	30
13	Balboa HS & James Denman MS/Leadership Charter HS	11	Delano Ave, Ocean Ave to Oneida Ave (400 block)	Speed Table	n/a	1	30
14	Balboa HS & James Denman MS/Leadership Charter HS	11	Delano Ave, Seneca Ave to Geneva Ave (600 block)	Speed Table	n/a	2	30
15	Balboa HS & James Denman MS/Leadership Charter HS	11	Cayuga Ave, Jr Terr to Seneca Ave (1100 block)	Speed Hump	n/a	1	40
16	Balboa HS & James Denman MS/Leadership Charter HS	11	Oneida Ave, Otsego Ave to Delano Ave (200 block)	Speed Hump	n/a	2	30
17	Bryant ES	9	25th St, Vermont St to San Bruno Ave (2500 block)	Speed Table	n/a	1	40
18	Bryant ES	9	25th St, San Bruno Ave to Utah St (2600 block)	Speed Hump	n/a	1	40
19	Bryant ES	9	25th St, Utah St to Potrero Ave (2700 block)	Speed Hump	n/a	1	40
20	Bryant ES	9	San Bruno Ave, 24th St to 25th St (1300 block)	Speed Table	n/a	1	40
21	Bryant ES	9	San Bruno Ave, 25th St to END (1400 block)	Speed Hump	n/a	3	50
22	Bryant ES	9	Utah St, 24th St to 25th St (1300 block)	Speed Table	n/a	1	50
23	Presidio MS	1	Clement St, 29th Ave to 30th Ave (2800 block)	Speed Cushion	3-lump	1	50
24	Presidio MS	1	29th Ave, Clement St to Geary Blvd (400 block)	Speed Hump	n/a	2	40
25	Presidio MS	1	30th Ave, Clement St to Geary Blvd (400 block)	Speed Hump	n/a	2	40
26	Gordon J. Lau ES	3	Washington St at Stone St	RRFB	n/a	1	n/a
27	Chinese American International ES/MS	7	Rossmoor Dr at 19th Ave	Raised Crosswalk	n/a	1	26
28	Chinese American International ES/MS	7	Rossmoor Dr at Elmhurst Dr	Speed Table	n/a	2	26
29	Chinese American International ES/MS	7	Junipero Serra Blvd (frontage road), Rossmoor Dr to Stonecrest Dr (400 block)	Speed Hump	n/a	2	26
30	Chinese American International ES/MS	7	Junipero Serra Blvd (frontage road), Stonecrest Dr to Winston Dr (500 block)	Speed Table	n/a	2	26
31	Chinese American International ES/MS	7	Stonecrest Dr, Junipero Serra Blvd (frontage road) to Winston Dr (Unit-100 blocks)	Speed Table	n/a	4	26
32	Chinese American International ES/MS	7	Broadmoor Dr, Stonecrest Dr to Winston Dr (Unit block)	Speed Table	n/a	2	26
33	Junipero Serra ES	9	Appleton Ave, Mission St to Holly Park Cir (100 block)	Speed Hump	n/a	3	36
34	Junipero Serra ES	9	Appleton Ave at Patton St	Raised Crosswalk	n/a	1	36
35	Junipero Serra ES	9	Patton St, Appleton Ave to Highland Ave (Unit block; One-Way NB)	Speed Hump	n/a	2	20
36	John O'Connell HS	9	19th St, Harrison St to Folsom St (3100 block)	Speed Table	n/a	2	34
37	John O'Connell HS	9	20th St, Harrison St to Folsom St (3200 block)	Speed Table	n/a	2	34
n/a	Saint Brigid ES/MS	2	n/a	n/a	n/a	n/a	n/a

*** Final locations, device types, and quantities are subject to change during detailed design and require review/approval by SFFD (and Muni where applicable).**

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2026-27 School Year – Walk Audits Selected Schools

No	School	Supervisor District	Notes/Updates
1	Frank McCoppin ES	1	Walk Audit awaiting scheduling in spring 2027
2	Zion Lutheran ES	1	Walk Audit awaiting scheduling in spring 2027
3	San Francisco Waldorf School (K-12)	2	Walk Audit awaiting scheduling in spring 2027.
4	Cathedral School for Boys (K-8)	3	Walk Audit awaiting scheduling in spring 2027
5	Robert Louis Stevenson ES	4	Walk Audit awaiting scheduling in spring 2027
6	Independence HS	7	Walk Audit awaiting scheduling in spring 2027
7	George R. Moscone ES	9	Walk Audit awaiting scheduling in spring 2027
8	Leonard R. Flynn ES	9	Walk Audit awaiting scheduling in spring 2027
9	St. Anthony-Immaculate Conception (K-8)	9	Walk Audit awaiting scheduling in spring 2027
10	Guadalupe ES	11	Walk Audit awaiting scheduling in spring 2027
11	Stratford School of San Francisco MS	11	Walk Audit awaiting scheduling in spring 2027

Joint Walk Audit

2026-27 Walk Audits - Timeline



ATTACHMENT 3

San Francisco County Transportation Authority

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

SCHOOL TRAFFIC CALMING PROGRAM FY26 - DESIGN PART 1

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY

Agency	Planning	Total
SFMTA	$ 246,354	**$ 246,354**
Total	**$ 246,354**	**$ 246,354**

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	FY26 Base Hourly Rate	FY26 Fully Burdened Labor Cost	FY26 Fully Burdened Hourly Rate	FTE	Total
Sr. Engineer (5211)	20	$ 115.68	$ 599,342	$ 288.15	0.010	**$ 5,763**
Project Manager II (5504)	120	$ 106.70	$ 555,467	$ 267.05	0.058	**$ 32,046**
Associate Engineer (5207)	200	$ 87.98	$ 463,990	$ 223.07	0.096	**$ 44,614**
Assistant Engineer (5203)	860	$ 74.17	$ 396,483	$ 190.62	0.413	**$ 163,931**
Total	**1200**				**0.58**	**$ 246,354**

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 PART 2			
Budget Line Item	**Totals**		**% of phase**
1. Total Labor	$	334,231	
TOTAL PHASE	**$**	**334,231**	

TOTAL LABOR COST BY AGENCY		
SFMTA	$	334,231
TOTAL	**$**	**334,231**

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

SCHOOL TRAFFIC CALMING PROGRAM FY26 - 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	$ 18,000	5	$ 90,000		0.5	$ 9,000
1b. Speed Table	$ 18,000	5	$ 90,000		0.5	$ 9,000
1c. Speed Hump/Cushion	$ 15,000	50	$ 750,000		5	$ 75,000
1d. Traffic Island	$ 10,000	10	$ 100,000		1	$ 10,000
1e. Speed Hump/Island Signs (2 per location)	$ 500	70		$ 35,000	7	$ 3,500
1f. Speed Hump Markings (4 per device)	$ 1,100	70		$ 77,000	7	$ 7,700
2. Minor Improvements						
2a. Signal Timing Change	$ 1,550	10		$ 15,500	1	$ 1,550
2b. Marked Crosswalk	$ 1,550	10		$ 15,500	1	$ 1,550
2c. Traffic Sign	$ 1,550	20		$ 31,000	2	$ 3,100
3. Construction Support	$ 115,464			$ 115,464		$ 11,546
4. Contingency (~10%)	$ 99,951			$ 99,951		
SUB-TOTAL		250	$ 1,030,000	$ 389,415	25	$ 131,946
GRAND TOTAL	**$ 1,419,415**					
TOTAL ESTIMATED COST PER SCHOOL ACROSS ALL PHASES	**$ 181,818**					

Attachment 3

Enhanced Monitoring, Reporting, and Oversight Protocol for
SFMTA's FY26 School Traffic Calming 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, and FY26 program cycles due on the 1st of each month submitted through SharePoint. Monthly progress reports shall demonstrate project delivery progress for each school, 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. Monthly meetings shall commence in December 2025.
3. SFCTA reserves the right to audit expenditures and billings as allowed by the Standard Grant Agreements for funds allocated by the SFCTA.
4. As a condition for release of construction funds for the School Traffic Calming Program FY26, 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.

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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**	

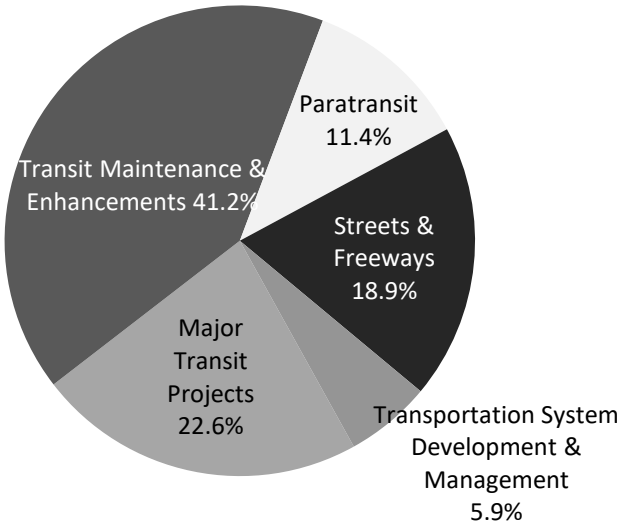
[1] See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2026/27

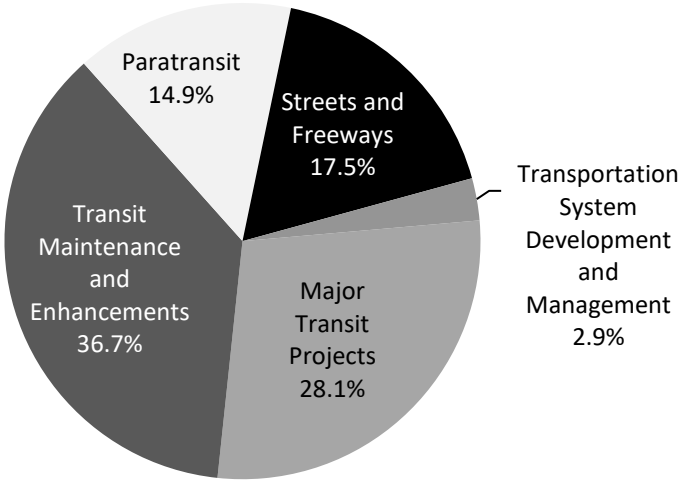
PROP L SALES TAX						
FY 2026/27	**Total**	**FY 2026/27**	**FY 2027/28**	**FY 2028/29**	**FY 2029/30**	**FY2030/31**
Prior Allocations	$ 61,610,700	$ 31,822,000	$ 24,629,700	$ 4,550,000	$ 609,000	$ -
Current Request(s)	$ 3,850,000	$ 350,673	$ 2,568,548	$ 915,370	$ 15,409	$ -
New Total Allocations	$ 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
Email	damon.curtis@sfmta.com	kathryn.studwell@sfmta.com

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	K-8	9
10	Guadalupe	K-5	11
11*	Stratford School San Francisco	6-8	11

JOINT

***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

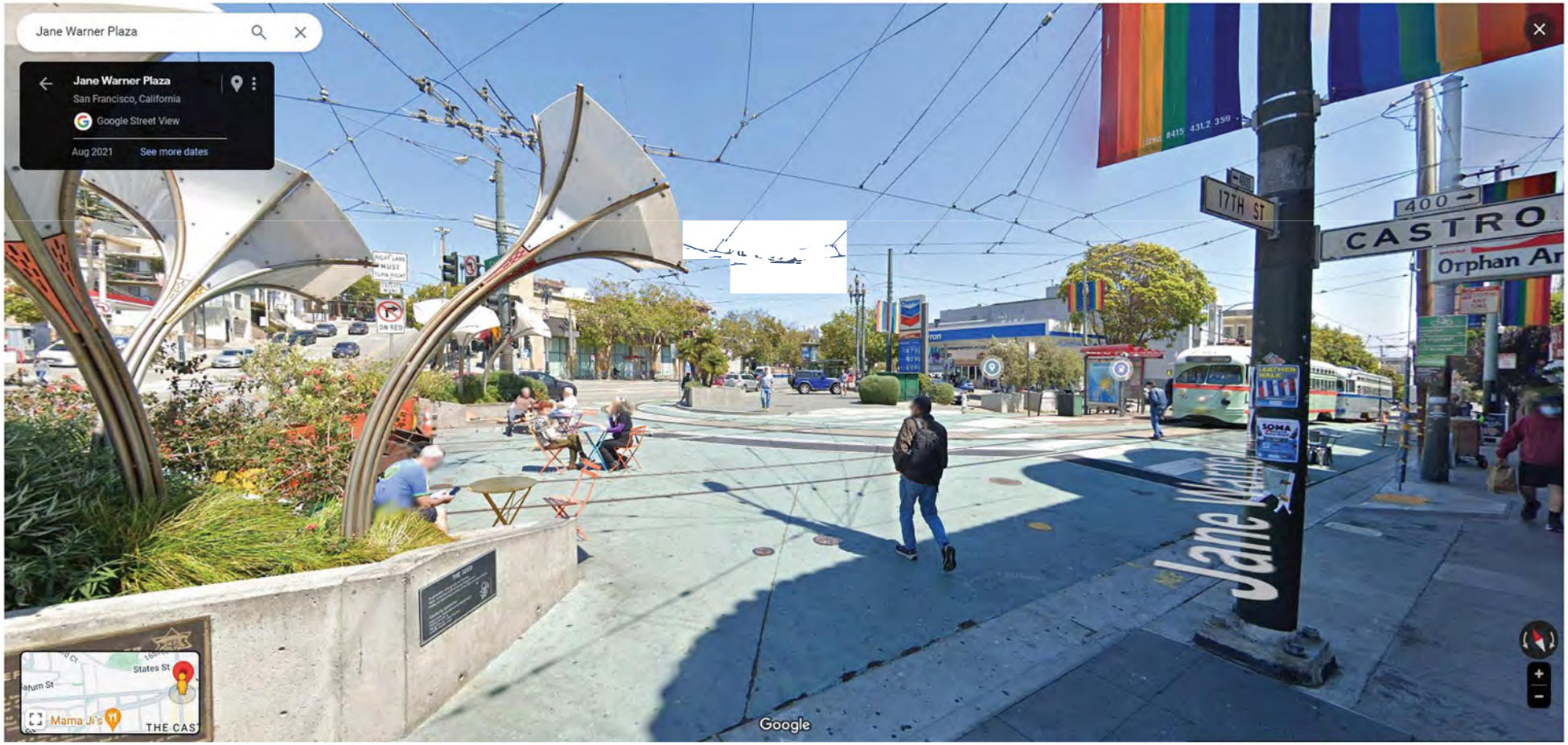
1. The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstances replace existing local revenues used for transportation purposes.

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



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

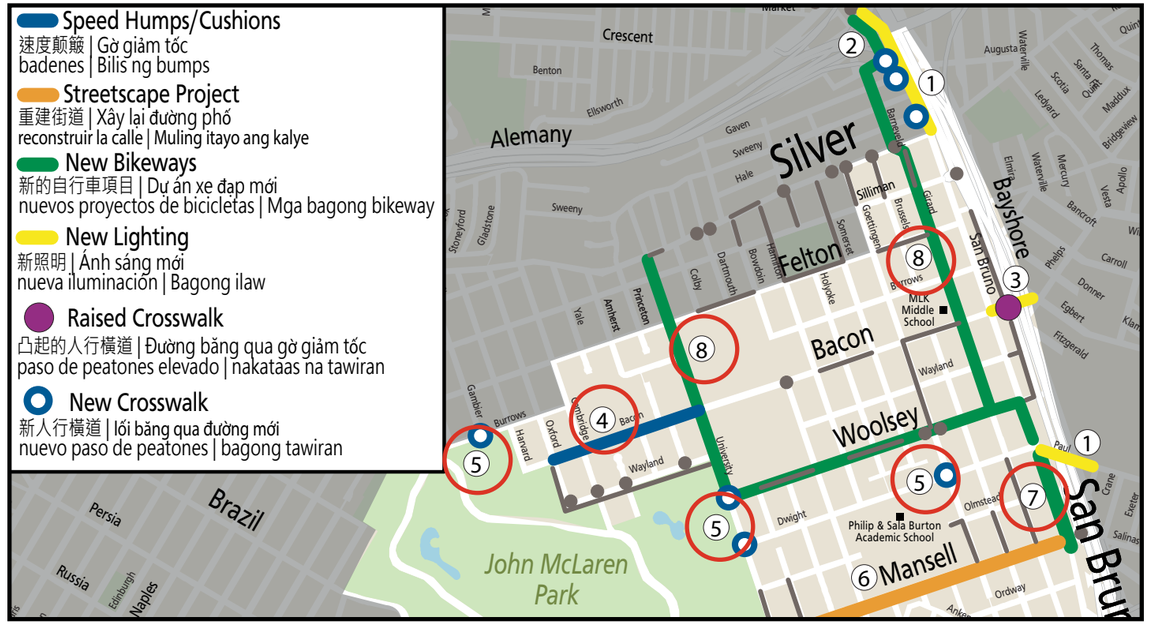
1. The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstances replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
ML

CONTACT INFORMATION

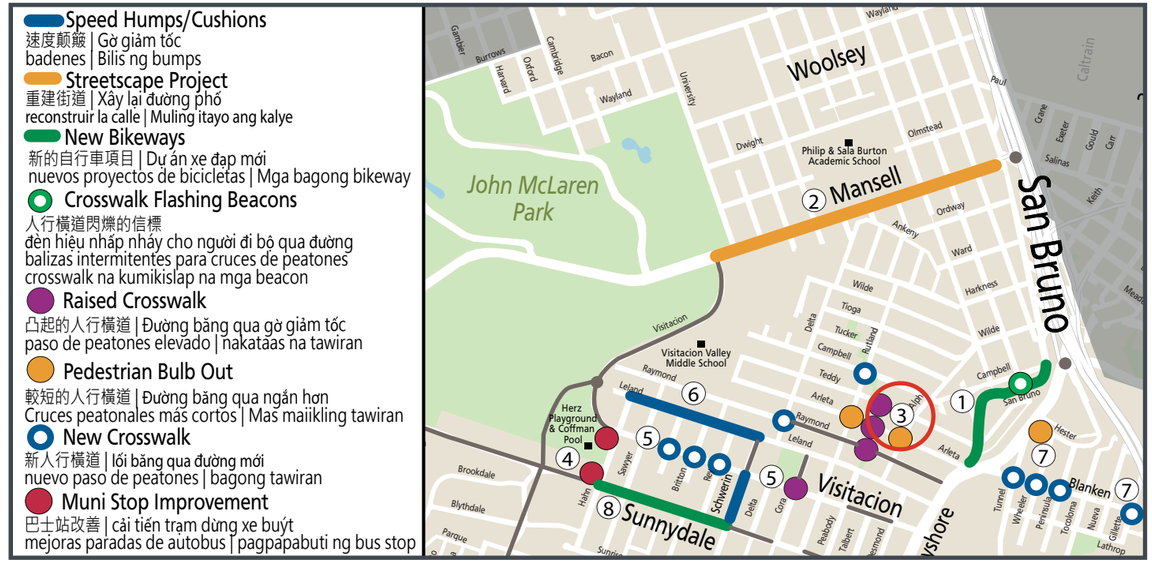
	Project Manager	Grant Manager
Name	Jean Long	Kathryn Studwell
Title	Transportation Planner	Grant Administration Manager
Phone	(415) 646-2391	(415) 517-7015
Email	jean.long@sfmta.com	kathryn.studwell@sfmta.com

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.

Bayview Street Safety and Truck Relief Study: Added project with $139,890 in FY2024/25.

[2] 5YPP amendment to fund Mission/Alemany Community Based Transportation Plan (Resolution 2026-033, 02/24/2026):

Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon): Reduced from $100,000 to $0 in FY2024/25.

Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon): Reduced from $100,000 to $0 in FY2025/26.

Mission/Alemany Community Based Transportation Plan: Added project with $200,000 for planning in FY2025/26.

[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

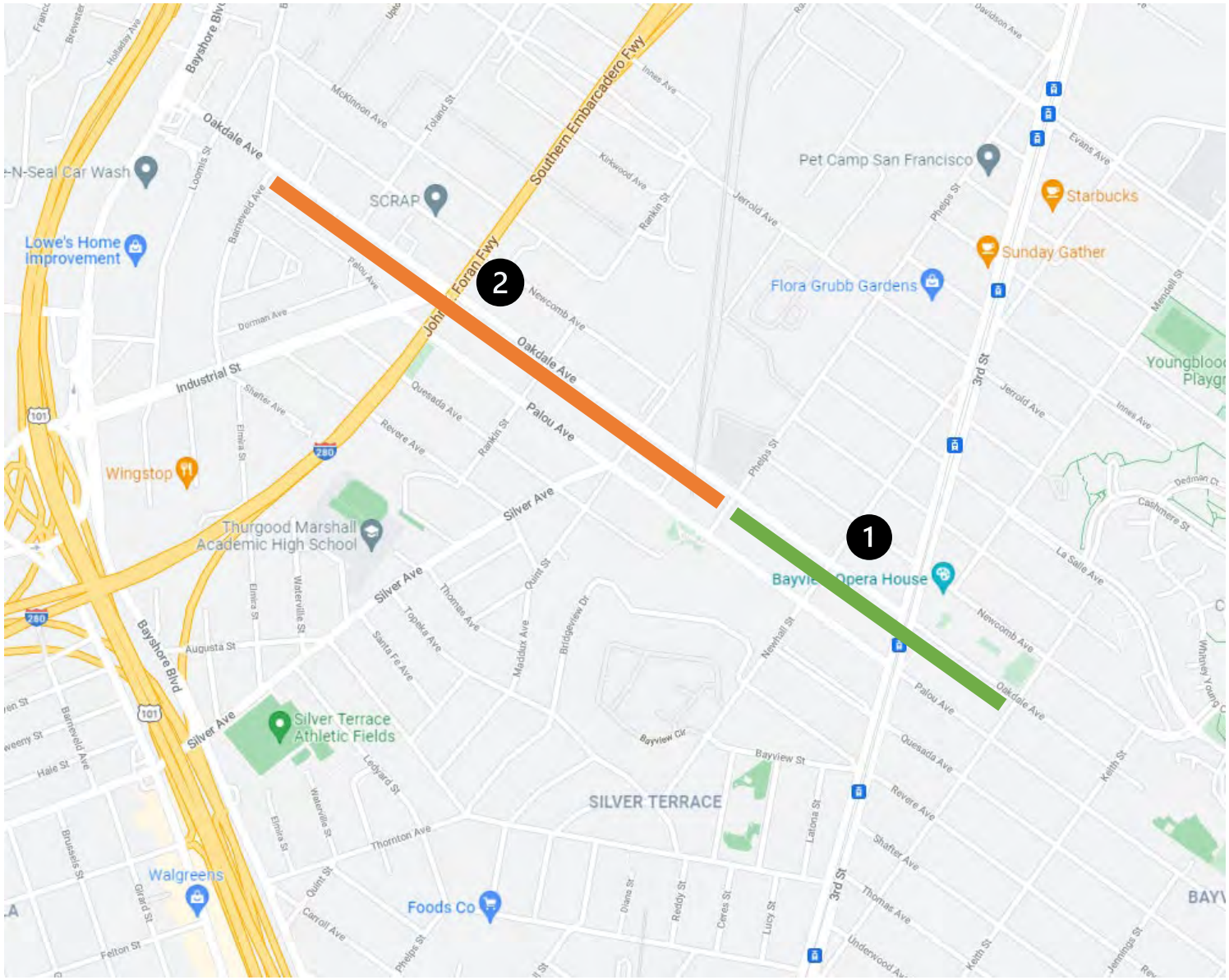
1. The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstances replace existing local revenues used for transportation purposes.

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



N

1 Phase 1

2 Phase 2

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

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.

Bayview Street Safety and Truck Relief Study: Added project with $139,890 in FY2024/25.

[2] 5YPP amendment to fund Mission/Alemany Community Based Transportation Plan (Resolution 2026-033, 02/24/2026):

Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon): Reduced from $100,000 to $0 in FY2024/25.

Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon): Reduced from $100,000 to $0 in FY2025/26.

Mission/Alemany Community Based Transportation Plan: Added project with $200,000 for planning in FY2025/26.

[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.

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Memorandum

AGENDA ITEM 9

DATE: November 24, 2026

TO: Transportation Authority Board

FROM: Suany Chough – Acting Deputy Director for Planning

SUBJECT: 12/08/26 Board Meeting: Adopt the San Francisco Transportation Plan 2050+

RECOMMENDATION ☐ Information ☒ Action

Adopt the San Francisco Transportation Plan (SFTP) 2050+

SUMMARY

The SFTP is the blueprint for San Francisco's transportation system development and investment over the next 30 years. It covers all surface transportation modes, networks, and operators that serve the city and establishes long term investment priorities. The SFTP contains both an Investment Plan based on the local, regional, state and federal revenues that San Francisco is anticipated to potentially receive as well as a Vision Plan which assumes additional, not-yet-identified revenues to demonstrate what further progress could be achieved toward SFTP goals if more revenues were available. The Transportation Authority Board adopted SFTP 2050 in 2022. This focused update, referred to as SFTP 2050+, analyzes key assumptions and inputs that have developed since the SFTP 2050 and then, drawing upon technical analysis and public engagement, modifies the Investment Plan and Vision Plan seeking to advance the City's goal to build an effective, equitable and sustainable transportation system. SFTP 2050+ is consistent with the Metropolitan Transportation Commission's (MTC's) /Association of Bay Area Government's (ABAG's) Plan Bay Area 2050+ (PBA 2050+), the Regional Transportation Plan and Sustainable Communities Strategy for the nine-county Bay Area adopted in March 2026.

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

BACKGROUND

As San Francisco's Congestion Management Agency, the Transportation Authority develops a long-range transportation plan to establish the City's investment priorities and guide policy initiatives in the sector. The SFTP prioritizes and recommends transportation projects and programs for anticipated local, regional, state, and federal funding, and is a tool for San Francisco's advocacy for discretionary (e.g. competitive) transportation funds, as well for new transportation revenues. In addition to investment strategies, the SFTP examines policy initiatives to help reach the City's long-range goals.

The Transportation Authority updates the SFTP about every four years in coordination with updates of Regional Transportation Plan/Sustainable Communities Strategy for the nine-county Bay Area region, alternating a major update with a more modest, focused update. The Transportation Authority adopted the last major update of the SFTP (SFTP 2050) in December 2022. SFTP 2050+ is a focused update which modifies key assumptions and inputs based on changing conditions since SFTP 2050 was approved and refines investment strategies and recommendations accordingly. As such, the focus of this update was to incorporate post-pandemic travel patterns and lowered revenue projections, and to refine SFTP 2050 investment strategies and recommendations.

Development of SFTP+ was coordinated with the development of Plan Bay Area 2050+, adopted by MTC/ABAG in March 2026. The SFTP+ incorporates data, assumptions, and guidance from PBA 2050+ as well as providing the basis for San Francisco's input to the development of PBA 2050+.

Through technical analysis and public engagement, staff evaluated how to prioritize expected revenues to advance transportation goals – equity, economic vitality, environmental sustainability, safety and livability, and accountability and engagement.

We presented the SFTP+ draft Investment and Vision Plans, including a summary of outreach findings, to the Transportation Authority Board at its April 14, 2026 meeting and to the Community Advisory Committee (CAC) at its July 22, 2026 meeting.

DISCUSSION

Achieving San Francisco's transportation goals of equity, economic vitality, environmental sustainability, safety and livability, and accountability and engagement will require sustained investment coupled with supportive policy actions. SFTP+

establishes a fiscally constrained Investment Plan that directs anticipated revenues toward maintaining, operating, and improving the transportation system while advancing the City's long-term priorities.

Changed Travel Patterns. A primary motive for this focused update is the change in travel patterns post-pandemic, and updated travel projections for the future. SFTP 2050+ was developed during unprecedented times when travel behaviors, San Francisco's transit network, and the transportation funding ecosystem all changed because of the pandemic. Since SFTP 2050 was adopted in 2022, congestion has returned and now rivals 2019 levels in some areas.

Based on data from MTC's Bay Area Travel Study, the overall number of weekday trips made to, from, and within San Francisco decreased by 41% (1.9 million fewer trips) in 2023 compared to 2019. A key factor driving this change is the number of people working from home: in 2023, 42% of employed residents of San Francisco worked from home on a typical weekday, compared to 13% in 2019. Twenty-four percent of employed San Francisco residents worked fully from home. Another key finding is that while people are traveling less, when they do move around, they are more likely to drive than to take transit or walk; this trend is concerning for the shared goals of economic vitality, environmental sustainability, safety and livability, and equity.

Lower Transportation Revenues. The SFTP+ Investment Plan estimates that San Francisco will see $69 billion in transportation funding (in 2020 dollars) over the thirty years of the plan. Based on regional forecasts, projected revenues are about 12% lower in SFTP+ than in SFTP 2050. Federal, state, and regional funding projections are about the same as the prior SFTP. However, significant reductions are expected in local sources, driven by changes in remote work and the economic downturn triggered by the pandemic: transit fare and parking revenues as well as general fund and sales tax proceeds dedicated to transportation investments are all lower. Consistent with regional assumptions made under PBA 2050+, SFTP+ revenue projections assume new funding would be secured early in the plan period to maintain transit service at current levels, such as through passage of the November 2026 transit revenue measures and other sources. Due to that assumption, the 12% decline remains in the forecast despite recent ballot wins.

Most of the revenue anticipated to be available to San Francisco during the SFTP+ period - about 80% - is already committed to specific projects or purposes. The remainder of the expected revenues are discretionary, meaning that there is

flexibility in how they can be invested to improve the transportation system. SFTP+ captures these commitments and, through the Investment Plan, proposes how to invest the discretionary revenues most effectively to make progress toward our goals.

Outreach. To inform the planning process, we engaged with communities in two phases to gather input on their priorities for transportation investments. In each round we gathered feedback via an online survey, presentations to community groups, virtual public town halls, and roundtable discussions. We also built upon recent and concurrent planning efforts such as the West Side Network Study. In Summer 2025 we presented major changes in travel patterns and revenue projections to the CAC and Board.

During SFTP+ outreach, public input consistently emphasized the importance of stable and reliable transit and safer streets. Within the context of limited revenues for the Investment Plan, a clear majority of outreach participants and survey respondents were supportive of maintaining transit operations and enhancing and expanding transit more generally. Safety, both safety on the street and personal security, was also a priority. Respondents expressed mixed opinions on private vehicle travel, where some wished to prioritize driving for daily trips while others favored investing in alternatives to driving.

The priorities reflected in the SFTP+ investment and policy recommendations are informed by both technical analysis and community feedback, ensuring that the plan responds to the transportation needs and values expressed by San Franciscans.

Investment Plan. The Investment Plan advances all five of the SFTP transportation goals. With a 30-year horizon, the Investment Plan primarily includes large categories of project types rather than individual projects. There are exceptions, such as major capital projects and projects with significant air quality impacts.

The funding needs for our transportation system always far exceed available revenues. Thus, we must always prioritize our available revenues and make tradeoffs when developing the Investment Plan. With anticipated revenues, the SFTP+ plan funds these categories:

- **Transit Operations** includes operations funding for Muni at 2025 service levels; San Francisco's share of BART and Caltrain operations; and continues Free Muni for Youth through 2050.
- **Paratransit** continues fully funding paratransit operations for seniors and persons with disabilities.

- **Transit Maintenance and Enhancements** maintains our transit infrastructure to prevent breakdowns and delays, and improve safety, reliability and accessibility. This category includes investments in vehicle and facility maintenance and rehabilitation for Muni, and San Francisco's share of BART and Caltrain; improvements to stations and bus stops like new elevators to improve accessibility; and a new Bayview Caltrain Station. This category also includes continued development of the next generation of transportation investments, such as the Geary/19th subway and the Central Subway Extension, such as project scope refinement and cost estimation. Prioritization of these projects will occur in the next update of SFTP.
- **Major Transit Projects** includes funding for the Caltrain Downtown Rail Extension project (aka The Portal) and the BART Core Capacity Program, as well as systemwide improvements to ease crowding, improve reliability, and increase rider capacity – such as train control systems and new vehicles – for Muni.
- **Street and Freeways** directs funding to maintain smooth streets - which benefit all motorists, transit passengers, cyclists, and pedestrians - through regular and timely maintenance, continuing to achieve a "Good" rating of 75 in the Pavement Condition Index. This category also includes funds for projects to improve street safety for all road users through new and upgraded traffic signals and signs; upgrades to the pedestrian and bicycle network; continued support for the Safe Routes to School Program; and improved safety at freeway ramp locations within San Francisco.
- **Transportation System Development and Management** includes programmatic Transportation Demand Management (TDM) categories, which help make the best use of limited roadway and transportation resources by employing strategies that may shift travel to less congested times of and/or to more sustainable travel modes. This includes funding for smaller TDM programs such as Guaranteed Ride Home and larger congestion management programs including the comprehensive Treasure Island mobility program. This category also includes planning and project development matching funds for the sales tax-funded Neighborhood Transportation Program and efforts that focus on equity planning and transportation-oriented development.

The Investment Plan addresses many of the highest priority needs, including gaps in access for equity priority communities, and advancing citywide transportation improvements; however, funding limitations mean there are still gaps and unmet needs. This underscores the need to continually seek to improve efficiency and cost effectiveness of project delivery to make the most of the available funding.

Vision Plan. The SFTP+ Vision Plan builds on the Investment Plan and imagines how to get closer to achieving our goals with significant new revenue sources. The Vision Plan includes major investments beyond what the fiscally constrained Investment Plan can support, such as expanding transit service to exceed pre-pandemic investment levels for Muni operations; reducing the capital maintenance backlog for transit operators to further improve transit reliability and safety; accelerating safety improvements; and delivering additional transformative transportation investments.

The Vision Plan assumes an additional $25 billion in potential new revenues on top of the Investment Plan, for a total of about $94 billion dollars. By illustrating the benefits of expanded investment, the Vision Plan provides a framework for future funding advocacy, policy development, and decision-making.

Policy Initiatives. Policy initiatives address transportation trends and larger needs that warrant further exploration and advancement to strengthen investment priorities and their impacts on transportation goals. SFTP 2050+ policy initiatives focus on advancing climate resilience, setting the stage for electrification, managing autonomous vehicle deployment, and identifying new revenues. Together, these initiatives complement the Investment Plan by addressing challenges that cannot be solved through capital investments alone and help position San Francisco to achieve its long-term transportation, climate, and equity goals.

Next Steps. This focused update reflects the current reality with a reduced revenue forecast, outlines priorities for available and new revenues, and prepares San Francisco for a healthy recovery. The passage of transit funding ballot measures in November 2026 significantly eased the critical, immediate need for an infusion of transit operating revenues to avoid service cuts which would have been devasting for transit riders, traffic congestion, equity, and San Francisco's economic recovery. However, more hard work remains to transition to a stable post-pandemic financial model for public transit funding. We must continue to find efficiencies and identify new approaches and new revenues to advance all our goals from safety to livability to economic vitality.

MTC has begun scoping its next regional update, PBA 2060, with a completion timeframe of 2030. We will work closely with MTC and our MTC Commissioners to provide coordinated San Francisco input into PBA 2060 and will begin planning for SFTP 2060 next year.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2026/2027 budget.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 – Draft SFTP 2050+ Report (without appendices)
- Enclosure – Draft SFTP 2050+ Appendices

San Francisco Transportation Plan 2050+

Final Report: December 2026



San Francisco County Transportation Authority
SFTP 2050+

Acknowledgments

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Acronyms and Abbreviations

AV: Autonomous Vehicle(s)

BART: Bay Area Rapid Transit

BRT: Bus Rapid Transit

CAC: Community Advisory Committee

CAP: Climate Action Plan

CARB: California Air Resources Board

CARE: Community Action Resource & Empowerment

CBO: Community-Based Organization

CMA: Congestion Management Agency

DAC: Disadvantaged Community

EPA: Environmental Protection Agency

EPC: Equity Priority Community

EV: Electric Vehicle

GHG: Greenhouse Gases

GPS: Global Positioning System

IP: Investment Plan

MTC: Metropolitan Transportation Commission

OBAG: One Bay Area Grant

ORCP: Office of Resilience and Capital Planning

PBA 2050/2050+: Plan Bay Area 2050/2050+

PCI: Pavement Condition Index

RTP: Regional Transportation Plan

RUC: Road User Charge

SCS: Sustainable Communities Strategy

SF-CHAMP: San Francisco Chained Activity Modeling Process

SFE: San Francisco Environment (Department)

SFMTA: San Francisco Municipal Transportation Agency

SFPUC: San Francisco Public Utilities Commission

SFTP: San Francisco Transportation Plan

SFTP+: San Francisco Transportation Plan 2050+

SOGR: State of Good Repair

TAC: Technical Advisory Committee

TDM: Transportation Demand Management

TFCA: Transportation Fund for Clean Air

TI Connects: Treasure Island Connects

TIMMA: Treasure Island Mobility Management Agency

TJPA: Transbay Joint Powers Authority

TNC: Transportation Network Company

VMT: Vehicle Miles Traveled

Executive Summary

The San Francisco Transportation Plan (SFTP) is the blueprint for San Francisco's transportation system development and investment over the next 30 years. As San Francisco's county Congestion Management Agency, the Transportation Authority prepares the SFTP covering all surface transportation modes, networks, and operators that serve the city and establishing long term strategies and investment priorities. SFTP 2050, developed in coordination with Plan Bay Area (PBA) 2050, the regional long-range plan, was adopted in 2022.

This report is a focused update of SFTP 2050 (SFTP 2050+), which responds to lower projected revenues from PBA 2050+ and post pandemic travel patterns. SFTP+ was prepared during a period of uncertainty, transition, and recovery following the COVID-19 pandemic, and with the transit fiscal cliff and opportunity to transform transit as major backdrops.

Compared to SFTP 2050, travel patterns changed significantly – the number of daily trips to, from, and within San Francisco dropped precipitously (−41%). While overall tripmaking remains lower than pre-pandemic levels, the share of those trips using automobiles rather than transit is increasing. Congestion on regional freeways and bridge approaches is on the rise and has returned to 2019 levels in San Francisco. These trends are concerning for the SFTP's shared goals of economic vitality, environmental sustainability, equity, safety, and livability.

Revenue projections are also affected by the pandemic and its associated economic changes. Local sources – fares, tax, and parking revenue – dropped significantly, reducing funds for transit operations, in particular, and maintenance as well as street infrastructure and major capital programs. Even with the passage of the two transit revenue measures in November 2026, there is an estimated 12% drop in overall transportation revenue (primarily local revenues) from the last SFTP update. This drop in expected revenues over 30 years required an adjustment to the SFTP Investment Plan.

San Franciscans weighed in with their priorities for a fiscally constrained Investment Plan via virtual town halls, in-person community meetings, and an online survey. The City's transportation needs are largely consistent with the last major update, but with greater urgency around stabilizing and improving transit service and improving safety on our streets.

Based on public feedback and technical analysis, and in light of reduced revenues, the Investment Plan was shaped to prioritize maintaining transit operations at 2025 levels. The plan also continues to include congestion management programs on Treasure Island and on San Francisco freeway corridors. Investment Plan limitations or tradeoffs

included removing major expansion projects (including Link 21, consistent with PBA 2050+), reducing investments in most state of good repair (SOGR) categories, and reducing smaller programmatic and planning categories, while maintaining funding for Safe Routes to School and pedestrian safety.

The SFTP+ Investment Plan is able to maintain funding levels for transit operations, paratransit (serving seniors and persons with disabilities), and Free Muni for Youth, among other priority investments. Analysis of the plan found it would result in modest progress toward SFTP 2050+ goals. There were improvements in transit mode share and ridership, and modest decreases in per-household vehicle miles traveled (VMT) overall (which affects air quality and livability). Improvements were also modest for equity populations specifically. However, funding limitations mean there are still gaps and unmet needs. There is more work to do in areas like street safety and SOGR and active management of our regional freeway network. Improved project delivery is all the more important to help ensure that the available funding is used as efficiently as possible.

The Vision Plan shows what more could be done toward achieving SFTP goals with new revenues. It includes major investments beyond what the fiscally constrained Investment Plan can support, such as expanding transit service to exceed pre-pandemic levels for Muni operations; reducing the capital maintenance backlogs for transit operators to improve transit reliability and safety; accelerating safety improvements; and delivering additional transformative transportation investments including next-generation transit expansion projects identified in SFTP 2050 and ConnectSF Transit Strategy. The Vision Plan serves as an aspirational roadmap that shows how additional transportation revenues could help San Francisco move beyond maintaining existing services and infrastructure toward achieving its broader safety, equity, economic vitality, and sustainability goals. As such, the Vision Plan provides a framework for future funding advocacy, policy development, and decision-making.

This focused update reflects the current reality with a reduced revenue forecast, outlines our priorities for available and new revenues, and prepares San Francisco for a healthy recovery. The passage of transit funding ballot measures in November 2026 significantly addressed one immediate challenge by averting what would have been devastating service cuts impacting transit riders, traffic, equity, and the San Francisco and regional economy. However, more hard work remains to transition to a stable post-pandemic financial model for public transit funding while continuing to make customer-facing improvements that attract new riders. New technology is making our streets safer and can be deployed across transportation systems for operational efficiency and safety, while managing risks. Finally, we must continue to explore innovations in project finance and program delivery, as well as identify new approaches to revenues to further advance all of the SFTP goals, and continue transforming San Francisco's long-range plans and aspirations into reality.

Introduction

WHAT IS THE SAN FRANCISCO TRANSPORTATION PLAN

The San Francisco Transportation Plan (SFTP) is the blueprint for San Francisco's transportation system development and investment over the next 30 years. The SFTP covers all transportation modes, networks, and operators that serve the city and establishes long term investment priorities. As the Congestion Management Agency (CMA) for San Francisco, the San Francisco County Transportation Authority (Transportation Authority) is responsible for developing the SFTP. The plan process combines a rigorous technical foundation, close coordination with partner agencies, and meaningful engagement with community stakeholders. The SFTP outlines a diverse investment strategy and supporting policy initiatives to advance goals of:

- **Equity**, improving access for equity priority communities.
- **Economic vitality**, supporting jobs and business growth.
- **Environmental sustainability**, reducing emissions and promoting active transport.
- **Safety and livability**, creating safer streets and better-maintained infrastructure.
- **Accountability and engagement**, implementing transparent processes with community input.

Figure 1. SFTP Goals



EQUITY
San Francisco is an inclusive, diverse, and equitable city that offers high-quality, affordable access to desired goods, services, activities, and destinations.



ECONOMIC VITALITY
To support a thriving economy, people and businesses easily access key destinations for jobs and commerce in established and growing neighborhoods both within San Francisco and the region.



ENVIRONMENTAL SUSTAINABILITY
The transportation and land use system support a healthy, resilient environment and sustainable choices for future generations.



SAFETY AND LIVABILITY
People have attractive and safe travel options that improve public health, support livable neighborhoods, and address the needs of all users.



ACCOUNTABILITY AND ENGAGEMENT
San Francisco agencies, the broader community, and elected officials work together to understand the City's transportation needs and deliver projects, programs, and services in a clear, concise, and timely fashion.

WHAT IS THE SFTP+

The SFTP+ is a focused update to the SFTP 2050, adopted in 2022, to reflect post-pandemic travel trends, revised revenue projections, and new land-use assumptions. This revised, recovery-oriented transportation plan includes a strong emphasis on transit, equity, and safety, while adjusting for:

- Post-pandemic travel data showing a 41% drop in total trips between 2019 and 2023, and a shift toward driving alone and ride-hail
- Lower projected transportation revenues
- Revised growth and land-use assumptions
- Alignment with Plan Bay Area (PBA) 2050+ (see text box below) and Transit 2050+, a parallel long-range effort to PBA 2050+ that re-envisions the future of the public transit effort in the nine-county Bay Area

The SFTP+ provides a progress report on projects, policies, and planning studies recommended in the 2022 plan and incorporates new topics that have emerged since the prior plan's adoption. The update also includes the latest data on existing and future conditions that impact San Francisco's transportation system, including growth projections showing a 50% increase in population and 30% increase in jobs by 2050 (additional detail in the Changes in Travel Behavior section below). The Transportation Authority gathered input from its board, partner agencies, and the public to confirm the priorities documented in this update. These efforts will guide advocacy for other near-term transportation funding and policy and project decisions. The SFTP+ is also coordinated with Plan Bay Area 2050+ (PBA 2050+), a limited and focused update to the original Plan Bay Area 2050 (PBA 2050), the region's 30-year long-range plan adopted in 2021.

WHY DOES THE SFTP MATTER?

Like many counties in California, San Francisco is a "self-help" county where local revenues make up the majority of transportation funding. Local matching funding is often necessary to access federal, state, and regional funds to deliver the projects and services that are essential to meeting the City's goals. The SFTP improves the City's ability to secure transportation funding by prioritizing projects for inclusion in an investment plan while also maintaining a broader vision for the future. Transportation projects seeking discretionary funding generally must be consistent with the SFTP and the region's long-range transportation plan, Plan Bay Area 2050+. The SFTP also ensures that San Francisco's transportation investments and advocacy are well coordinated and effective in achieving citywide goals.

Goals and Performance Framework

In the development of SFTP 2050, metrics were identified for each of the five goals to evaluate the performance of the investment plan scenarios against the baseline condition and against each other. Some metrics are possible to forecast with the travel demand model and others are quantifiable through other means. With this focused update, different metrics are introduced to better gauge progress on the shared goals.

Economic vitality of our transportation system can be measured using the number of jobs accessible to San Francisco residents within a certain time frame, and average commute times. Transit crowding and transportation affordability are also indicators.

Vehicle Miles Traveled (VMT) and mode share are measures of environmental sustainability – the fewer miles driven and the higher the non-auto mode share, the better it is for our environment. VMT also translates into greenhouse gases, which impacts the environment.

Safety and livability are evaluated in terms of crashes and crash outcomes, VMT, and roadway conditions. Crash trends help measure the safety of the city's streets. VMT accounts for overall exposure to traffic and associated safety and health risks. Roadway condition, or PCI, provides an additional measure of the quality and reliability of the transportation environment, recognizing that well-maintained streets support safe and comfortable travel for all roadway users.

Equity measures include VMT and mode share analyzed specifically for EPCs and for lower-income people in the city. Job access and commute times, exposure to traffic (proximity

RELATIONSHIP TO PLAN BAY AREA 2050

PBA 2050 is the Bay Area's Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for the nine-county San Francisco Bay Area – the regional equivalent of the SFTP. PBA 2050 outlines transportation and land use recommendations, and a transportation investment strategy for a sustainable, equitable, and prosperous future. PBA 2050+ provides a focused update of PBA 2050, integrating regional changes since the adoption of PBA 2050, including changes in travel behavior, transit use, and economic conditions.

In the development of PBA 2050 and PBA 2050+, the Transportation Authority and our partners advocated for inclusion of critical regional and local priorities such as the Downtown Extension of Caltrain (or The Portal project), Caltrain Electrification, and Muni and BART core capacity projects.

The Transportation Authority works closely with the Metropolitan Transportation Commission (MTC), which leads the regional process, to ensure consistency between PBA and the SFTP. The SFTP+ will be part of San Francisco's input into the next major update of Plan Bay Area, PBA 2060.

of EPCs to high volumes of auto traffic), pavement quality, and affordability are all measures used to track performance on the equity goal.

Accountability and engagement is challenging to measure and even harder to predict. Roadway condition, as measured by the Pavement Condition Index (PCI), can be an indicator of accountability, in that a comparison of actual PCI performance with established targets can demonstrate progress and provide transparency about whether investments are delivering intended outcomes. Public opinion, as measured by support for funding initiatives such as transit, can also indicate levels of engagement. Tracking voter support or other measures of public sentiment over time can help assess whether transportation priorities align with community values.

Table 1 shows the key metrics used to measure performance toward our goals in this focused update.

Table 1. SFTP+ Goals and Metrics

GOALS	METRIC	DEFINITION / HOW MEASURED
Equity	Transportation Affordability	Evaluated qualitatively to identify and elevate efforts to lower the cost of transportation
	Traffic Exposure	VMT on links within 1/4 mile buffer of EPCs
	Job Access	Change in transit job access (45 min)
	Mode Share	Change in driving mode share
	Average Commute Times	Decrease in school and work commute time for EPCs, measured separately for transit and driving
	Injuries and Fatalities	Assessed qualitatively based on data trends
	Roadway Condition	PCI for EPCs
Economic Vitality	Job Access	Average of percent change in job access within 30-minutes driving and 45 minutes on transit
	Transit Crowding	Decrease in share of transit in-vehicle passenger miles in crowded conditions
	Average Commute Times	Decrease in school and work commute time, measured separately for transit and driving
	Transportation Affordability	Evaluated qualitatively to identify and elevate efforts to lower the cost of transportation
Environmental Sustainability	Mode Share	Sum of increase in transit mode share and decrease in driving mode share.
	VMT	Total miles on San Francisco streets and miles traveled per San Francisco household
	Greenhouse Gases (GHG)	Changes in GHG released by vehicles on San Francisco roads and GHG emissions per capita
Safety and Livability	Injuries and Fatalities	Assessed qualitatively based on data trends
	Roadway Condition	PCI
	VMT	Total miles on San Francisco streets and miles traveled per San Francisco household
Accountability and Engagement	Roadway Condition	PCI
	Support for Transit	Voter support for funding measures

PROGRESS ON OUR GOALS

Since SFTP 2050 was adopted in December 2022, San Francisco has made meaningful progress toward the city's shared goals. Highlights of that progress organized by goal area include:

Equity

Equity underlies all of the Transportation Authority's efforts and is a lens used to help prioritize the Authority's work. The Transportation Authority has also completed a number of planning and project development efforts and others are underway to improve access and mobility for San Francisco's EPC neighborhoods. The Bayview Caltrain Station location study was recently completed and a Bayview Truck Access study was initiated. In its role as the Treasure Island Mobility Management Agency (TIMMA), the Transportation Authority has launched bike share and is advancing other services toward implementation, helping to overcome the termination of the federal Environmental Protection Agency (EPA) grant for that program. Work began on the Western Addition – Geary Boulevard Community Study, which will address past harms and displacement resulting from the widening of Geary into an expressway, in collaboration with several Community Based Organizations (CBOs). San Francisco has maintained its commitment to keeping Muni fares affordable, extending Free Muni for Youth, seniors, and persons with disabilities in the budget process, (although recent changes to California Air Resources Board (CARB) regulations have reduced Cap and Invest funds available for this program).

Award and Termination of the Environmental Protection Agency Community Change Grant. Treasure Island Connects (TI Connects) was established to deliver the priority recommendations from the Treasure Island Supplemental Transportation Study and help shift the island's mode share to 50% walking, biking, and transit. The TI Connects program included a microtransit pilot, free on-island shuttle, enhanced Muni 25 Treasure Island service, zero-emission ferry infrastructure, bike share expansion, and a transportation resource center. TI Connects was initially funded by a $20 million EPA Community Change Grant that was later terminated by the EPA as the objectives of the project were deemed to be inconsistent with the new administration's priorities. TIMMA and the Transportation Authority have worked with funding partners to backfill some of the budget for bike share, shuttle, and ferry services, and capital improvements, and continue to evaluate options and seek alternative funding to fully close funding gaps.

Economic Vitality

Transit ridership is trending upward, supporting the increased economic activity as the city recovers from the pandemic. Weekday ridership on Muni is up to 81% of pre-pandemic levels and on weekends, ridership has surpassed pre-pandemic levels. Caltrain's new electrified service has improved service along the peninsula, providing

faster, quieter, more comfortable service to jobs in both San Francisco and Silicon Valley. Vehicular traffic on freeways and the Bay Bridge has returned, signaling greater economic activity and the need to manage congestion. Both Caltrain and Bay Ferry ridership have grown robustly, especially on weekends, and (San Francisco Bay Area Rapid Transit) BART ridership and customer satisfaction have risen with delivery of more Fleet of the Future rail cars and installation of new faregates systemwide. The Transportation Authority's Downtown Travel Study, completed in May 2025 and 2025 Congestion Management Program documented the return of traffic congestion on regional highways and bridge approaches, with vehicle volumes reaching pre-COVID levels on the SF-Oakland Bay Bridge and at the San Francisco/San Mateo county line. The San Francisco Freeway Network Management Study, initiated in 2024, will evaluate managed lane strategies on U.S. 101, I-280, I-80, and the Central Freeway.

Environmental Sustainability

San Francisco released its 2026 Climate Action Plan (CAP), building on the 2021 CAP and establishing new goals to reduce per-capita VMT by 30% and transitioning all cars and small trucks registered in the City to zero-emission by 2040. While mode share trends are showing elevated driving levels in the recent period, by supporting improved transit options, investing in street safety improvements, and advancing the city's Transportation Demand Management (TDM) market analysis and Strategic Plan, the Transportation Authority is working toward the goal of VMT reduction. The San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Department of the Environment (SFE) have conducted Electric Vehicle (EV) charging pilots and launched a new curbside EV charger provision program, with Transportation Authority funding support. The Port of SF and partners (SFMTA, SF Public Works, others) are planning for adaptation strategies to stave off coastal flood risks and mitigate impacts to associated transportation network connections, and San Francisco Public Utilities Commission's (SF PUC's) Ocean Beach Climate Change Adaptation Project has made progress on west-side adaptation strategies.

Safety and Livability

The Transportation Authority Board and Mayor's office worked to improve safety and livability by adopting the Safe Streets Act in 2025 and issuing an Executive Order, which recommitted the City to ending severe and fatal crashes on the city's streets by advancing a set of strategies and specific actions. The City also implemented the first speed safety cameras at 33 locations, which have reduced speeding by over 80% at those locations. The Board of Supervisors recently supported a resolution to expand authority for this program, which is currently operating under a limited pilot authorized by the State legislature.

Accountability and Engagement

San Francisco has made quick-build delivery a standard approach, especially for certain transit priority and safety projects. The success of the Geary Rapid / Inner Geary transit lanes and corridor safety projects demonstrates that benefits can be delivered years earlier through phased implementation with fewer risks and lower costs. In July 2023, the Transportation Authority Board accepted the final report of the Transportation Capital Projects Delivery Study. The study identified a set of initial recommendations to improve capital project delivery in San Francisco over time, including development of more centralized project delivery expertise/capacity and strengthening of construction cost estimating, among others. The Transbay Joint Powers Authority (TJPA) is demonstrating an integrated team approach to delivery of The Portal and the Transportation Authority is successfully delivering major road and bridge projects on Yerba Buena Island using alternative delivery methods such as CM/GC as well as traditional methods. San Francisco's roadway condition, as measured by the PCI, has held steady at 74 (good).

San Francisco continues to approve funding in line with the SFTP's values and goals. The November 2022 passage of Prop L continued the existing half-cent transportation sales tax and approved a new 30-year expenditure plan, superseding the prior Prop K measure. Prop L estimated up to $2.6 billion (2020 dollars) in local sales which could leverage federal, state, regional, and other local revenues to fund a broad range of transportation projects and programs including safety and access investments, transit capital improvements, paratransit services, and neighborhood planning improvements, as well as major projects like Muni, BART, and Caltrain system modernization.

THE STREET SAFETY ACT

In September 2025, the Board of Supervisors unanimously adopted the San Francisco Street Safety Act (Resolution 437-25), authored by Transportation Authority Board Chair Myrna Melgar. This resolution recommits San Francisco to eliminating severe and fatal traffic crashes, strengthening interagency coordination, and scaling proven safety solutions. In December 2025, the City built upon the Street Safety Act, strengthening its commitment to pedestrian and bicycle safety through a new Street Safety Executive Directive from the Mayor to coordinate transportation-related agencies and improve safety for all road users, through actions such as expanded use of automated speed cameras.

Thirty-three automated speed enforcement cameras were installed in March 2025 and have proven to be an effective tool to address excessive speeding and reduce severe and fatal injury traffic collisions. According to SFMTA's report on the first 18 months of operation, excessive speeding has dropped by as much as 94% near senior centers and schools compared to pre-installation levels. In addition, approximately 63% of vehicle owners who receive a notice do not receive a second, and 80% of recipients receive two or fewer notices, suggesting that a single notice is sufficient to change behavior for most drivers. Similarly, red light cameras are a proven tool for reducing red light running, one of the leading causes of severe fatalities. SFMTA anticipates installing six additional red light cameras by year end.

San Francisco continues to recover from the pandemic with addressing transit agencies' operations shortfalls being a key priority. In November 2026, San Francisco and Bay Area voters approved two transit funding measures by wide margins, helping to stabilize transit operations for Muni, BART, Caltrain, and other regional systems for 14 years. While this averts the immediate fiscal crisis for many operators, SFMTA and BART still face funding gaps that need to be addressed through continued efficiency improvements as well as seeking additional funding. These ballot measures also provide modest amounts of funds for customer-facing transit improvements through the MTC and are essential to provide time for operators to pivot to new financial models that support long-term stability in this post-pandemic environment.

A FOCUS ON EQUITY

Equity is one of San Francisco's most important priorities for the transportation system and one of the five SFTP goals. Equity informs all of the Transportation Authority's work program.

"Equity" can be defined in many ways. The goal is to reduce disparities and ensure that disadvantaged populations are at least as well served by the transportation system as the general population, if not better. Performance can be analyzed specifically in EPCs, which are geographically defined areas meeting certain thresholds related to factors of disadvantage such as household income, race, English speaking proficiency, and car ownership levels. Seniors, youth, and those with disabilities are populations that are considered in EPC definitions. Equity can also be analyzed for disadvantaged populations in the SFTP, e.g. by comparing benefits and impacts to low income populations compared to the population as a whole.

SFTP 2050, adopted in 2022, summarized findings from the equity assessment conducted as part of the Prop L Expenditure Plan development, and included a neighborhood-by-neighborhood Equity Evaluation. That evaluation was not updated for this focused update, but the equity focus continued in the outreach approach, analysis, and plan development in the following ways:

- Disadvantaged communities were prioritized in SFTP+ outreach. The team met with community groups in the Bayview, the Richmond, the Mission, and Treasure Island EPCs, and presented to the Mayor's Disability Council and the Youth Commission. Discussion with the Disability Council members informed the update. Online surveys were also conducted in Chinese, Spanish, and Filipino, which generated feedback from Chinese speakers in particular.

- Post-pandemic travel behaviors were analyzed through an equity lens. The biggest changes in travel behavior were found among the lowest income San Franciscans, defined as people whose household income is $75,000 or less. Between 2019 and 2023, use of driving and ridehail services (like Uber/Lyft) grew among this group more than San Franciscans as a whole. They also walked less and took transit less. Census data indicates that people in lower income households are much less likely to work from home, and the cost of using ridehail or owning a car is higher than taking transit, so greater reliance on driving and ridehail is more burdensome for lower income people.
- The Transportation Authority is monitoring access to paratransit services (Essential Trip Card, Access for All wheelchair accessible ridehail services, and traditional shuttle and taxi-based paratransit services), as well as access to emerging mobility and transportation technology initiatives such as micromobility (bikeshare/scooter share), microtransit (Muni's Bayview Shuttle), ridehail services (including autonomous vehicle passenger services), and EV charging facilities.
- In a funding climate where lower revenue projections require reduced overall investment levels, projects that benefit equity populations were prioritized in the Investment Plan (IP). The top priority for investment was to maintain transit operations at current (2025) service levels. Funding was prioritized for paratransit operations, Free Muni for Youth, and the Bayview Caltrain Station. While the Investment Plan is financially constrained and reflects an estimate of revenues likely to be available for San Francisco during the 30-year plan period, the Vision Plan serves as an advocacy tool to show what additional progress could be made toward plan goals with more revenues. With respect to equity, the Vision Plan prioritizes funding for additional transit improvements to serve disadvantaged communities, such as new east-west and north-south routes connecting EPCs in the west and south parts of the city and improved Owl service.
- The team studied future conditions in 2050 with and without the IP projects and their impacts on disadvantaged communities compared to the population as a whole.

- In the 2050 Baseline, which includes growth in jobs and housing but maintains status quo transportation investments, projections of benefit to equity populations are mixed. Transit use increases and the use of auto modes decreases for people with lower incomes, which supports our goals; however transit crowding increases, which is a higher disbenefit to equity populations who are more likely to rely on transit and to use transit in general. Job access increases across income levels, due in part to the Family Zoning Plan's aim to expand housing throughout the City, especially along transit and commercial corridors. The increase in transit-accessible jobs is projected to be a bit higher for people with lower incomes than for the population in general.
- The 2050 IP modeling, which includes the new project investments, shows improvements in projected transit mode share and job access for EPCs. It also shows a modest increase in transit crowding over the 2050 Baseline, but the change is relatively small given the lower level of investments.

As the state and federal funding outlook fluctuates and economic conditions deteriorate for lower income people and other equity communities, it becomes even more important to focus on these populations. The Transportation Authority continuously strives to prioritize equity and is taking the following actions to advance equity:

- Based on the SFTP+ analysis and investment strategy, support efforts to sustain and enhance transit operations at current levels, especially those routes that serve EPCs. This includes continued progress with Muni Forward and implementation of initiatives identified in the Muni Service Equity Strategy
- Seek to protect, expand, and secure funding for transit state of good repair given its strong nexus to equity and other SFTP goals. This could include, for example, an effort to in coordination with SFMTA to work toward a citywide standard for transit stops, subject to funding and staffing resources.
- Prioritize investments on the High Injury Network which disproportionately affects EPCs.
- Prioritize projects and programs that help equity populations, such as funding affordability programs such as Free Muni for Youth; continuing to conduct community-based transportation plans in EPCs; and implementing recommendations from community-based neighborhood transportation plans in historically underserved areas such as the Mission, Chinatown, Treasure Island, Bayview-Hunters Point, Tenderloin, Visitacion Valley, Excelsior/Outer Mission, Oceanview/Ingleside and Western Addition.

- Continue to give priority to projects that benefit equity populations in the various grant and funding programs administered by the Transportation Authority – e.g. One Bay Area Grant (OBAG), Community Action Resource & Empowerment (CARE), Prop L, Prop D Transportation Network Company (TNC) Tax, Transportation Fund for Clean Air (TFCA).
- Monitor the PCI for EPC neighborhoods as compared to citywide average to ensure PCI disparities in those areas are addressed.
- Participate in MTC's upcoming update of its equity population assessment methodology to ensure disadvantaged San Franciscans are adequately represented, and advocate for changes in the California Environmental Protection Agency's CalEnviroScreen tool definition and its application to various state fund programs which currently limit San Francisco EPCs competitiveness in certain competitive grant programs.
- Apply lessons learned from SFTP+ outreach to improve engagement methodologies for equity populations, such as building stronger ongoing partnerships with community groups and promoting outreach efforts more effectively in language and non-digital formats.

Public Involvement

To inform the planning process, the Transportation Authority engaged with communities to gather input on their priorities for transportation investments. Community engagement occurred over two phases:

- Phase 1 Summer 2025
- Phase 2 Spring 2026

The team used a combination of outreach methods:

- Online, multilingual survey,
- Multilingual digital advertising,
- In-person and virtual community presentations,
- Public virtual town halls, and
- Round table discussions.

To promote participation in the planning process, the team contacted community groups across the city, including groups representing EPCs, partnered with CBOs to hold meetings and promote the survey, ran ads during the first round of outreach in in-language local media outlets (Chinese, Latino and Filipino media outlets), worked with the Community Advisory Committee (CAC) and Board to promote the survey, and highlighted the SFTP on the Transportation Authority website, in "The Messenger" e-newsletter, in emails to targeted project lists, and multiple social media platforms.

PHASE 1

During Phase 1 of outreach, the team collected 737 survey responses, gave presentations to 18 CBOs, and hosted two public town halls and two round table discussions with representatives of labor, advocacy, and business. Key findings that emerged from the outreach process include the following:

- **Maintaining Transit Operations and Improving Service.** The vast majority of outreach participants are supportive of maintaining transit operations in San Francisco as the "lifeblood" of our "transit first" city. A majority of survey respondents (436 respondents, or 63%) agree with the approach to prioritize funds first for transit operations at current service levels and for transit and roadway maintenance. Many participants called for capital improvements to build a "world class" transit system with expanded rail and rapid bus transit, but some advocated against spending on big projects like these while transit funding and ridership remain low.

- **Making Streets Safe for All.** Improving street safety was a high priority for many people who participated in the outreach process. Participants often drew a link between street safety and measures that incentivize walking, bicycling, and transit use while reducing the number of cars on the road. Survey respondents' top two priorities for preserving funding were for (1) making our streets safer for all (544 respondents, or 74%) and (2) incentivizing use of non-driving modes like transit, biking, and walking (443 respondents or 60%).
- **Funding Our Transit System.** Many people were concerned about the reduced revenues for transportation, particularly for transit operations precipitated by the pandemic and ensuing travel behavior and other changes, and especially concerned about the effects that this would have on transit (e.g., service reductions). Participants discussed a variety of methods to raise revenue for transportation investments, including boosting traffic enforcement, increasing the cost of parking, taxing rideshare and autonomous vehicle services, and implementing congestion pricing in the city.
- **Managing Congestion.** The projected increased congestion on San Francisco streets was concerning for many outreach participants, not just because of increased travel time but because of the negative implications of traffic on public health, street safety, environmental sustainability, and economic growth. People expressed different and sometimes diverging opinions about how to deal with congestion, with some calling for congestion pricing while others opposed this idea.
- **Mixed Opinions on Private Vehicle Travel.** Some survey respondents voiced views that prioritize driving for daily trips, and expressed opposition to changes in the transportation network that reduce road space for private vehicles or otherwise impede driving. A smaller number of respondents favored investments that prioritize alternatives to driving or even discouraging driving overall to improve congestion, street safety, and environmental sustainability.

PHASE 2

A second round of outreach was conducted in the Spring of 2026 to share findings from the previous round of outreach and the draft SFTP 2050+ Investment and Vision Plan. The team focused on the public's priorities for the Vision Plan and collected 227 survey responses, presented to 13 CBOs, hosted two virtual town halls, and participated in

two round table discussions with representatives of labor, advocacy, and business. Key findings taken from nearly 550 comments during outreach that included the following:

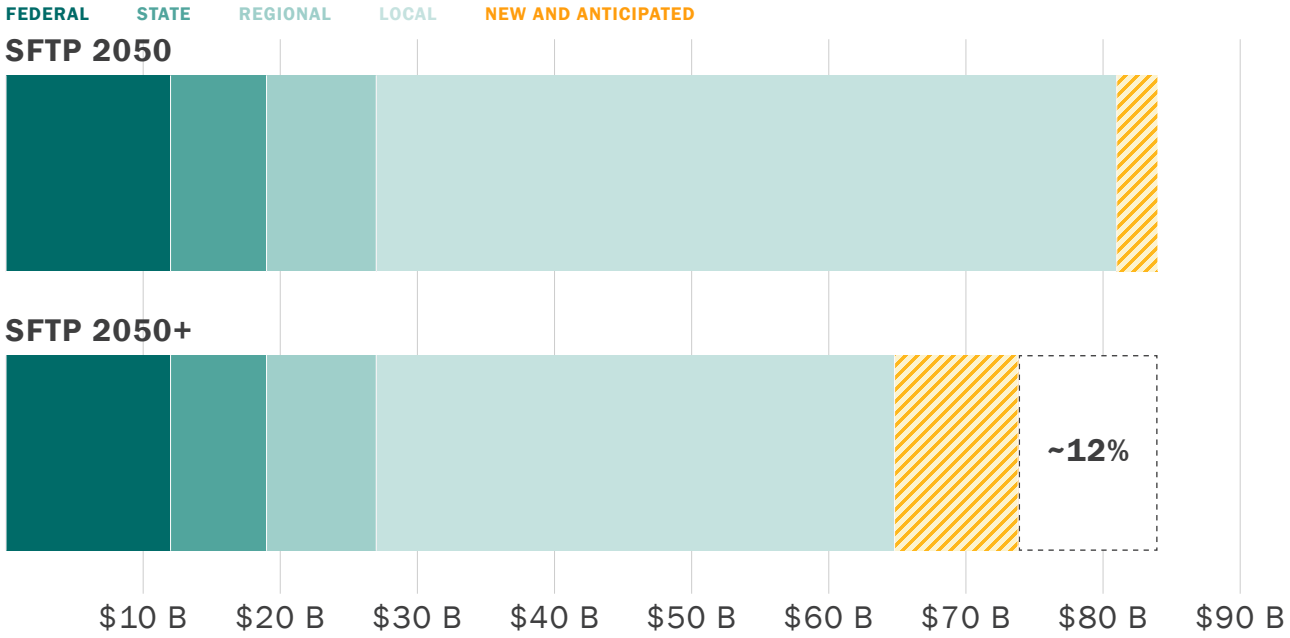
- **Improve Existing Transit Service.** The most frequently identified transportation priority was improving existing transit service, specifically transit reliability, frequency, and overall convenience. The community also called for improvements to other aspects of the transit system, such as improvements in the cleanliness, safety, and comfort of transit vehicles, stations, and stops. Many participants wanted more people to feel comfortable choosing transit as their preferred mode of transportation.
- **Expand Transit Service.** The next most frequently identified priority was expanding transit service, specifically calling for transit service to add new bus routes and express lines. Some community members called for expanding service based on where more demand exists, and others for more comprehensive expansion with increased service to EPCs and Owl service. Some community members also mentioned wanting new major transit projects, such as new subways and bus-only lanes.
- **Implement Traffic Calming and Multimodal Safety Projects.** Community members also called out the need for more traffic calming and safety projects, often citing safety concerns they had about travelling in the city on foot or by bike. Many comments reflected the desire to improve safety for all modes of travel, but a large subset of comments called for bicycle safety specifically. Community members often positioned improved bicycle infrastructure as a way to allow more people to choose bicycling as a safe, convenient, sustainable travel mode.
- **Convenience for Drivers.** Another theme identified in community outreach was whether or not convenience for drivers should be a priority for San Francisco transportation. As was the case in the first outreach round, some participants made comments arguing that convenience for drivers should be improved; others commented that transit, walking, carpooling and bicycling should be prioritized. For those that supported convenience for drivers, community members cited a desire to preserve or increase parking and/or opposition to shifting road space to travel by other modes. For those that prioritized transit-first modes, the main concerns were about safety, environmental sustainability, and the ability for the existing roadway network to accommodate increased private vehicle travel as the city grows in the future.

Changes Since SFTP 2050

LOWER TRANSPORTATION REVENUES

This focused update of the SFTP is coordinated with MTC's focused update of PBA 2050 and adjusts the investment plan to reflect lower revenue projections for the next 30 years in line with regional estimates. As shown in Figure 2, transportation revenue projections for the next 30 years are lower than estimated during the SFTP 2050 planning process. Specifically, San Francisco can expect to have approximately 12% less funding available to support the transportation system through 2050, or about $69 billion in total compared to SFTP 2050. Federal, state, and regional funding projections are about the same as the prior SFTP. However, significant reductions are expected in local sources, driven by changes in remote work and the economic downturn triggered by the pandemic – for example, lower transit fare and parking revenues and lower general fund and sales tax proceeds dedicated to transportation investments. Consistent with regional assumptions, SFTP+ revenue projections assume new funding would be secured to maintain transit service at current levels early in the plan period such as through passage of the November 2026 transit revenue measures and other sources. This is reflected in the assumed increased in new and anticipated revenue sources. Thus, the estimated 12% decrease in plan revenues remains despite the much-needed passage of the transit measures in November 2026 and the Investment Plan has been refined to adapt to this current reality of lower overall revenues.

Figure 2. Projected Transportation Revenues



2020 dollars
Download chart data (CSV)

HOW DOES THE TRANSIT FISCAL CLIFF IMPACT SFTP 2050+?

Assumptions made for SFTP 2050+ revenue projections included establishment of new funding sources dedicated to sustaining transit service. In November 2026, voters in San Francisco and the broader Bay Area approved two transit tax measures to address the region's impending transit fiscal cliff.

Beginning in 2027, the measures are expected to generate over $1.1 billion annually primarily for transit operations, as well as capital and customer experience investments across the region. Combined with $590 million in state loan funding authorized for Bay Area transit operators for fiscal year 2027, these resources will help transit operators avoid major service cuts.

Following the COVID-19 pandemic, Bay Area transit operators faced an ongoing budget deficit. This was caused by shifts in travel behaviors that resulted in significant losses of fare, tax, parking, and other kinds of revenues used to support transit operations.

Operators have taken significant steps to address their deficits since the onset of the pandemic, collectively achieving almost $1.1 billion in cost savings between July 2019 and June 2025 through strategies such as service adjustments, fare evasion initiatives, workforce reductions, and hiring freezes. Efficiency strategies undertaken by the SFMTA have resulted in approximately $300 million in savings.

However, the two ballot initiatives passed in November 2026 do not fully address BART and SFMTA's projected deficits which means that both agencies will need to continue pursuing efficiencies and cost reduction opportunities. BART, Caltrain and SFMTA will also need to work to develop sustainable post-pandemic financial models before Proposition RTM expires in 2041 and H in 2042, enabling them to not just survive but to thrive over the long term.

CHANGES IN TRAVEL BEHAVIOR

The SFTP 2050 was developed during unprecedented times when travel behaviors, San Francisco's transit network, and the transportation funding ecosystem all changed abruptly and significantly following the pandemic. Congestion dropped precipitously early in the pandemic but has gradually returned to 2019 levels on San Francisco freeways and bridge approaches. A primary theme of this long-range plan update is the change in travel patterns post-pandemic, and implications for travel projections for the future.

This section examines how travel behavior and population characteristics changed between 2019 and 2023, a period shaped by major social, economic, and public health disruptions. Using available regional and local data, it summarizes shifts in key demographic indicators such as employment, income, and age, as well as changes in trip purpose, mode choice, work from home rates, and deliveries. Together, these trends provide important context for understanding how travel demand has evolved after the COVID-19 pandemic, and help to frame current conditions relative to pre-pandemic baselines.

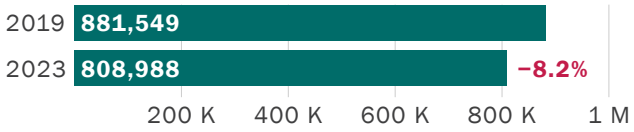
San Francisco's pre-COVID population peaked at 881,549 in 2019 and the city's population declined by 8.2% after 2019, falling to 808,988 in 2023. The number of jobs also decreased by 2.8%, from 765,099 in 2019 to 743,699 in 2023 while median household income rose slightly by 2.3% from $123,859 in 2019 to $126,730 in 2023. One notable change in this period is the share of older adults (65+) increased from 16% to 18.5%, a relatively rapid increase that informs the transportation needs of San Franciscans in the coming years. Figure 3 through Figure 6 illustrates these key demographic changes.

THE BAY AREA TRAVEL STUDY

The Bay Area Travel Study is a household travel survey dataset used by the Transportation Authority to understand how Bay Area residents travel in San Francisco and in the Bay Area.[1] Participants log every trip they make for a week to provide a record of actual travel behavior. They also provide information about in-home work activities ("telecommuting") and deliveries they may receive. The Transportation Authority uses this data in its travel analysis, modeling, and policy work. This section presents data from surveys completed in 2019 and 2023. See the Transportation Authority's Downtown Travel Study (May 2025) for a full discussion of survey findings and insights for San Francisco. The Bay Area Travel Study is led regionally by the Metropolitan Transportation Commission with the Transportation Authority as a key partner.

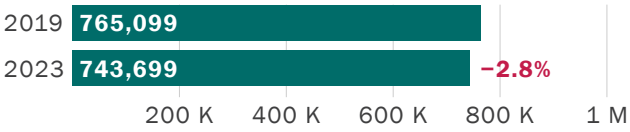
1 https://mtc.ca.gov/tools-resources/survey-program

Figure 3. San Francisco Population



Source: Census ACS and MTC / SFCTA / SCVTA Travel Survey, 2019 and 2023
Download chart data (CSV)

Figure 4. San Francisco Jobs



Source: Census ACS and MTC / SFCTA / SCVTA Travel Survey, 2019 and 2023
Download chart data (CSV)

Figure 5. Median Income (2023 dollars)



Source: Census ACS and MTC / SFCTA / SCVTA Travel Survey, 2019 and 2023
Download chart data (CSV)

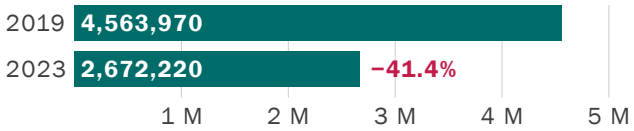
Figure 6. Older Adults (65+)



Source: Census ACS and MTC / SFCTA / SCVTA Travel Survey, 2019 and 2023
Download chart data (CSV)

As shown in Figure 7, based on data from the Bay Area Travel Study, the overall number of weekday trips made by Bay Area residents to, from, and within San Francisco has decreased by 41% (1.9 million fewer trips) in 2023 compared to 2019. This is an enormous change in travel in San Francisco; however travel patterns will continue to change as the city and region recover from the pandemic and enter into a new cycle of economic growth. Figure 8 illustrates the reduction of regional transit trips by 7% (600,000 fewer transit trips on a typical weekday).

Figure 7. Weekday Trips to/from/within SF



Source: Census ACS and MTC / SFCTA / SCVTA Travel Survey, 2019 and 2023
Download chart data (CSV)

Figure 8. SF Share of Regional Weekday Transit Trips



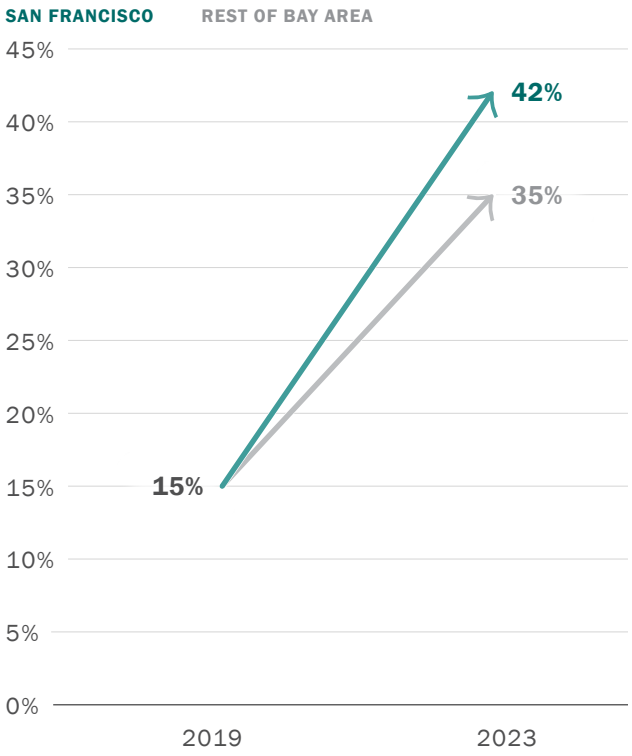
Source: Census ACS and MTC / SFCTA / SCVTA Travel Survey, 2019 and 2023
Download chart data (CSV)

In 2025, the Transportation Authority published its Downtown Travel Study, which highlights the major travel trends and insights of the post-pandemic era using observed data to document changes in travel patterns and associated local demographic and economic conditions. The report focuses on a profile of the northeast sector in 2023 – 2024.

The report found that travel downtown dropped significantly in the post-pandemic era, characterized by lower regional trip-making and transit use, paired with an increased share of trips made by private vehicles and increases in remote work and e-commerce deliveries. At the same time, congestion had returned to pre-COVID levels in the p.m. peak on freeways in San Francisco even as weekday office attendance remained at less than 50% of pre-COVID levels by the end of 2024. The report also found transit ridership growing steadily since 2021, a trend that continues into 2026. Continued economic recovery will rely on stabilizing and growing local and regional transit funding and strategies to manage emerging freeway congestion as the economy improves.

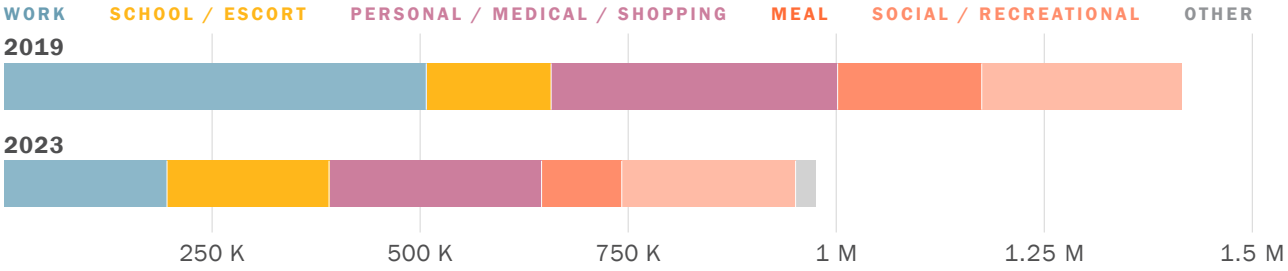
One of the most dramatic changes post-pandemic is where people work. As shown in Figure 9, 42% of employed residents of San Francisco worked from home on a typical weekday in 2023, compared to 13% in 2019. Twenty-four percent of employed SF residents work fully from home. This change is also reflected in Figure 10 which shows a significant reduction in the number and share of work trips and a relative increase in the share of trips for other purposes, including school, shopping, and recreation.

Figure 9. Typical Weekday Work From Home Rates



Source: MTC / SFCTA / SCVTA Travel Survey, 2019 and 2023
Download chart data (CSV)

Figure 10. Trip Purposes, All San Francisco Journeys



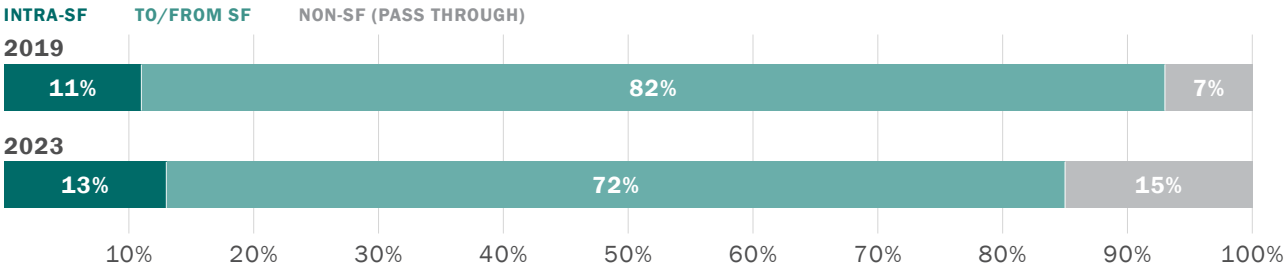
Source: MTC / SFCTA / SCVTA Travel Survey, 2019 and 2023

Note: Average daily journeys to/from/within SF by Bay Area residents (excludes goods delivery, commercial, freight, visitor travel. Journeys start and end at home and include multiple stops

Download chart data (CSV)

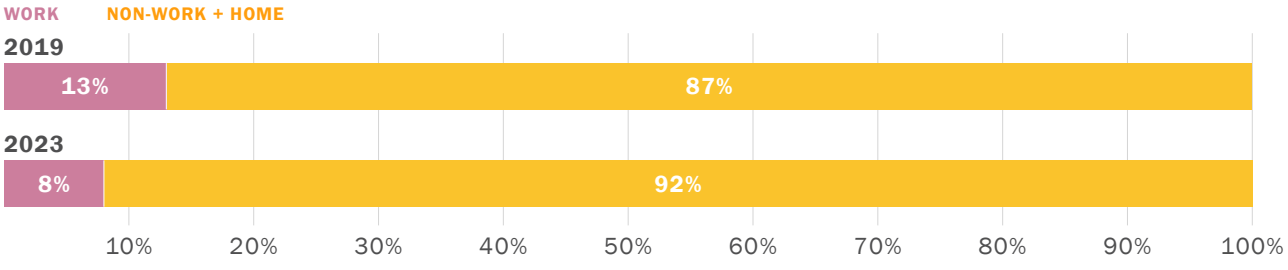
While there is a reduction in the travel overall, San Francisco's freeways continue to carry regional non-work trips. The share of trips on the I-80 freeway in Downtown with a work destination has declined, while non-work destinations (including discretionary trip purposes such as shopping, medical, and recreational) have increased. Figure 11 shows a reduction in the share of work trips on I-80 (west access to SF-Oakland Bay Bridge) from 13% in 2019 to 8% in 2023, while Figure 12 shows that there is an increase in the share of trips passing through San Francisco, from 7% in 2019 to 15% in 2023.

Figure 11. Typical Weekday Auto Trip Origins and Destinations on I-80 (between U.S. 101 and Bay Bridge)



Source: travel diary survey
Download chart data (CSV)

Figure 12. Typical Weekday Auto Trip Purpose on I-80 (between U.S. 101 and Bay Bridge)

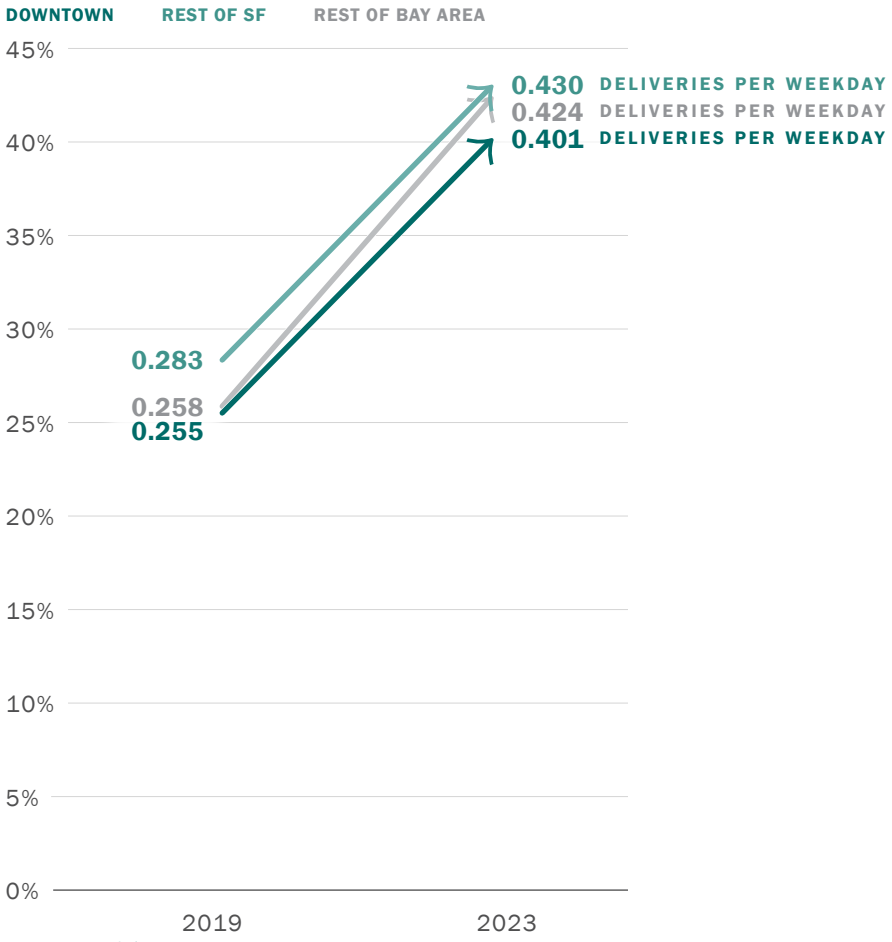


Source: travel diary survey
Download chart data (CSV)

As of 2023, average congestion on freeways in San Francisco was at pre-pandemic levels in the PM peak, despite office attendance at 40% to 45% of pre-pandemic levels. Traffic volume at the San Francisco/San Mateo county line had also returned to 2019 levels. While overall tripmaking remains lower than pre-pandemic levels, the share of those trips using automobiles rather than transit is increasing, with congestion on regional freeways on the rise.

Another dramatic post-pandemic change has been the volume of deliveries people receive on a typical weekday. As shown in Figure 13, the Downtown Travel Study found that the share of Downtown residents receiving a package or food delivery on a typical weekday increased from 26% in 2019 to 40% in 2023. Citywide, there was a similar increase, with 28% receiving deliveries in 2019 and 42% receiving deliveries in 2023.

Figure 13. Deliveries by Home Geography (Downtown)



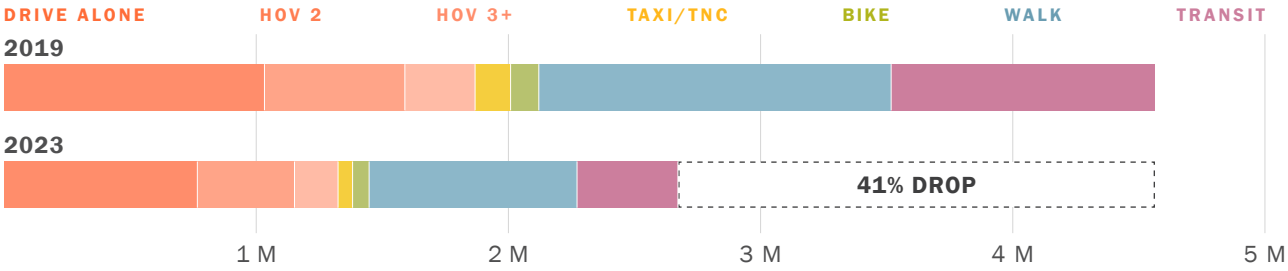
Source: travel diary survey

Note: For example, adults living in Downtown received at least 0.255 deliveries per typical weekday in 2019. Alternatively, this metric can be interpreted as at least 25.5% of adults living in Downtown received deliveries per typical weekday in 2019.

Download chart data (CSV)

While fewer people are traveling, when they do move around, people are more likely to drive. Figure 14 shows the dramatic changes in San Francisco residential trip-making levels and the proportion of trips made by multiple travel modes in 2019 and 2023. It shows that driving (solo driving, ride hail, two-person carpool) increased from 38% in 2019 to 45% in 2023. Transit mode share decreased from 23% to 15%. Taken together, the percentage of trips made by sustainable modes (transit, biking, walking, 3+ carpool) decreased from 62% to 55%. This shift to a higher driving mode share is likely due to reduced transit levels, rider concerns about social distancing and hybrid work patterns. The resulting increase in driving portends the risk that San Francisco experienced with the prior economic cycle that resulted in hyper-congestion in the city's northeast sector in the late 2010's. Transit improvements and travel demand management are needed to ensure a healthy recovery as San Francisco grows in population and jobs.

Figure 14. Annual Person Trips by Mode



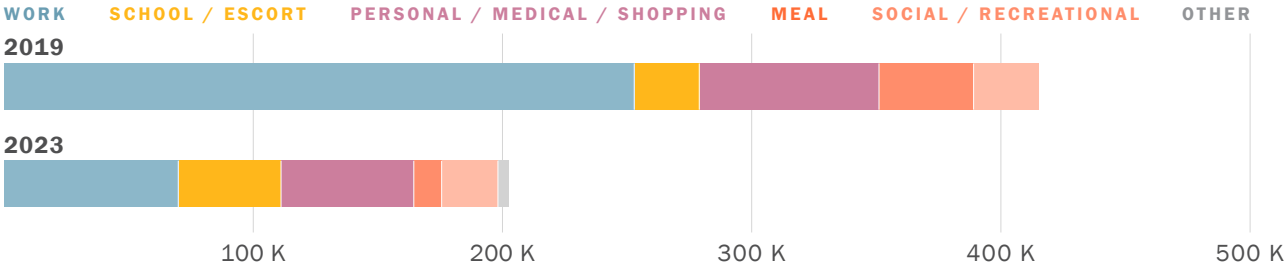
Source: MTC / SFCTA / SCVTA Travel Survey, 2019 and 2023

Note: Average daily trips to/from/ within SF by Bay Area residents (excludes goods delivery, commercial, freight, visitor travel)

Download chart data (CSV)

Figure 15 shows the purpose of trips taken on transit. While in 2019 work was the dominant reason for people to take transit and accounted for approximately 250,000 trips (61%) on a typical weekday, in 2023 the number of trips was about one-third (35%), with almost half of transit journeys taken for discretionary reasons (medical, shopping, meals, social, recreational).

Figure 15. Journeys by Transit



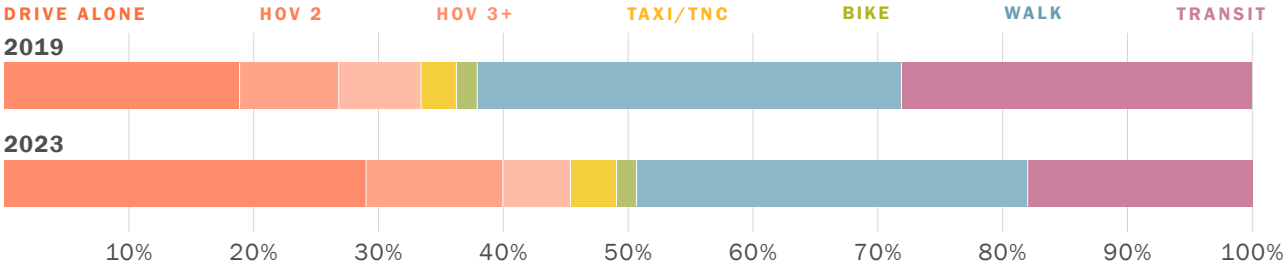
Source: MTC / SFCTA / SCVTA Travel Survey, 2019 and 2023

Note: Average daily journeys to/from/within SF by Bay Area residents (excludes goods delivery, commercial, freight, visitor travel. Journeys start and end at home and include multiple stops

Download chart data (CSV)

In the effort to ensure that planning work addresses equity populations and advances equity goals, the Transportation Authority studied how travel patterns changed for lower income populations. A significant finding is shown in Figure 16. The increase in the share of drive alone, ride hail, and carpool trips for people in households earning less than $75,000 is notably greater than for San Franciscans as a whole. People within this lower income range had the largest drop in transit usage and the most significant increase in drive alone and ride hail services of all income groups. Auto ownership and ride hail services are generally more costly than transit, so a better understanding of this mode shift trend is needed in order to better understand the affordability impacts of transit service reductions and the rise of driving.

Figure 16. Mode Share for Households Earning Less than $75,000

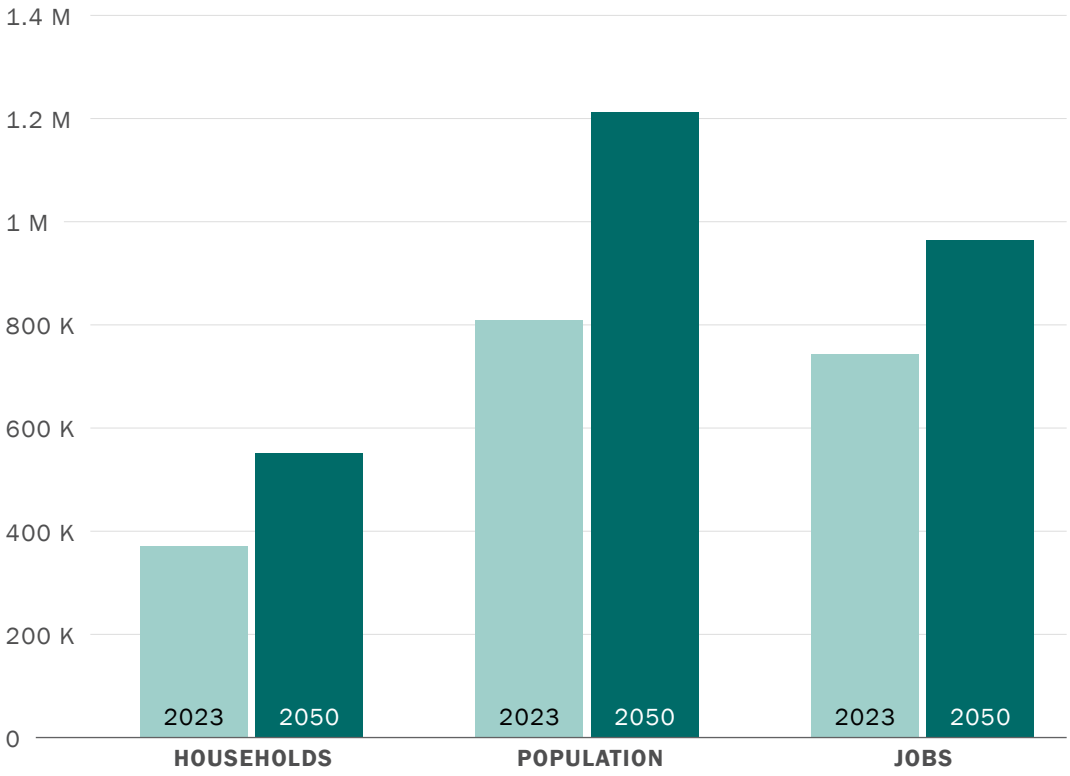


Download chart data (CSV)

UPDATED LAND USE PROJECTIONS

This section describes the future conditions in San Francisco related to its transportation network. As shown in Figure 17, following the loss of population and jobs post-COVID, San Francisco is expected to grow, with 29% more jobs and 50% more residents by 2050. These projections are based on regional projections for the nine-county Bay Area. Within San Francisco, the distribution of jobs and housing growth was determined based on analysis from the Planning Department, factoring in local zoning policies. See Figure 18 and Figure 19 comparing changes in population in San Francisco between 2023 and 2050, and Figure 20 and Figure 21 comparing changes in jobs.

Figure 17. San Francisco Jobs and Population



Download chart data (CSV)

Figure 18. San Francisco Population Density, 2023

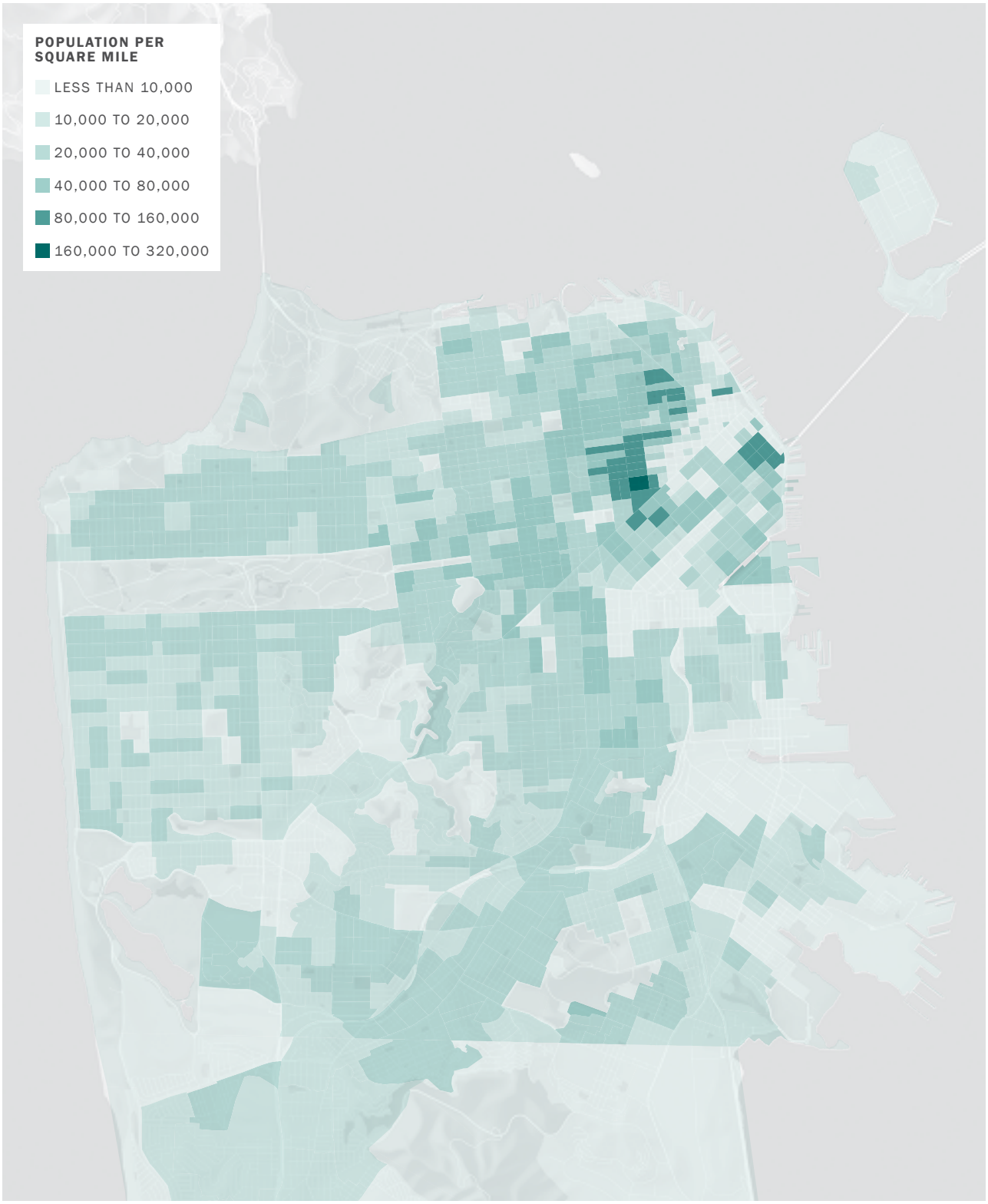


Figure 19. San Francisco Population Density, 2050

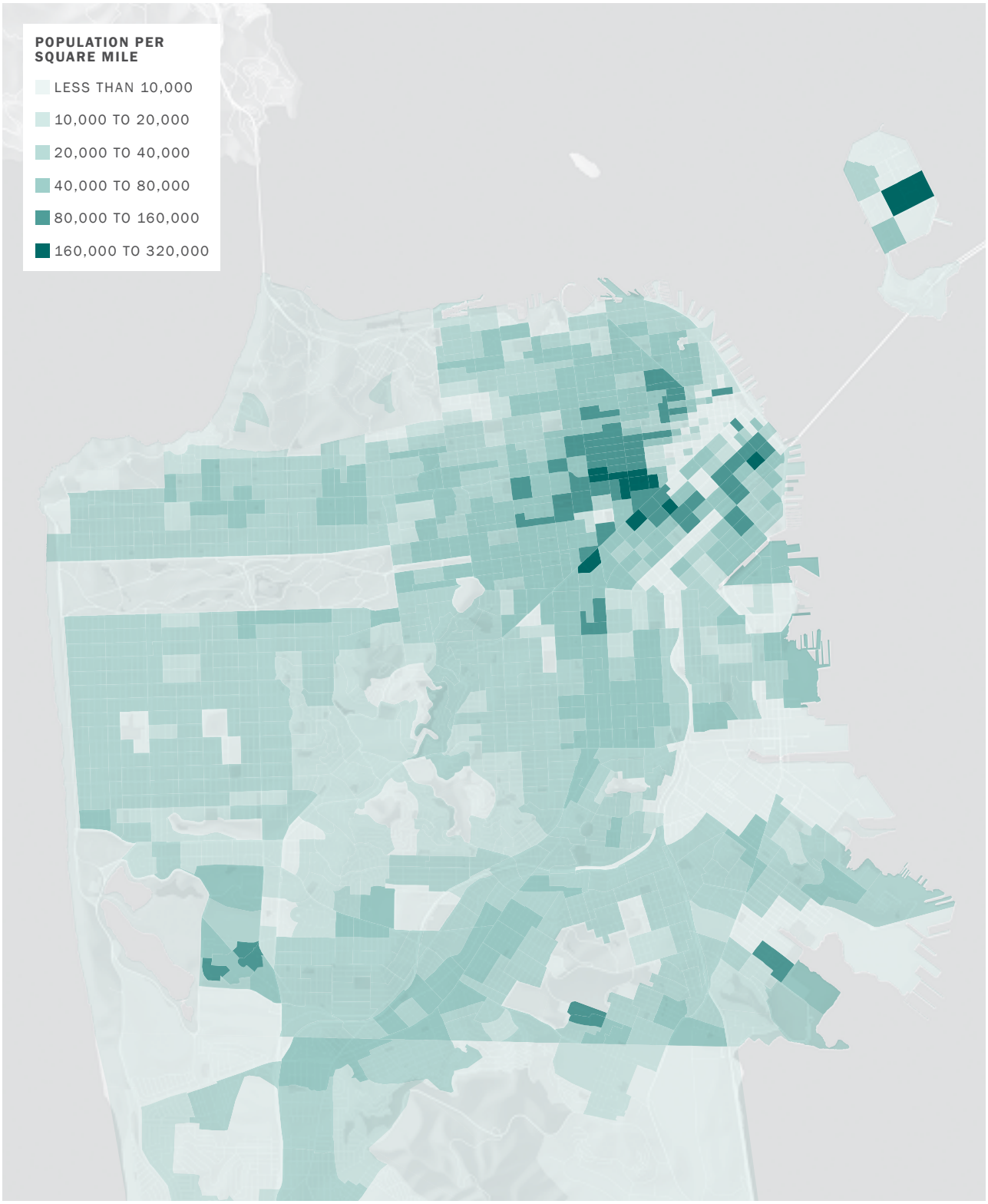


Figure 20. San Francisco Job Density, 2023

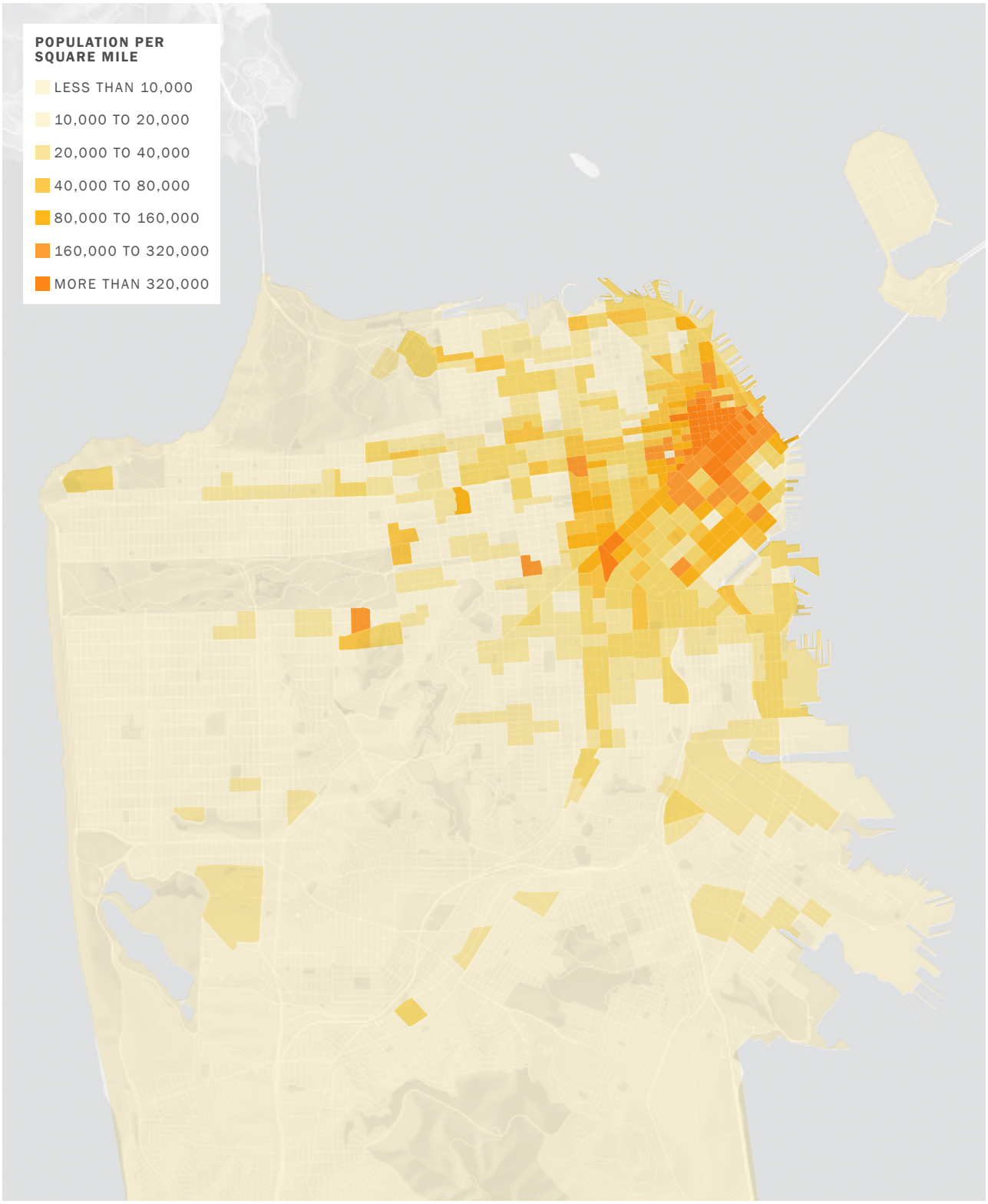
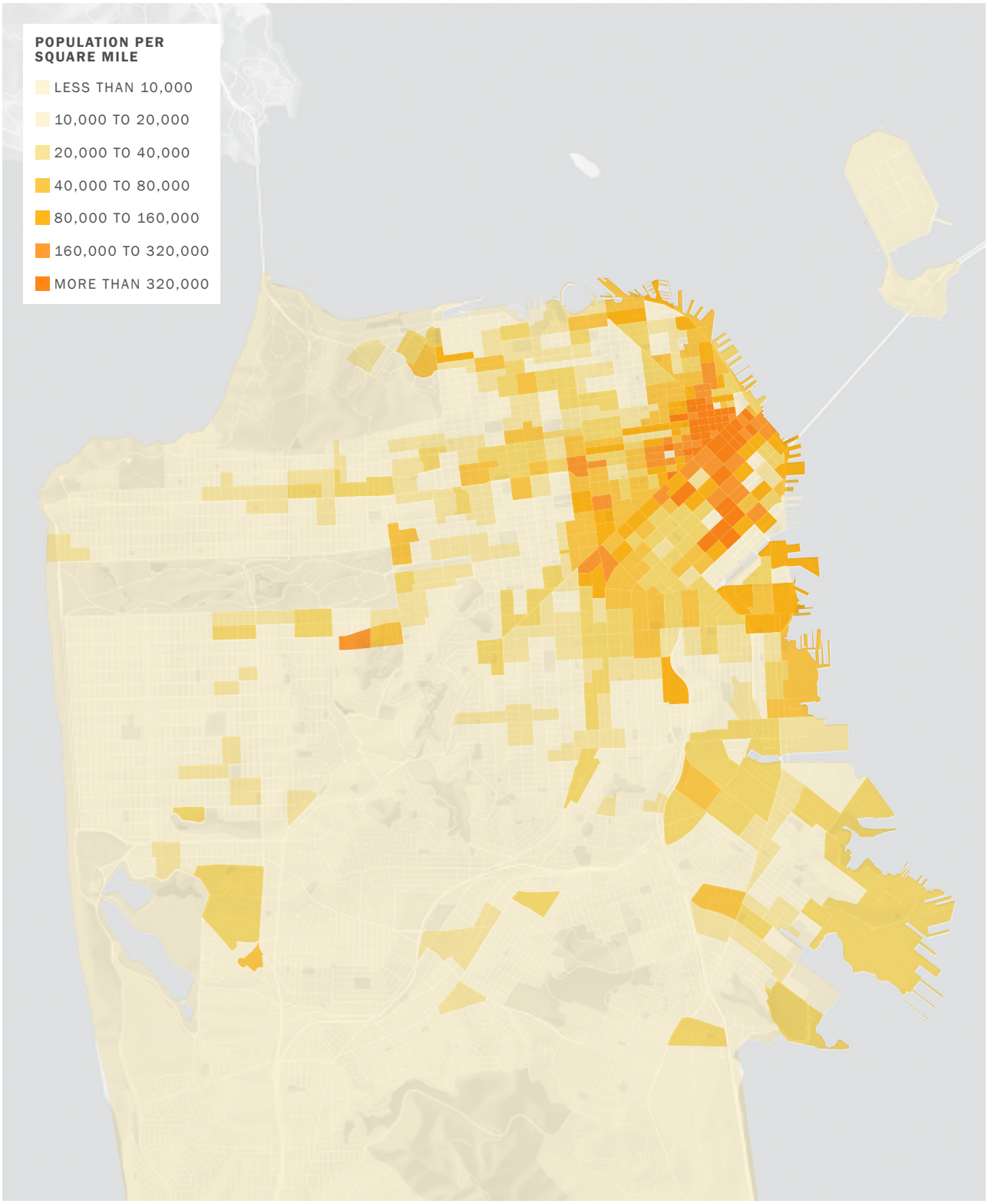


Figure 21. San Francisco Job Density, 2050



In addition to the underlying growth, it is assumed that transportation projects currently underway or fully funded will be in operation in 2050. These projects include Geary Bus Rapid Transit (BRT) Phase 2 and various Muni Forward projects, for example.

2050 BASELINE PERFORMANCE

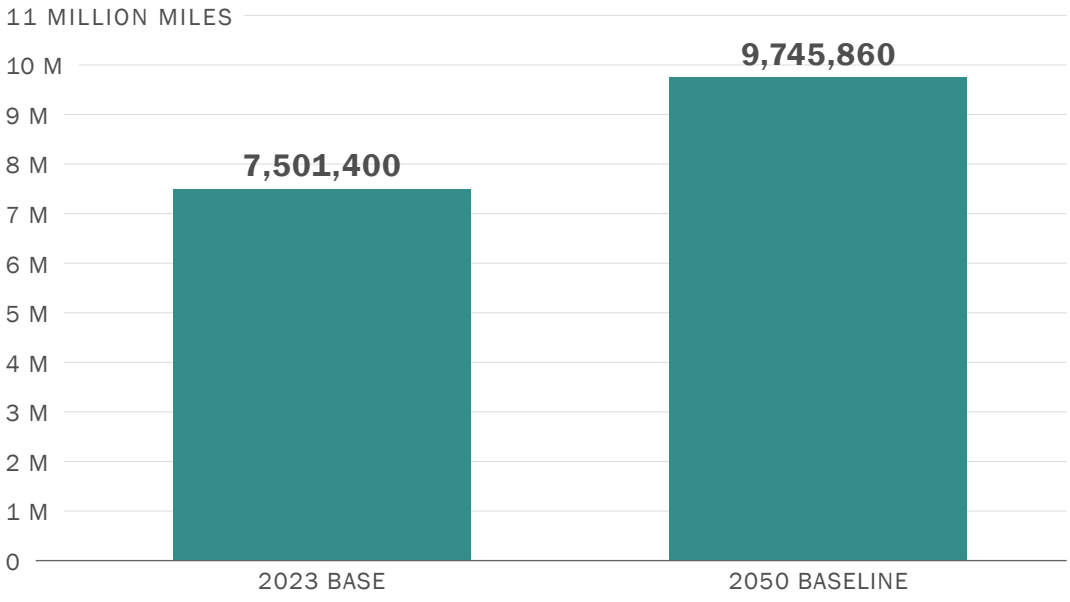
Using the San Francisco Chained Activity Modeling Process (SF-CHAMP or CHAMP) model, 2023 base conditions were compared to future conditions in 2050. The 2023 "Base" scenario reflects conditions as of 2023, the base year for the SFTP+ analysis, including post-pandemic travel patterns described above. The Base year is updated from the Base used in SFTP 2050, which was 2019.

The 2050 "Baseline" scenario reflects anticipated changes in population, employment, land use, travel behavior, and transportation investments, and is intended to illustrate relative trends and spatial patterns. The 2050 Baseline scenario assumes the projected growth in jobs and housing, 2025 transit service levels and post-pandemic travel behaviors, and completion of funded infrastructure projects. See Appendix E for description of the CHAMP modeling methodology.

This section presents projected changes in key metrics from the 2023 Base through 2050 Baseline, providing a forward-looking assessment of how travel demand is expected to interact with the city's multimodal network over time.

With the increase in jobs and population, San Francisco would see an almost 30% increase in VMT, as shown in Figure 22, Figure 23, and Figure 24.

Figure 22. Daily VMT on SF Streets 2023 Base and 2050 Baseline (millions)



Download chart data (CSV)

Figure 23. VMT per Household, 2023 Base

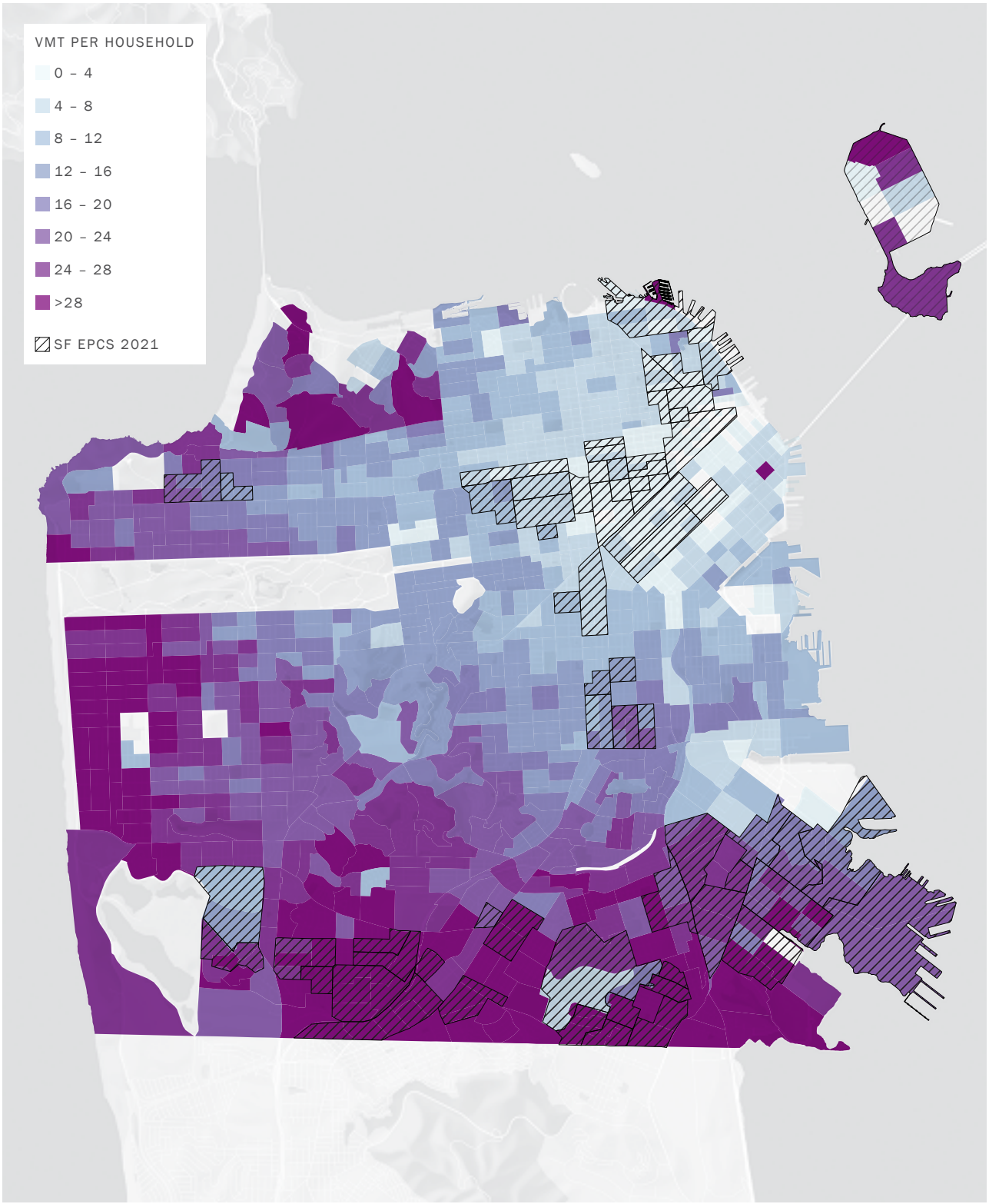
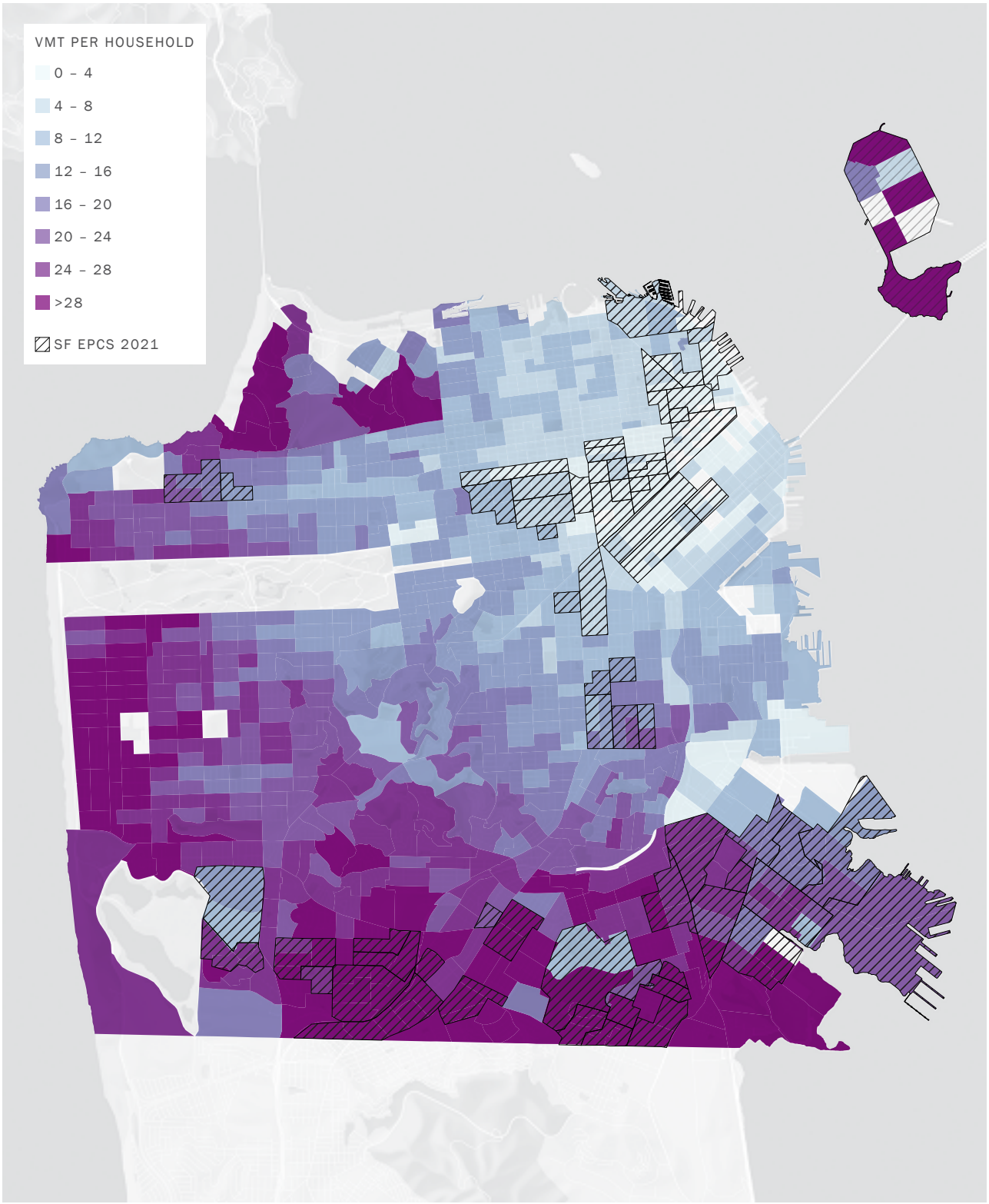


Figure 24. VMT per Household, 2050 Baseline



Roadway volume-to-capacity metrics (Figure 25 and Figure 26) are used to identify corridors where vehicular demand is expected to approach or exceed available capacity, indicating potential congestion, delay, and reliability challenges, comparing 2023 to 2050. A volume-to-capacity ratio of 0 indicates no vehicles on a road and a volume-to-capacity ratio of 1.0 indicates that a road is serving the maximum number of vehicles it can handle. Higher numbers indicate more congestion and a value approaching or exceeding 1.0 indicates congestion. In this comparison, the volume-to-capacity ratio, which reflects congestion, worsens on the bridges and freeways, and along 19th Avenue and other north-south arteries on the west side. Congestion also increases on surface streets in downtown and some arterials on the west side of the city.

Figure 25. Morning Peak Hour Volume-to-Capacity, 2023

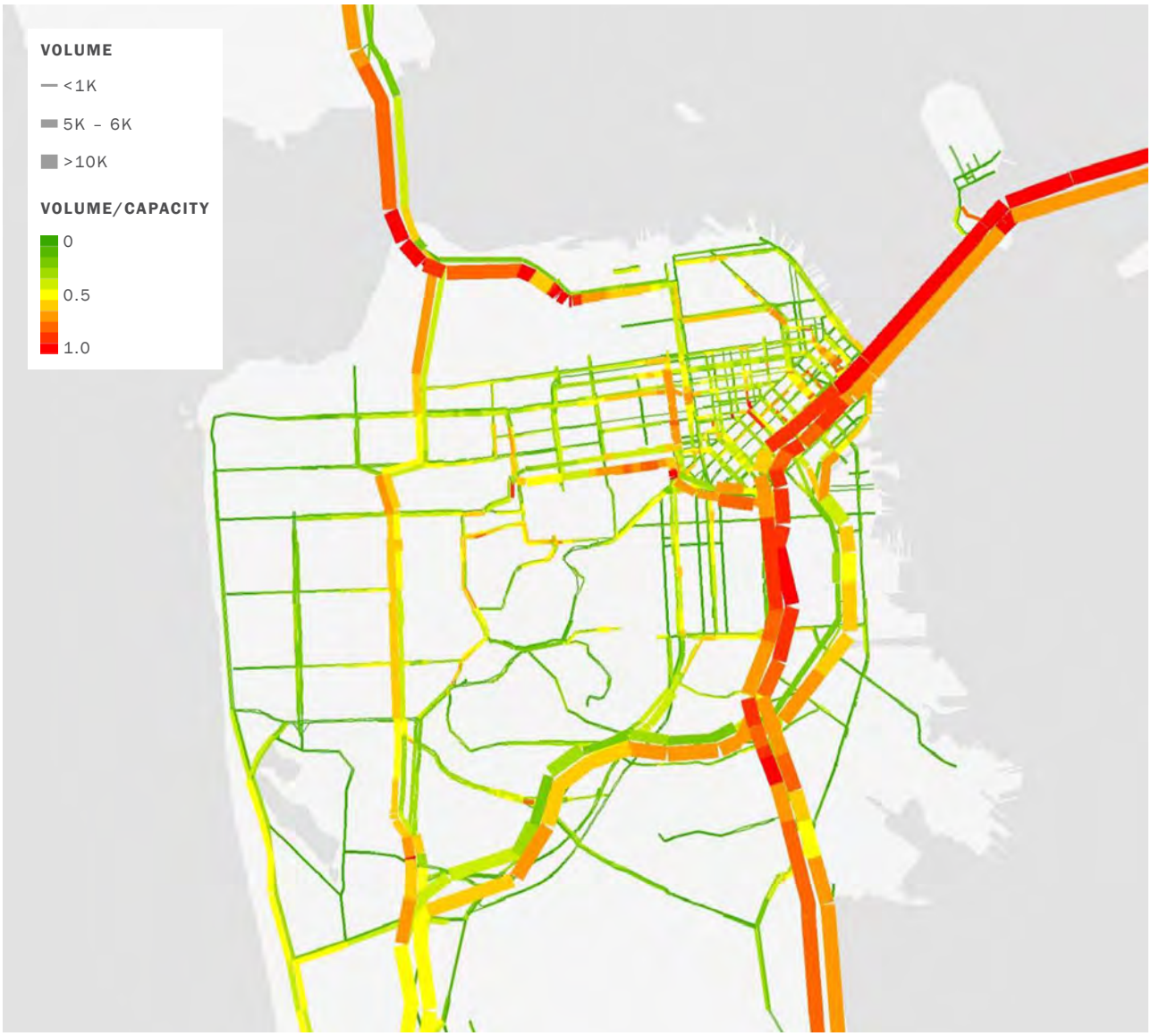
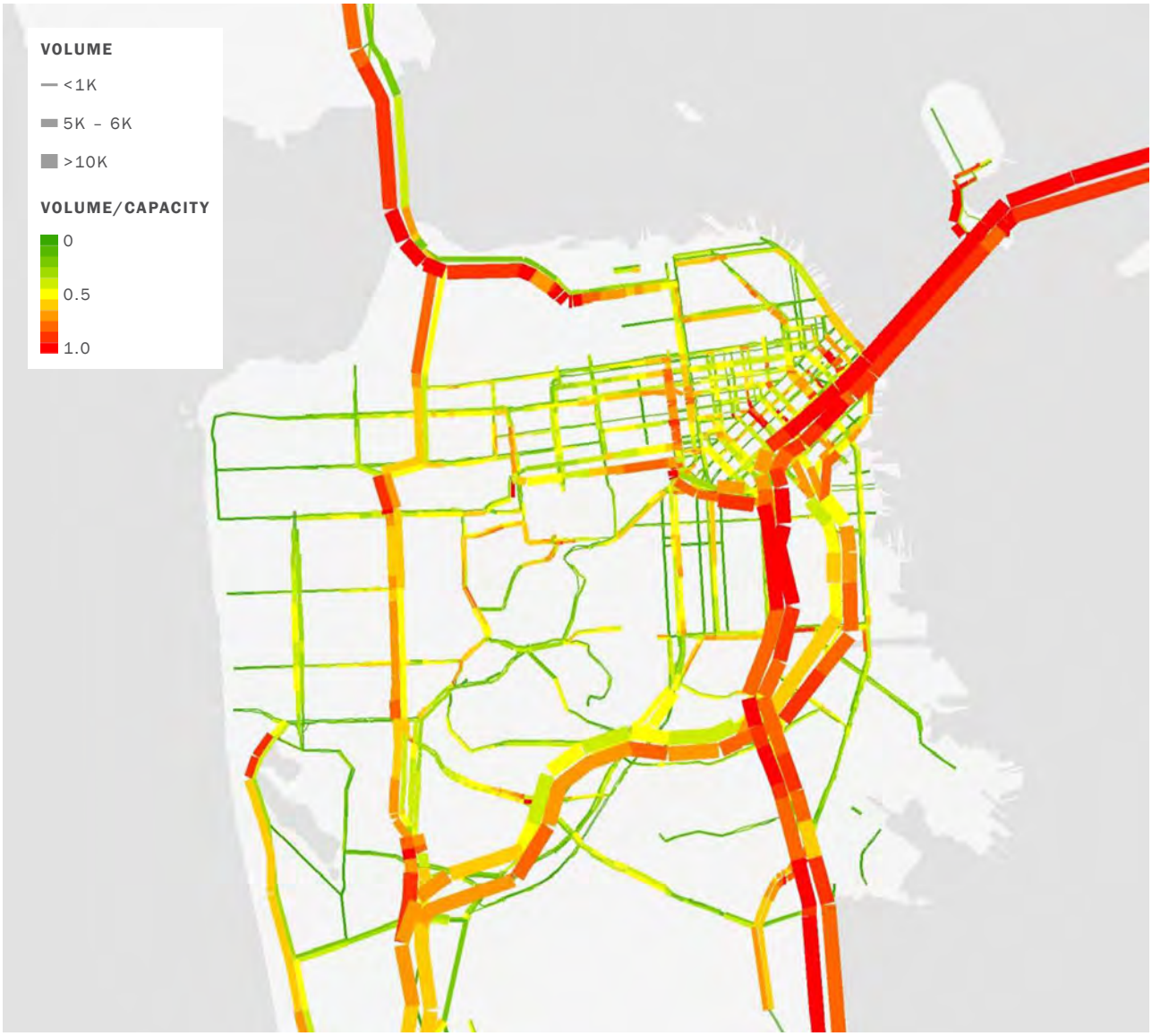


Figure 26. Morning Peak Hour Volume-to-Capacity, 2050 Baseline



Transit crowding projections (Figure 27 and Figure 28) similarly evaluate future ridership relative to vehicle or line capacity, highlighting locations, routes, and time periods where demand may exceed current or planned service levels. Transit crowding is expected to increase by 2050, primarily on key corridors as they approach the downtown core. It is important to note that while this map suggests transit crowding is focused in the northeast quadrant of the city, every rider experiences crowding, even if they boarded in the outer areas of the city.

Figure 27. Morning Peak Hour Transit Crowding, 2023

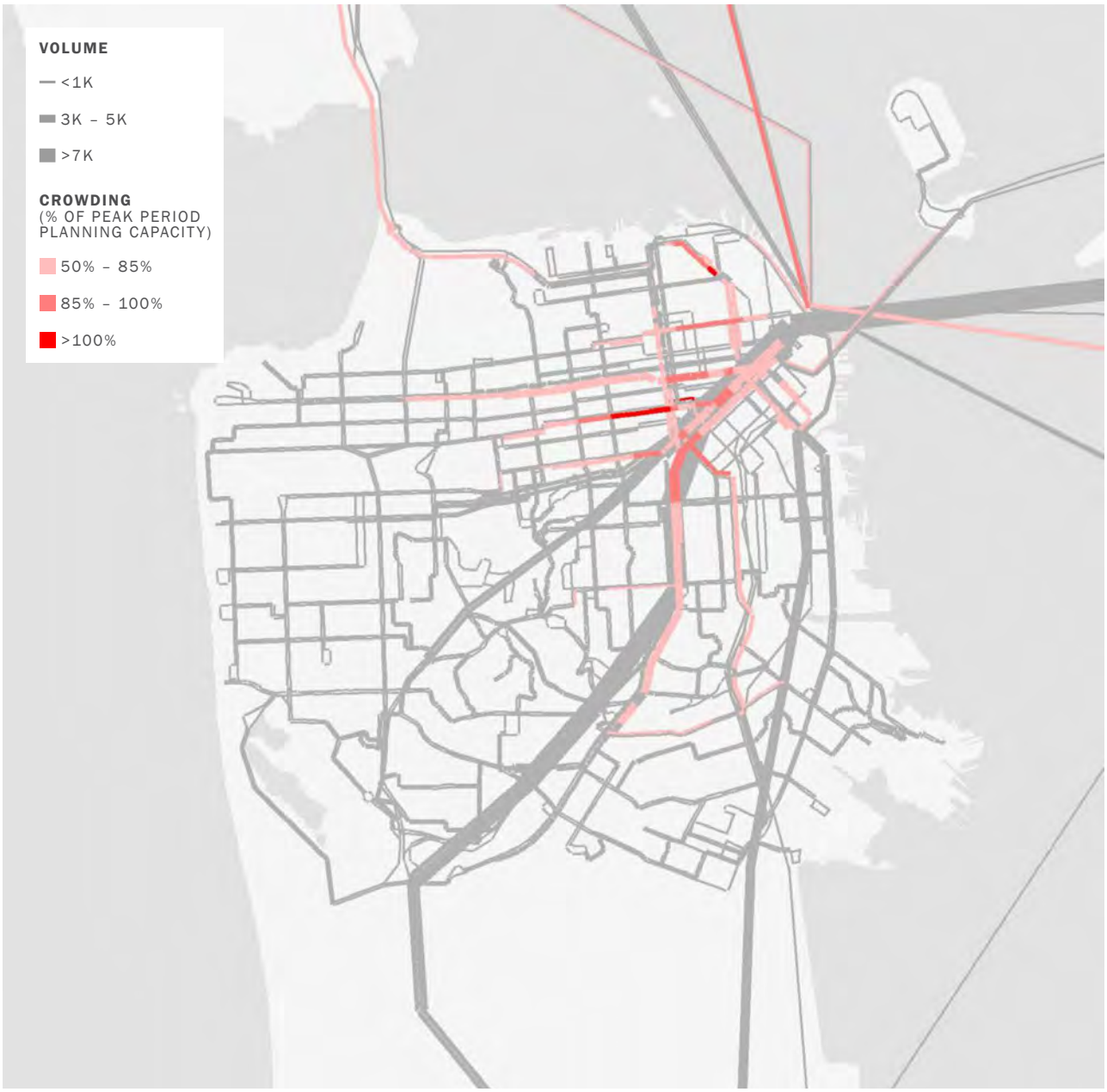
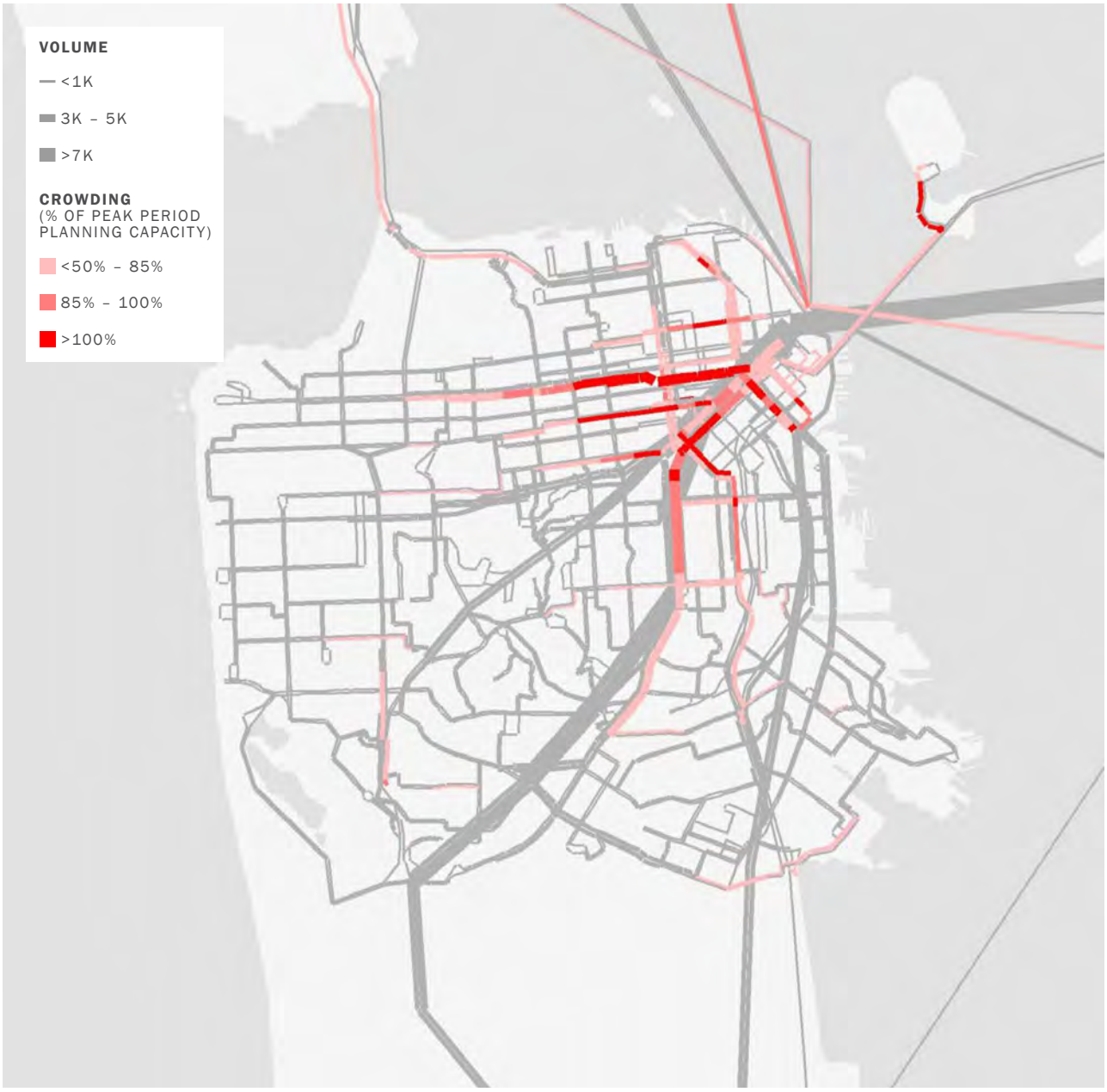
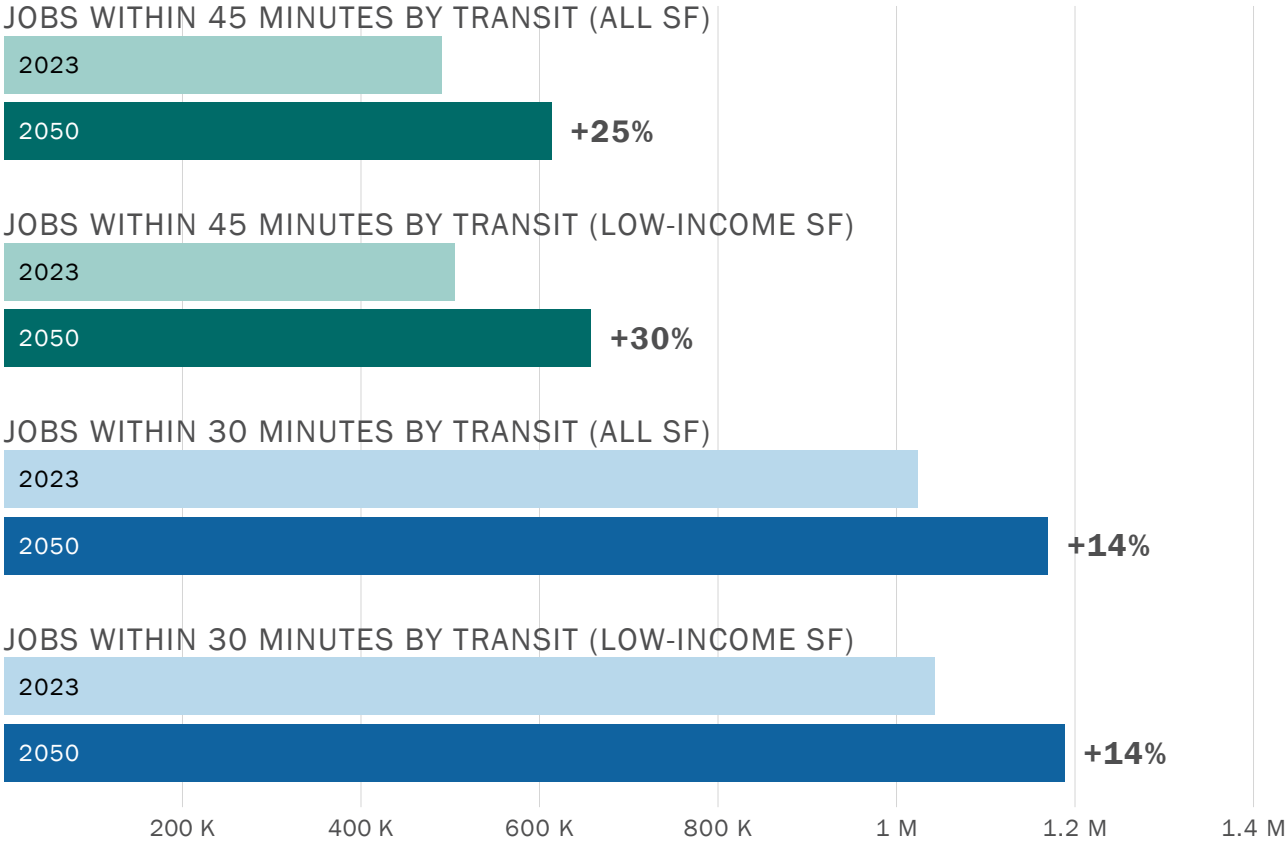


Figure 28. Morning Peak Hour Transit Crowding, 2050 Baseline



Another key metric is job access, which measures the number of jobs accessible to San Francisco residents within a 45-minute transit trip or a 30-minute driving trip and serves as an indicator of economic health. In Figure 29 the 2050 Baseline shows increases in job accessibility by both modes, with a larger increase in jobs accessible by transit for lower income residents. The overall increase in job access is largely due to the increase in the number of jobs in the city and region.

Figure 29. Job Access by Transit, 2023 and 2050 Baseline



Source: CHAMP 7CE
Download chart data (CSV)

Together, these indicators help frame where existing issues may persist or ease, or where transportation investments could improve conditions in the future. These results provide a foundation for evaluation of system performance, prioritization of investments, and alignment of policy responses with San Francisco's long-term mobility and safety goals.

San Francisco Transportation Investment Strategy

For this focused update, the Investment Plan was updated using the needs and project descriptions from SFTP 2050, and approximate revenue estimates based on regional projections. Most of this revenue, over 80% in SFTP 2050, is already committed to specific projects and purposes. The remainder of the expected revenues are discretionary, meaning that there is some flexibility in how they can be invested to improve the transportation system. The Investment Plan and Vision Plan allocate the discretionary revenues based on the priorities identified through public outreach, technical analysis, and known city and regional commitments.

Table 2 presents SFTP investment categories with the total need, Investment Plan funding, and Vision Plan funding. See Appendix C for more details of the needs and investment levels.

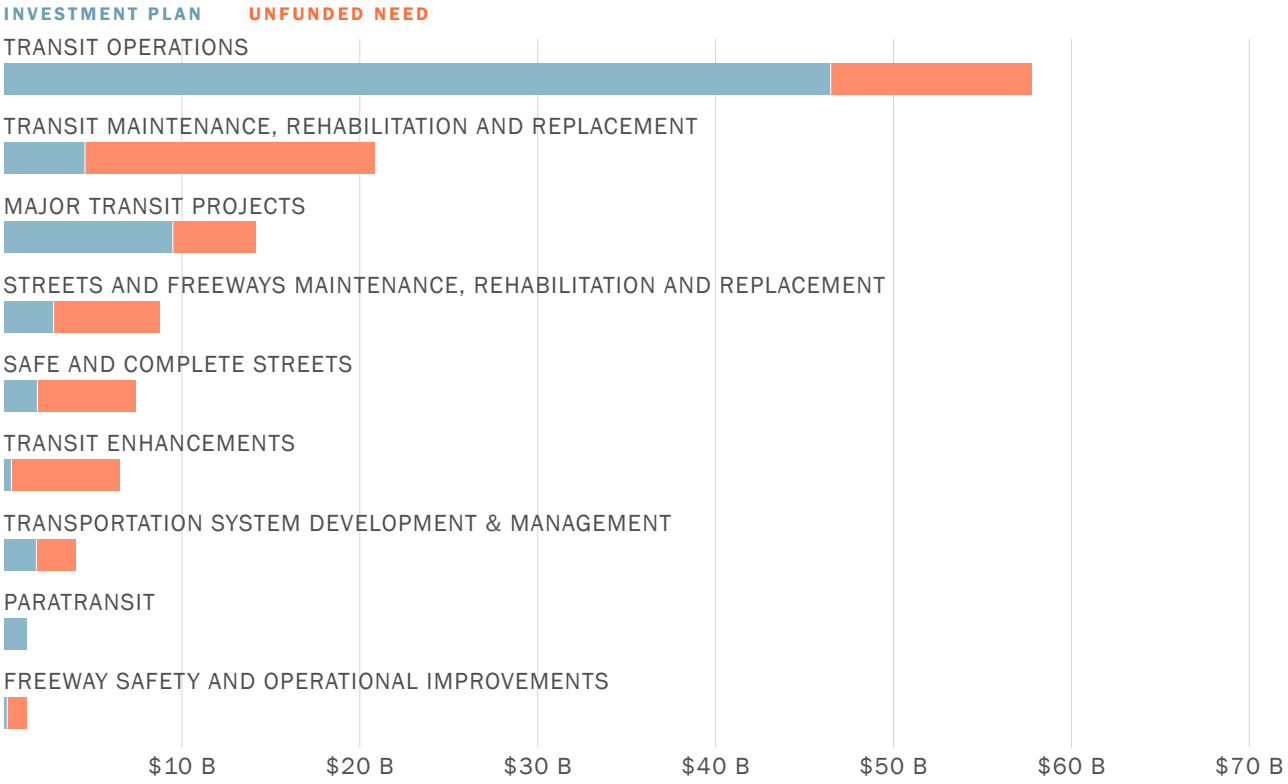
Table 2. SFTP Investment Categories, Total Need, and Investment Levels, in $2020 millions

CATEGORY	TOTAL NEED (FROM SFTP 2050)	INVESTMENT PLAN	INVESTMENT + VISION PLAN
Transit Operations	$57,800	$46,500	$50,400
Transit Maintenance, Rehabilitation and Replacement	$20,900	$4,600	$14,800
Major Transit Projects	$14,200	$9,500	$11,400
Streets and Freeways Maintenance, Rehabilitation and Replacement	$8,700	$2,800	$4,400
Safe and Complete Streets	$7,400	$1,900	$4,700
Transit Enhancements	$6,500	$400	$2,400
Transportation System Development & Management	$4,000	$1,800	$ 4,000
Paratransit	$1,300	$1,300	$1,300
Freeway Safety and Operational Improvements	$1,300	$200	$700
Existing Obligations / Debt Service	$500	$500	$500
Total	**$122,600**	**$69,500**	**$94,600**

THE INVESTMENT PLAN

The SFTP+ Investment Plan includes about $69 billion in revenues for transportation in San Francisco through 2050. Figure 30 shows the Investment Plan categories and investment levels.

Figure 30. Investment Plan Categories, Total Need, and Investment Levels, in $2020 billions



Download chart data (CSV)

The Investment Plan represents a reduction from the SFTP 2050 Investment Plan of approximately 12%. Based on need and public feedback in support of a robust transit system, funding for transit operations, including paratransit, are prioritized. The IP also prioritizes funding for state of good repair needs, such as streets and freeways maintenance and transit capital maintenance. Other projects and programs are prioritized based on the SFTP equity goal and outreach feedback – such as the Bayview Caltrain Station, Equity Priority Transportation Program, and Vision Zero Ramp Safety. In order to fit in the reduced revenue total, reductions in the other categories were required.

TRANSPORTATION DEMAND MANAGEMENT AND PRICING

TDM is a set of policies, programs, incentives, and design strategies that influence how, when, and where people travel. Rather than building additional roadway capacity, TDM focuses on managing travel demand and encouraging more efficient use of the transportation system through encouragement and education, as well as cost-effective transportation policies and traveler incentives. Common TDM strategies include first-mile/last-mile shuttles and shared mobility services, car-share and bike share, demand-based pricing, commuter benefit programs, and mobility wallets. One example of this is the bundling of transit fares into the price of an event ticket at Chase Center, allowing event attendees to ride Muni without paying an additional fare. Pricing is one of the most effective transportation demand management tools available, and the Investment Plan recognizes TDM and pricing as critical strategies for managing future travel demand, reducing congestion, supporting transit, and achieving climate targets. The Treasure Island Transportation Program is effectively one comprehensive TDM package, combining an equitable congestion management toll with expanded transit service and parking management. As San Francisco's economy continues to rebound and the regional economy grows, traffic congestion will also continue to increase – and TDM will play an increasingly important role in San Francisco's and the region's transportation system.

To understand the performance of the Investment Plan, the Transportation Authority evaluated the impacts of the SFTP+ investment scenario using the CHAMP modeling process (see Appendix E) and through public outreach. In SFTP 2050, metrics were identified for each of the five goals. Some of these metrics are quantitative, and some of those quantitative metrics can be modeled, producing projections for the future. It should be noted that the metrics for Safety and Livability and Accountability and Engagement do not lend themselves to modeling and are directly reported results (e.g. fatalities and injuries) or qualitative in nature (public feedback).

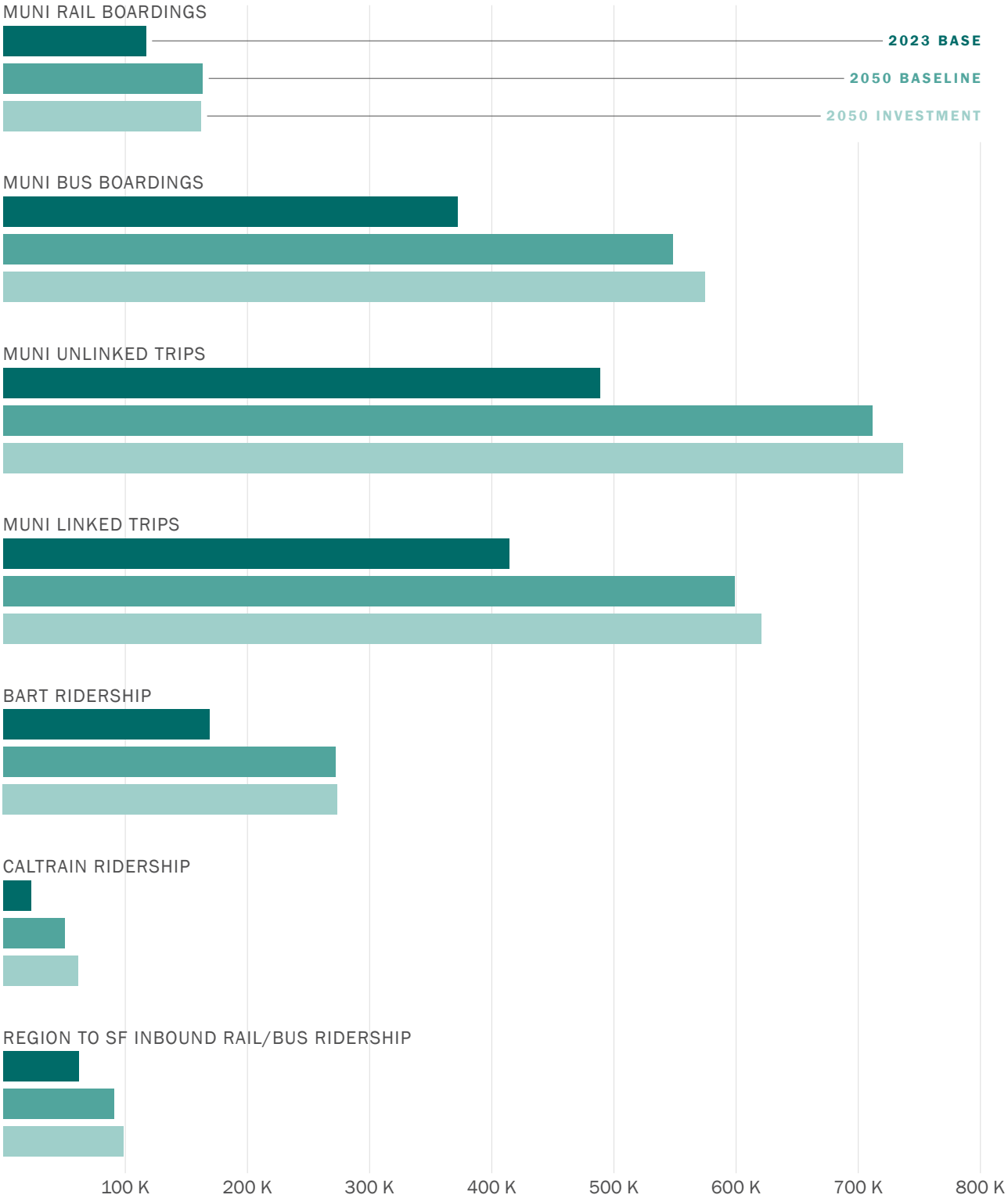
MODEL SCENARIO DETAILS

The impacts of the SFTP Investment Plan on transportation goals are analyzed with the San Francisco Chained Activity Modeling Process (SF-CHAMP). The future year (2050) baseline includes future growth represented by MTC's draft PBA 2050+ growth projection control totals and the San Francisco Planning Department's land use growth distributions; transit service represented by 2025 Muni transit service, 2023 BART frequencies, and Caltrain post-electrification service; and projects that will soon be open or are already fully funded and committed. The Investment Plan scenario has identical land use assumptions to the baseline scenario, all projects in the baseline scenario, and additional projects which can be funded through the Investment Plan detailed in Appendix C. The Vision Plan was not modeled due to the assumption of flexibility in the investment choices described above. The full modeling methodology and results can be found in Appendix E.

The 2050 Baseline was compared against the 2050 "Project" scenario that includes the SFTP+ Investment Plan projects and programs. Key findings include:

- Transit mode share increases by 0.6% from the baseline, reflecting an increase in transit use even though the level of transit service remains unchanged (Equity, Environmental Sustainability)
- Muni ridership increases by 3.5% and Caltrain ridership increases by 22%, due largely to the Portal project (Environmental Sustainability, Economic Vitality). Figure 31 compares transit ridership for various modes between 2023, 2050 Baseline, and 2050 Investment.
  - » While increased transit ridership is positive for our goals, it does result in greater crowding on transit
- Total VMT on San Francisco roads fall by 2%, and per-capita VMT falls by 2.6% (Environmental Sustainability, Equity). Figure 32 compares the VMT per household between the 2050 Baseline and 2050 Investment.
- Job accessibility by transit would increase by 2.9% and access by auto would increase slightly, by about 1.5% (Economic Vitality, Equity). Figure 34 illustrates the change in job access by transit within 45 minutes for San Franciscans.

Figure 31. Transit Ridership, 2023 Base, 2050 Baseline, and 2050 Investment



Download chart data (CSV)

Figure 32. VMT per Household, 2050 Baseline

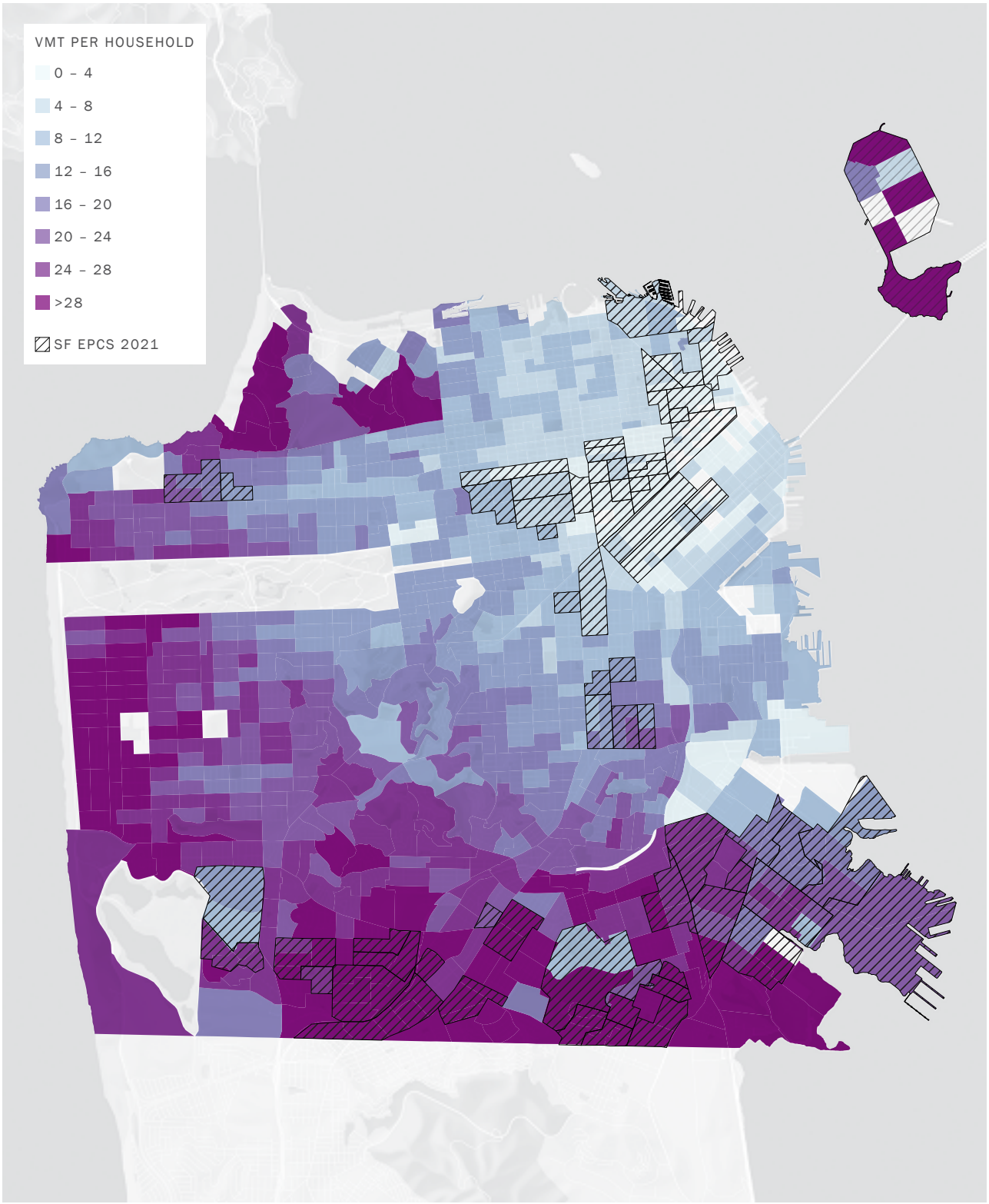


Figure 33. VMT per Household, 2050 Investment

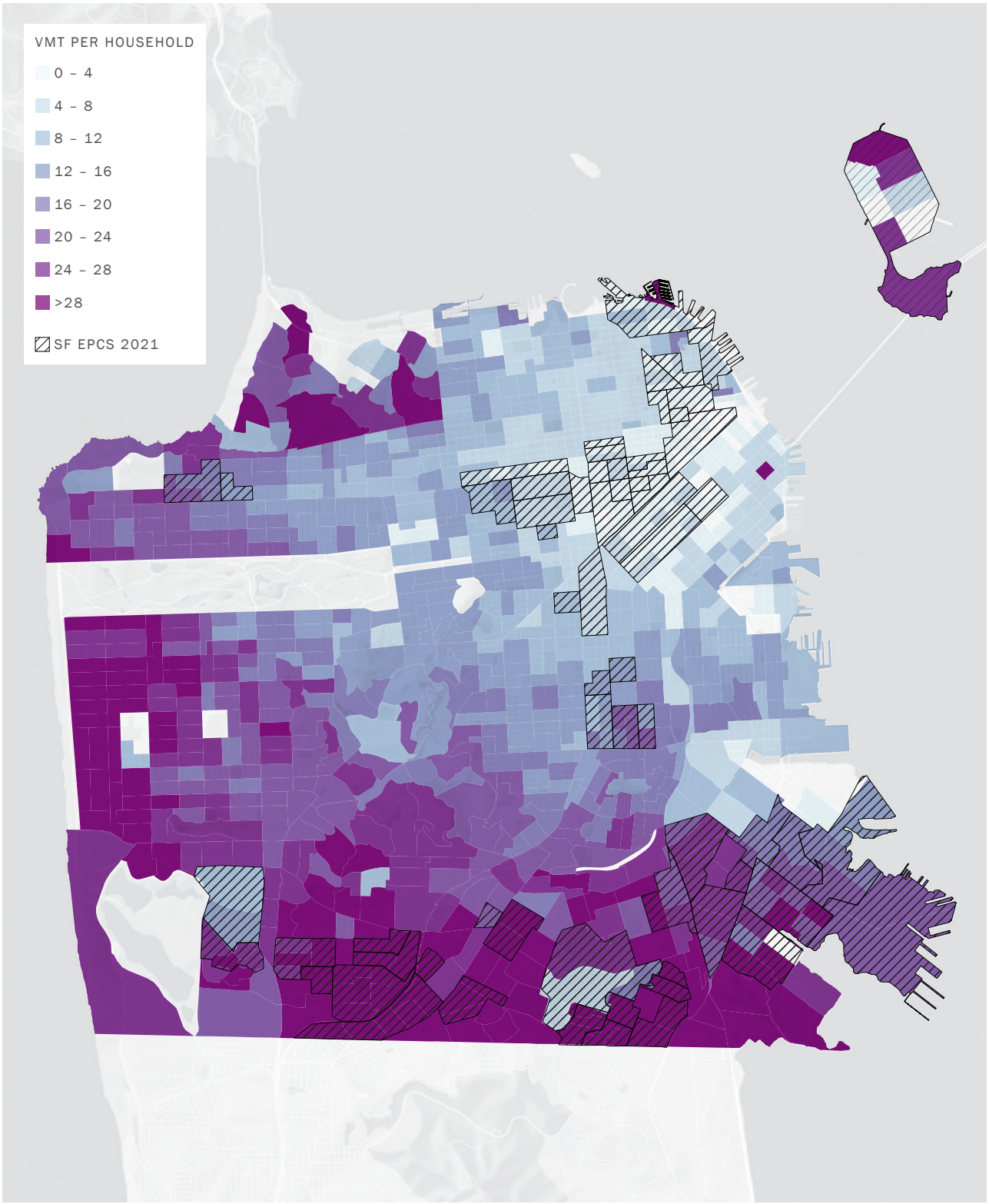
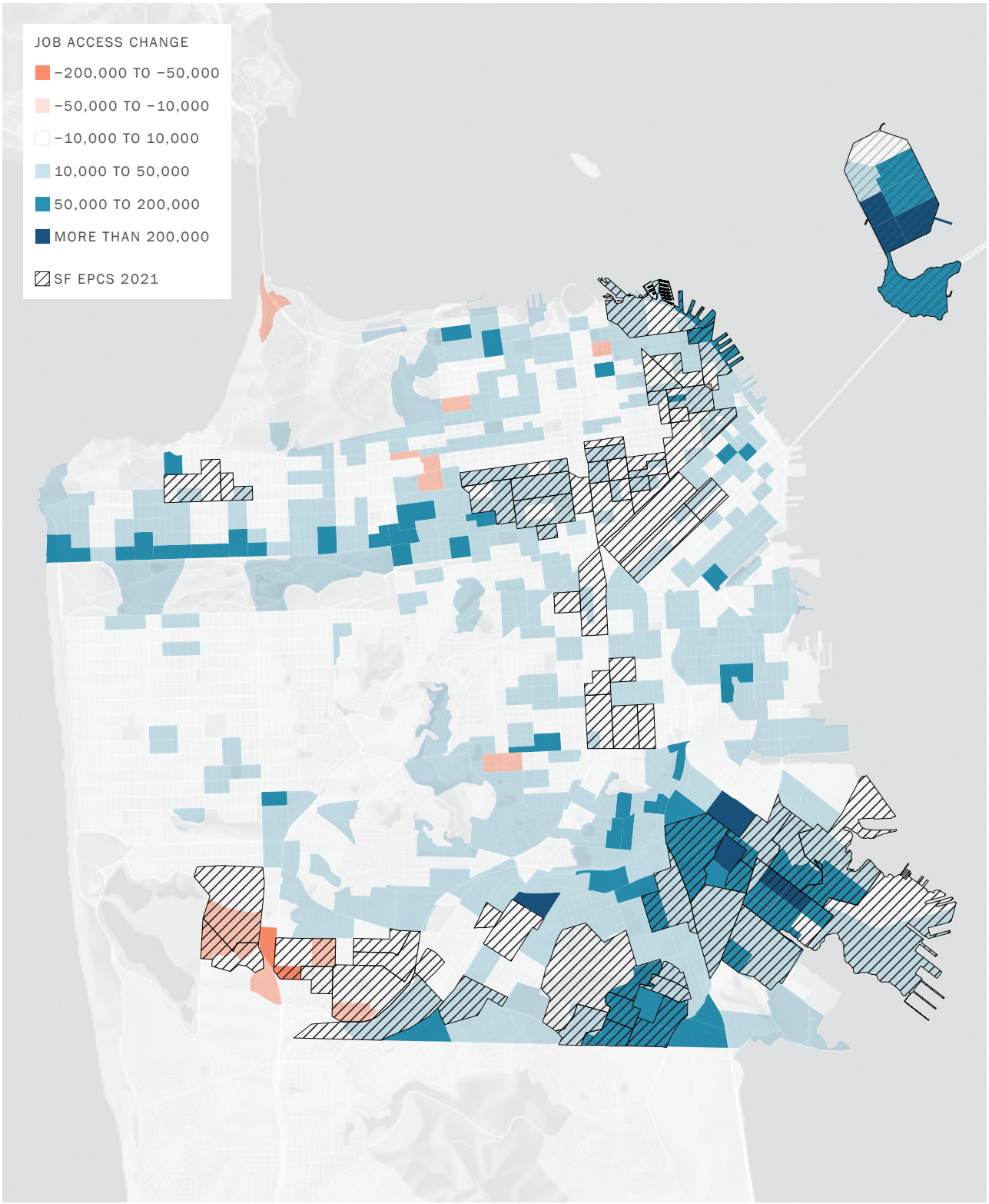


Figure 34. Change in Transit Job Access (45 Minutes), 2050 Baseline and 2050 Investment



Specifically for equity populations, the modeling found:

- Higher transit use and lower auto use for low income people
- Lower VMT for people in downtown EPCs, but higher VMT for EPCs in the southern part of the city
- Lower income residents continue to have slightly higher job access than the population as a whole

Overall, the modeling analysis found that the Investment Plan modestly improves outcomes related to San Francisco's goals.

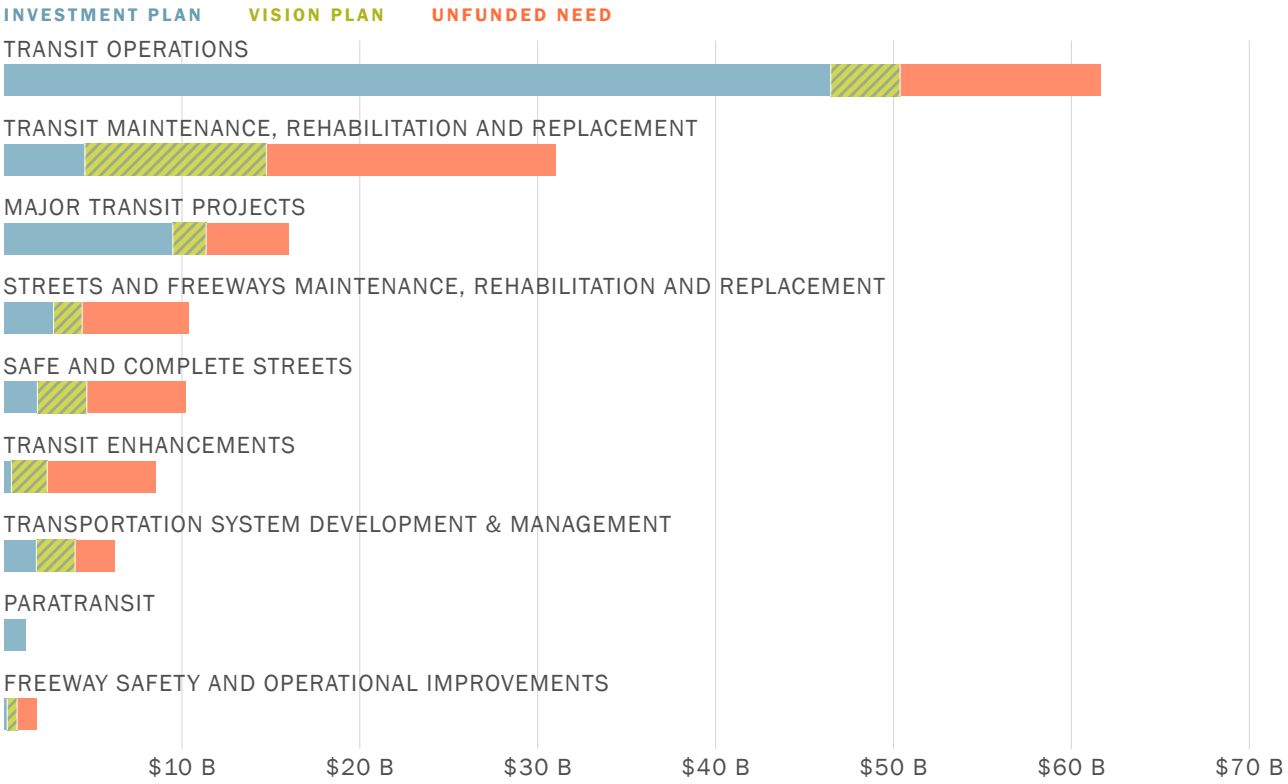
Appendix E describes the modeling methodology and performance results.

The Investment Plan is expected to improve performance on other SFTP metrics that are not modeled. For instance, the Investment Plan includes funding to maintain San Francisco's PCI at a score of 75. The PCI has been at 74 or 75 since 2017. It will be important to continue to address disparities in pavement condition across neighborhoods.

THE VISION PLAN

The SFTP+ also includes a Vision Plan because our transportation needs are greater than the expected revenues for transportation. The Vision Plan builds on the Investment Plan and imagines how to get closer to achieving our goals with significant new revenue sources. The Vision Plan totals about $94 billion, including all of the Investment Plan revenues plus an additional $25 billion in potential new revenue sources. While the types of revenues are not specified, there would likely need to be some combination of new local, regional, state, and/or federal revenues, some of which would likely need voter approval. Figure 35 shows the Vision Plan investment levels and Appendix C includes a detailed list of the revenue allocation in the Investment Plan and Vision Plan.

Figure 35. Vision Plan Categories, Total Need, and Investment Levels, in $2020 billions



Download chart data (CSV)

The Vision Plan builds on the Investment Plan and describes the investment priorities for potential new revenues to close gaps and further advance transportation goals. Like the Investment Plan, the Vision Plan recommends how potential funds would be allocated based on city, regional, and community priorities. The Vision Plan would help deliver the public's priorities expressed during outreach and also moves San Francisco further along its goals.

The Vision Plan directs additional funding to transit operations to improve and enhance existing service, and expand service (e.g. new routes, more express service, more Owl service) in travel markets that are not meeting citywide transportation goals and equity targets. This was a major theme in public feedback – the desire to improve transit frequencies, reliability, and convenience, particularly in outer neighborhoods and EPCs. For example, residents on the west side of San Francisco voiced strong support for a 29 Rapid service.

Additional investments could reduce the capital maintenance backlog for transit agencies to improve transit reliability and safety. Transit maintenance investments, such as facilities rehabilitation and traction power upgrades, are less visible to the public but essential to

the provision of safe, high-quality transit service. Keeping transit infrastructure in a state of good repair also helps keep transit operating costs down. For instance, if transit vehicles are not maintained properly or replaced timely at the end of their useful life, this increases breakdowns, contributes to more unreliable service, and increases routine maintenance costs which are funded through transit agencies' operating budgets. Upgraded facilities can improve worker safety and the efficiency of maintaining transit vehicles. Maintaining capital assets in a state of good repair is a priority that requires both maintenance and modernization. SFMTA's 2026 – 2035 Capital Plan shows a $5.2 billion maintenance backlog (27% of their total capital assets of $19.6 billion), and notes that most major capital projects support the state of good repair by replacing and upgrading aging infrastructure. According to SFMTA, an average of $424 million is needed each year to maintain its assets in a state of good repair. In addition, the Vision Plan also directs funds for San Francisco's state of good repair needs for regional operators like BART and Caltrain.

Further, to make the most out of limited financial resources, investments in State of Good Repair ("SOGR") projects must be combined with improved project delivery. If maintenance projects are completed more efficiently and timely, existing funding could be stretched further. In addition to funding, improved interagency coordination and collaboration; accelerated hiring of needed project staff; streamlined procurement of

ROLE OF TECHNOLOGY IN THE TRANSPORTATION SYSTEM

Technology can be used to improve the operations of transportation systems, improve safety, prioritize between modes, provide information to travelers, and to collect data. The Investment Plan includes various technology-enabled projects like communications-based train control, which enables rail systems to operate more safely and efficiently and offer more frequent service, and transit signal priority systems, which prioritize transit by extending green times for buses to clear an intersection, improving reliability and reducing time spent waiting at traffic lights. The Vision Plan can fund additional technologies, enhancing roadway network performance, addressing congestion, and advancing the goals of economic vitality and livability. For instance, adaptive traffic signals can better balance dynamic auto traffic demand, while traditional fixed signal timings currently provide better corridor coordination and better prioritize pedestrians by ensuring a pedestrian phase. On freeways, real-time information displays can alert drivers to slowdowns ahead, help manage incidents and advise motorists of alternate routes, and express lanes can be equipped to vary tolls in real-time to prioritize high-occupancy vehicles and optimize traffic flow. Cameras and sensors can be deployed for continuous, on-going traffic data collection and traffic management to support planning efforts, inform infrastructure investment decisions and promote efficient operations.

consultants; and additional training for project managers coupled with expanded access to state-of-the-art project management tools and software are needed to make progress on the significant backlog of transit SOGR projects.

Roadway infrastructure investments are critical for the smooth and safe flow of traffic (including transit) and safety for all users. Here, too, the need greatly exceeds the funds available in the Investment Plan, and additional funds are included in the Vision Plan to address infrastructure needs. Nevertheless, significantly more funding is needed to make greater strides toward a state of good repair such as improving San Francisco's streets from its current PCI score of 75 (good) to 85 (excellent). Similarly, while 77% of buildable curb ramp locations have a curb ramp in good condition, there are approximately 8,000 locations where curb ramps are either unbuilt or in poor condition. These types of roadway investments advance our goals of safety and livability.

Additional investment is needed for pedestrian safety improvements, including traffic calming, new street signs and signals, expansion of the Safe Routes to School program, and investments to close gaps in the pedestrian and bike network. During outreach, there was a lot of support for transportation safety improvements, especially for pedestrians and bicyclists. In order to advance the equity goal, improving street safety in EPC neighborhoods and on the High Injury Network is a key part of the Vision Plan.

The Vision Plan can further advance transformative transportation improvements to the transit system and to our major streets and freeways. The Investment Plan provides modest levels of funding to continue planning and project development for major transit projects such as the Geary/19th Avenue Subway, Central Subway Extension, Bayview Caltrain Station; but significant additional funds are

RIDER-FOCUSED TRANSIT IMPROVEMENTS

The Regional Transit Measure, passed by voters in November 2026, included funding for rider-focused improvements that aim to improve the rider experience and support increased ridership. The expenditure plan includes spending for fare programs, including free and reduced-cost transfers; accessibility programs and projects; mapping and wayfinding improvements; and transit priority infrastructure. These improvements are part of MTC's Transit Transformation Action Plan which aims to create a more user-friendly and connected regional transit system.

Both regionally and locally, transit operators are focused on improving transit speeds and reliability by providing signal priority for buses and trains. SFMTA is also providing wheelchair accessible ridehail through its state-mandated Access for All program and piloting a microtransit (on-demand) service in the Bayview, a strategy that was also recommended in the Transportation Authority's District 4 Mobility Study and which is part of the Treasure Island Transportation Plan.

needed to further project development and implementation. Other major initiatives such as the Embarcadero Seawall and Managed Lanes network can also be advanced through the Vision Plan.

Taken together, and despite the significant financial challenges triggered by the pandemic and recent macroeconomic conditions, the investment strategy outlined in this SFTP update has the potential to create positive impacts in San Francisco, setting up San Francisco for a healthy recovery, and advancing our shared goals. Realizing our next generation of transportation investments will require additional revenues to implement needed improvements as outlined in the Vision Plan.

The Vision Plan prioritizes improvements to serve equity priority communities, including the potential to expand transit service for EPC neighborhoods, such as through the implementation of the Muni 29R service. The Vision Plan investments help further advance SFTP goals of economic vitality, environmental sustainability, equity, and safety and livability.

Policy Initiatives

In addition to the projects and programs included in the Investment Plan and Vision Plan, the SFTP identifies select policy topics for further study and advancement. These topics address transportation trends and changing contexts that require further exploration and advancement to inform future investment priorities and policies which combine to help us achieve our shared transportation goals. SFTP 2050 explored a number of policy initiatives; the SFTP+ discusses recent updates for some of the topics.

AUTONOMOUS VEHICLES

San Francisco has been at the center of autonomous vehicle (AV) testing and deployment for over a decade. Today, Waymo, Zoox, and Apollo operate in the city, with additional operators expected to enter the market in the coming years. The Transportation Authority has been studying how AVs might affect San Francisco's transportation goals (safety and livability, environmental sustainability, equity, economic vitality, and accountability) and drafted a policy agenda to help the city navigate that transition.

The central finding is that AVs' potential to advance San Francisco's transportation goals is promising but not guaranteed and requires greater transparency to gauge and shape its trajectory effectively. Whether the technology delivers overall system benefits, or instead compounds existing transportation challenges, will depend on deliberate policy design and active governance, not on market forces or technological progress alone.

Key findings:

- **Safety:** It remains too early to determine whether AVs are safer than human drivers. Safety assessments to date have focused primarily on comparing AV and human crash rates, but a lack of methodological consensus and limited data access prevent definitive conclusions. AV deployments have also surfaced novel operational safety concerns with no clear human-driver comparator, underscoring the need for a broader way of conceptualizing AV safety beyond crash-rates and severity to include resilience factors as AV operations scale.
- **Environment and mobility:** VMT growth is the central risk associated with widespread AV adoption. Research estimates an increase in VMT ranging from roughly 8% to over 80% depending on automation level and ownership model. This could offset per-mile safety benefits of AVs and hinder San Francisco's transit first and congestion management goals as well as local and regional climate targets.

- **Equity:** AVs may offer meaningful accessibility gains for older adults, people with disabilities, and non-drivers, especially through shuttle services as was piloted on Treasures Island's Loop AV service in 2023, but affordability and demand patterns currently favor affluent robotaxi users, potentially widening inequity gaps, and traffic congestion from induced AV trips could hinder bus travel and other active modes.
- **Economic vitality:** AV development presents economic opportunity for San Francisco as a technology hub but poses displacement risk for the substantial driving-occupation workforce. Workforce impacts will require economy-wide attention in coming years. Additionally, increases in VMT and congestion would adversely affect businesses and quality of life.
- **Accountability:** Currently, the regulatory framework for AV deployments concentrates authority at the federal and state levels. San Francisco currently holds little direct regulatory authority over AV operations, and the data needed to assess AV impacts on the City's transportation goals is largely inaccessible to local government and the public and some local costs incurred by cities warrant policy consideration for how best to enable recovery.

To address these findings, the work ahead reflects a four-part policy agenda:

- **Governance:** Advocate for an AV governance structure equipped to responsibly manage the opportunities and consequences of AV integration into San Francisco, including a more formal seat at the table for local jurisdictions.
- **Safety:** Advance more transparent oversight mechanisms for monitoring and evaluating AV safety performance, along with operational requirements for issues such as emergency response coordination and remote operations.
- **Mobility:** Develop policy tools to manage the projected growth in AV VMT and to prioritize transit-first modes as adoption of AVs continues.
- **Equity:** Advance policies to ensure a more equitable distribution of the benefits and costs of broader AV adoption in San Francisco.

CLIMATE RESILIENCE

Since the adoption of SFTP 2050 in 2022, the policy, funding, and risk landscape of climate-related resilience work has evolved significantly. Locally and regionally, agencies have expanded planning efforts and started advancing resilience projects and programs. For example, in 2025 the Office of Resilience and Capital Planning (ORCP) updated the City's Capital Plan and Hazards and Climate Resilience Plan, and the Planning Department's Shoreline Adaptation Plan is underway, expected for completion in 2029. SFMTA is developing the Embarcadero Connectivity Plan. Planning for major capital projects such as the SF Port's Embarcadero Seawall, part of the Port's

Waterfront Resilience Program, and others by local and regional transit operators are also advancing. However, substantial gaps remain between identified needs, grant-ready projects, and available funding to implement solutions.

Working in partnership with ORCP and building on work and processes already in progress, the Transportation Authority can support coordination across federal, state, regional, and local agencies and advancement of San Francisco projects that are technically sound and competitive for funding. Some of these actions include: consolidating and summarizing relevant work completed by various agencies, and coordinating a citywide assessment of climate-related transportation vulnerabilities. These actions can help develop a consistent framework for identifying priority locations and informing resilience funding decisions so that the City is prepared with a pipeline of projects when Federal and state funding opportunities arise. The Transportation Authority could partner with ORCP to convene City, regional and state agencies such as Planning, Public Works, the SFMTA, regional operators and Caltrans to establish a transportation resilience evaluation framework. The framework would evaluate projects based on criteria such as climate risk, network criticality, community benefits (like redundancy or emergency routes), and implementation feasibility (project delivery readiness and funding).

The Transportation Authority can support local efforts and regional initiatives led by agencies such as MTC to explore funding mechanisms (such as Climate Resilience Districts, development-related financing tools, and bond measures). State and federal opportunities may also emerge in the coming years.

As a funding entity, the Transportation Authority could explore opportunities to encourage agencies seeking funding to consider resilience elements and interagency and inter-project coordination earlier in project development. This could take the form of a checklist to guide policy and project development considerations and to encourage projects to deliver co-benefits such as flood protection or enhanced network redundancy.

Finally, the Transportation Authority could focus project development efforts on at-risk areas identified by multijurisdictional partner agencies, such as U.S. 101 near the San Francisco-San Mateo county line. Other flood-prone hot spots that pose threats to the transportation system include Embarcadero and Market, Mission Creek bridges, Islais Creek, and 17th and Folsom.

ELECTRIFICATION

The transportation sector accounts for the largest proportion of San Francisco greenhouse gas emissions at 45%, with 66% of those emissions generated by on-road fuel consumption. Along with increasing transit system use and mode shift, electrification of the transportation sector is one of the most impactful actions the City

can take to achieve the goals established in San Francisco's 2026 Climate Action Plan to reduce emissions by 61% from 1990 levels by 2030 and reach net-zero emissions by 2040. The CAP also outlines a number of actions for the Transportation Authority and city agencies to undertake to support reaching the 2026 Climate Action Plan goals and achieving an objective to transition all registered vehicles in San Francisco to zero emission by 2040 while also reducing VMT by 30% by 2040.

While San Francisco has made significant strides towards electrifying its transportation sector over the last few years, agencies across the city continue to face major challenges. Limited discretionary transportation revenues in San Francisco, partly driven by a shift to remote work and recent economic downturn, combined with federal de-prioritization of EV initiatives are contributing to a scarcity of resources for electrification. Lack of funding remains a key barrier for the electrification of both revenue and non-revenue public fleets which have significant capital costs. For example, SFMTA's 2025 Zero-Emission Vehicle Rollout Plan cites a $1.7 billion need to electrify its maintenance yards and replace its hybrid bus fleet with battery-electric buses to comply with the State's Innovative Clean Transit regulation which requires zero emission transition by 2040. SFMTA's transit fleet is already one of the greenest in the nation and accounts for less than 0.01% of citywide emissions. Most major transit operators–including BART and Caltrain–are already running zero-emission services within city limits, which suggests that further electrifying transit has limited potential to impact San Francisco emissions when compared to electrifying other kinds of vehicles such as privately-owned cars.

Equity in EV adoption is another key issue. Research shows that communities identified as Disadvantaged Communities (DAC) – a California EPA designation broadly defined as areas that suffer from a combination of economic, health and environmental burdens – had just one-third of the EV adoption rates of non-DACs based on data from 2015 to 2021. With these and other challenges in mind, SFTP 2050+ identifies key recommendations to help accelerate progress towards citywide electrification.

- **Seek increased revenues.** The Transportation Authority and partner agencies should identify opportunities for increased and new, flexible funding sources at the local, regional and state levels and review programs under its purview in collaboration with project sponsors to explore funding priority for electrification projects.

- **Advance equity initiatives.** The Transportation Authority can support partner agencies including SFMTA and SFE to develop strategies to provide more resources and education for EV adoption in DACs. Strategies may include identifying funding opportunities to support installation of on-street and off-street EV chargers in areas that experience investment gaps as informed by community feedback, maintaining up-to-date webpages with information on available financial assistance for EVs, supporting establishment of an EV Help Desk as proposed in the CAP, and conducting outreach to inform community members of available incentives and grants that help households purchase or lease EVs. Data regarding EV adoption rates in Equity Priority Communities and other DACs should also be collected on an ongoing basis to help inform where to target incentives and funding.
- **Plan for e-micromobility and goods movement.** Encouraging adoption of e-cargo bikes within the deliveries sector has major potential for mode shift and emissions reductions. The Transportation Authority should identify barriers to adoption of three- and four-wheeled e-cargo bikes and similar devices for deliveries and study the benefits and drawbacks of e-cargo bike operations in bike lanes in partnership with SFMTA. Data collection is also needed to help build understanding of how e-micromobility devices are currently used, especially in regard to e-bikes and the proliferation of "e-motos" which are oftentimes not street legal or require a license to operate. Data would support future planning efforts and informed regulatory action.
- **Explore additional opportunities to support electrification of privately-owned vehicles.** San Francisco is home to almost 400,000 registered automobiles (not including trucks, trailers or motorcycles) as of 2025. While exact figures for how many of those vehicles are privately-owned versus owned by government agencies are not available, privately-owned vehicles likely comprise most of those vehicles. There are over 370,000 households in San Francisco based on the 2020 Census and about 70% of San Francisco households have access to a car. The Transportation Authority should continue supporting efforts such as SFMTA's Curbside EV Charging Permit Program, the San Francisco Port's efforts to advance electric truck infrastructure, and off-street charging initiatives as these programs yield insights into EV charging demand trends and charging system delivery models across the city.

- **Support SFMTA in re-negotiating the State's Innovative Clean Transit Regulation.** As discussed in the MTC's 2026 Bay Area Financial Efficiency Review report, re-negotiation of the transit fleet electrification mandate is one of the most impactful actions that can be taken to reduce ongoing costs for agencies like SFMTA. The Transportation Authority can support SFMTA and other Bay Area transit bus operators by joining advocacy efforts for a formal deferral of the 2040 deadline. While San Francisco remains committed to helping the state reach its climate goals, this potential deferral acknowledges the financial burden the mandate places on transit operators, the trade-off to fund electrification over more services or state of good repair, and the relatively small amount of emissions generated by public transit versus other sources.

NEW REVENUES

Identification of new revenues for transportation capital and operating needs is a critical component to implementing both the SFTP 2050+ Vision and Investment Plans. During the past 18 months, the SFMTA and Controller locally held Muni Funding Working Group meetings to explore potential new transit operating revenues to address Muni's Fiscal Cliff. Capital funding is also needed to address key priorities such as The Portal downtown rail extension, SFMTA's train control and facilities programs and many elements of street infrastructure. Two sources of potential new revenues are discussed below: package delivery fees, and road user charges.

Package Delivery Fee Research

Following the Transportation Authority's Downtown Travel Study that measured the rapid growth in San Francisco's package delivery rates in the post-pandemic area, the SFTP 2050+ team explored the concept of assessing charges on deliveries occurring in San Francisco, at the request of the agency's Community Advisory Committee.

The Transportation Authority's 2025 Downtown Travel Study found that the percentage of San Francisco residents receiving a delivery on a typical weekday grew over 50% from 2019 to 2023. Based on further analysis of 2023 BATS data – which underlies the Downtown Travel Study's findings related to deliveries – it is estimated that San Francisco adult residents received an average of 0.37 deliveries or more per typical day, or 11 or more deliveries per typical month at their home or other location in 2023. Most of these deliveries (77%) consisted solely of packages shipped by companies such as FedEx and Amazon, followed by take-out and prepared food deliveries (10%). While BATS provides some interesting insights into deliveries, it is a limited data set in this regard. For example, BATS did not obtain information on total delivery volumes, only asking respondents how frequently they received deliveries and what types of deliveries they received.

For illustrative, planning-level purposes using BATS data, it is estimated that a charge levied on personal deliveries in San Francisco could generate anywhere from $5 to $50 million annually assuming a flat-fee charge ranging from $0.10 to $1.00 per delivery assessed on 50% of all deliveries received by adult residents at home or another location. Here, the 50% is an arbitrary assumption that stands in as a placeholder to account for potential exemptions and other design features of a delivery charge framework. Further research must be conducted to understand whether the delivery charge framework could be designed in a way that impacts consumer and/or business behaviors to advance specific objectives such as congestion management, electrification, or mode shift.

Delivery charges present an opportunity to improve the city's transportation system by generating revenues and potentially incentivizing changes in behavior or delivery mode that support SFTP 2050+'s Investment and Vision Plans; however there are several steps needed to further explore this concept prior to considering formal development and advancement of a delivery charge framework:

- **Seek additional data.** More detailed data regarding total volumes, modes, and other topics must be obtained to characterize the current impacts of delivery operations on San Francisco's transportation network and inform policy goals, the structure, and use of revenues for a potential delivery charge.
- **Research legal or other implementation barriers.** No major legal or other implementation barriers to advancing a delivery charge were identified as part of initial research, however state law passed in 2018 restricts local agencies from enacting new taxes or fees on groceries (CA Rev & Tax Code § 7284.8) which may be applicable to delivery charges. Additional research is needed to confirm whether any other state or local laws or processes are applicable to a delivery charge.
- **Explore revenue mechanism pathways.** In California, taxes may be imposed by local governments for revenue generation purposes but are typically subject to approval by voters. Tax measures designated for specific uses must receive two-thirds voter approval while general taxes not designated for any specific use may be approved by a simple majority. Fees can be established without voter approval; however, there are typically more restrictions on the use and size of the fee, depending on what kind of fee is pursued. Deciding whether the delivery charge would be a tax or fee would need to consider desired policy outcomes, potential uses of revenues, and input from other agencies, city leadership, impacted businesses, and members of the public.

- **Study fairness and tax incidence.** Additional research is required to understand how a delivery charge would impact households across the city, in particular low-income and Equity Priority Community households, small businesses, and other stakeholders. The Transportation Authority would also explore opportunities to incorporate equity into potential delivery charge frameworks, such as through exemptions and potential uses of the revenues.

State Road User Charge (RUC) Initiative

While local revenues have been the primary source of transportation funding for decades, leveraging those dollars with state and federal revenues is essential as local revenues alone are insufficient to maintain and enhance our transportation system. At the state level (similar to the federal level), the gas tax has been the primary source of transportation revenues for decades. Unfortunately, revenues have declined over time due, in part, to increasing combustion engine vehicle fuel efficiency and use of electric vehicles. Consequently, the state has been exploring a Road User Charge (RUC), which is anticipated to eventually replace and/or supplement the gas tax. A RUC is a kind of user-based fee which typically charges drivers a fee based on how many miles they drive. California has studied RUC since 2014 when the Legislature passed Senate Bill 1077 (DeSaulnier) which mandated a pilot program to test the feasibility of a RUC and establish a Technical Advisory Committee (TAC). Since then, California has completed four major demonstration and pilot projects to help develop a framework for statewide RUC implementation.

Most recently, the 2024 – 2025 Road Charge Collection Pilot evaluated a RUC revenue collection system which tested three mileage reporting methods: a plug-in device (with optional Global Positioning System (GPS)), vehicle telematics which utilize in-vehicle data, and monthly odometer submissions. Pilot program participants were divided into two groups to test two fee types: a fixed fee of 2.8 cents per-mile and a variable per-mile fee based on vehicle fuel efficiency. Participants completed surveys before and after the pilot, and the final report is scheduled for submission to the Legislature by December 2026. Given RUC's potential to stabilize and/or potentially grow the gas tax – a key revenue source for San Francisco road maintenance and safety projects – the Transportation Authority will continue to engage with state RUC efforts by providing input and supporting legislation related to potential implementation of a statewide RUC framework.

Other New Revenue Initiatives

A delivery charge is an example of the myriad new revenue options that the city may consider in the coming years. The Muni Funding Working Group, which was formed to address SFMTA's transit fiscal cliff and was led by the Controller's Office, issued a final report in July 2025 and identified a range of potential funding options to bolster city transportation revenues including a ridehail/autonomous vehicle tax, an increase to the existing parking tax, a new utility tax measure, increased residential parking

permit fees, enacting paid parking on Sundays and evenings, parcel and sales taxes, "gig" and gross receipts taxes and freeway tolling, among other revenue mechanisms. These sources can typically fund capital investment needs as well as operational expenditures, and more work is anticipated to address long-term project and program needs as described in the Vision Plan. Evaluating new local funding mechanisms at the local, state and federal levels – in concert with seeking to use existing revenues more efficiently – is needed to help San Francisco achieve SFTP and citywide goals.

Conclusion

San Francisco's economy is making progress toward recovery and employment has almost returned to pre-pandemic levels. Meanwhile, addressing access gaps, safety and climate protection are top priorities. The revenue forecast is clouded by changes in federal and state policies and priorities, as well as shifts in local and regional sources. Transit ridership is gradually recovering, though traffic congestion, especially on some of our freeways, has been at pre-pandemic levels for several years and is rising.

San Francisco must seize this chance for a healthy recovery: ensuring an equitable, sustainable, safe, and resilient transportation system and travel environment for all. This will rely on continued investment in transit, and also monitoring and managing private vehicle demand and congestion. This effort will be guided by San Francisco's long-standing Transit First policy and our SFTP goals: equity, economic vitality, environmental sustainability, safety and livability, and accountability and engagement across the city.

The next update of the SFTP, expected to be complete in 2030 for the years 2030 – 2060 in coordination with MTC's Plan Bay Area 2060, will reaffirm our shared goals, update travel behaviors and patterns, refresh our revenue projections, and further advance San Francisco's travel system for all. Table 3 below revises the SFTP 2050's Policy Implementation Recommendations based on the last five years' worth of Accomplishments combined with the findings from this SFTP+ focused update. These Implementation Recommendations will be used alongside findings throughout this document to guide our work between now and the next long range plan, the SFTP 2060.

Table 3. SFTP+ Policy Implementation Recommendations

	SFTP 2050 POLICY RECOMMENDATIONS	SFTP+ UPDATE IMPLEMENTATION ACTIONS
1	Fully fund timely transit vehicle replacement and rehabilitation	Support investment to reduce the transit SOGR backlog by focusing on identifying funding for vehicles, guideways, and facilities maintenance for Muni, BART, and Caltrain.
2	Expand transit service while supporting steps to stabilize costs	Continue to work locally and across the region to respond to transit operations funding shortfalls and work to identify sustainable sources of funding for Muni, BART, and Caltrain service.
3	Build the pedestrian and bicycle strategies to establish safer neighborhood networks citywide	Seek to grow investment in the High Injury Network and support establishment of a High Risk Network through the 2025 Safe Streets Act. Advocate to make automated speed enforcement legislation permanent.
4	Create more complete streets (at lower cost) through coordination with repaving	Co-lead implementation of the 2025 Safe Streets Act, hold an annual hearing on progress, establish fund program to incentive coordination of pedestrian and bike safety improvements with paving projects.
5	Increase investment in employer, school, and community trip reduction programs	Complete the TDM Market Analysis and establish the next generation TDM Strategic Plan to prioritize investment in employer, school, and community mobility improvement and vehicle trip reduction programs.
6	Continue rapid transit network development, including bus rapid transit	Complement the rapid transit network with customer-facing improvements that promote system connectivity, accessibility, and improve transit service experience for riders.
7	Continue to coordinate transit investment with land use development plans	Support delivery of OBAG 4 investments
8	Identify the next generation transit network priorities for BART, Caltrain, and Muni	Through SFTP 2060, prioritize among the top five next generation transit network priorities for BART, Caltrain, and Muni, to inform PBA 2060
9	Increase transparency and promote public involvement by sharing agency prioritization and development processes	A) In partnership with implementing agency partners for Prop L and other fund programs, identify specific sectors to focus on further developing and/or communicating agency prioritization processes. Examples include complete streets, residential traffic calming, TDM, signal upgrades and replacements, and/or transit customer amenities. B) Increase transparency and promote public involvement by strengthening relationships with equity priority communities C) advance our knowledge of the effectiveness of our investments in select sectors by supporting consistent before-after evaluation.
10	Continue to develop congestion management approaches including pricing	Complete the SF Freeway Network Management Study and advance the TIMMA multimodal TDM and toll and affordability program
11	Set a vision for managing the city's freeway network	Complete the SF Freeway Network Management Study, including equity and TDM elements, and support the regional update to the BAIFA Express Lanes Strategic Plan
12	Consider all options for delivering projects	Continue to support recommendations from the Transportation Authority's Transportation Capital Projects Delivery Study
13	Next generation policy for emerging mobility and technology	Advance the AV policy recommendations of the SFTP+ 2050
14	Advance climate initiatives	Advance the climate resilience policy recommendations of the SFTP+ 2050, pending fund availability

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Memorandum

AGENDA ITEM 10

DATE: November 23, 2026

TO: Transportation Authority Board

FROM: Suany Chough - Acting Deputy Director for Planning

SUBJECT: 12/8/2026 Board Meeting: Adopt the Bayview Caltrain Location Study Final Report

RECOMMENDATION ☐ **Information** ☒ **Action**	☐ Fund Allocation
Adopt the Bayview Caltrain Location Study Final Report	☐ Fund Programming
SUMMARY	☐ Policy/Legislation
The Bayview Caltrain Location Study (Study) evaluated, through community-identified priorities and technical design work, two potential locations for an infill Caltrain station in the Bayview. The study considered potential station locations at Evans Avenue or Oakdale Avenue, either of which would restore direct access for the Bayview community to the Caltrain system that was lost with the closure of the Paul Avenue station in 2005. Prior studies had identified Oakdale Avenue as the planned site for this infill station, though community stakeholders requested this priority be reviewed in light of significant changes to land use in the surrounding neighborhood over the intervening years. The Study team conducted technical analysis and public outreach and prepared a roadmap for next steps, including design and cost estimate refinement, environmental clearance, funding, and implementation. The Study recommends the Oakdale Avenue location as the preferred location for the station, based on this site's ability to best achieve community goals and priorities for a replacement Caltrain station in the Bayview.	☒ Plan/Study ☐ Capital Project Oversight/Delivery ☐ Budget/Finance ☐ Contract/Agreement ☐ Other: _____

BACKGROUND

After the closure of the Paul Avenue station in 2005, several planning efforts have addressed the need for a replacement station to restore direct access to Caltrain for

travelers to and from the Bayview and surrounding areas. This past planning work has included an initial feasibility study completed by the Transportation Authority in 2005 and a ridership study completed by the Transportation Authority in 2014. The project has also been included in each San Francisco Transportation Plan since 2013 and in MTC's Plan Bay Area since 2013 (Plan Bay Area (July 2013)). More recently, the need and case for the Bayview Station was reaffirmed in SFMTA's Bayview Community-Based Transportation Plan (2020), the ConnectSF Transit Strategy (2021), and the San Francisco Planning Department's Southeast Rail Station Study (SERSS)(2022).

The SERSS sought to re-confirm the location and engineering feasibility of the Bayview Station. While prior work had identified Oakdale Avenue as the planned location, during community outreach and engagement some stakeholders requested an examination of this preference given the changes that have occurred in the neighborhood over the past twenty years. The SERSS initially identified three potential locations in the Bayview: at Evans, Oakdale, and Williams.

Early in the SERSS process, the Williams Avenue option was flagged by community stakeholders as a location with potential to contribute to displacement, and the Williams Avenue location was removed from further consideration. At the conclusion of the SERSS process in 2022, the San Francisco Planning Commission adopted a resolution in support of the Oakdale Avenue location. In consideration of feedback from community members that the potential Evans location should also be evaluated more fully, District 10 Supervisor and Transportation Authority Commissioner Shamann Walton requested that the Transportation Authority undertake this study to recommend a final preferred site between the two remaining potential locations, Evans and Oakdale.

DISCUSSION

Study Approach. Guided by prior studies, technical work, and community engagement, the Study utilized four broad criteria by which the potential Evans Avenue and Oakdale Avenue station location options would be compared and evaluated: ridership; climate and resilience; access and community integration; and deliverability.

Round 1 Outreach. The study team conducted a first round of outreach in Fall 2023 to hear feedback on priorities for a station from community members and stakeholders and to confirm the evaluation criteria. The study team also asked

community members to share their priorities for what amenities and features a station should provide to be useful, attractive, and additive to the community.

As part of the first phase of public outreach, Transportation Authority staff presented at the Hunters Point Shipyard Citizens Advisory Committee and the Bayview Hunters Point Citizen Advisory Committee in September 2023. We also provided presentations to the Southeast Community Facility Commission (now known as the Southeast Community Center Council) and the Bayview Hill Neighborhood Association at their request. The project hosted two public open houses, one in English with interpretation and translation in Chinese and Spanish in October 2023, and a second in Spanish in December 2023. Meeting content and an opportunity to provide feedback were also provided online at the project's website.

Attendees and respondents were supportive of constructing an infill station in the Bayview and were broadly in agreement with the proposed evaluation criteria. Importantly, we also heard feedback to help refine the criteria to better reflect community needs and priorities.

Analysis and Caltrain Design Coordination. To develop scores for each potential location based on the evaluation criteria, the study team developed conceptual plans to understand the feasibility of various potential station layouts, including platform configuration, track curvature, impacts on bridges or other structures, customer access, and more. When comparing the Evans Avenue and Oakdale Avenue potential station locations across the identified criteria and their metrics, the Oakdale Avenue location consistently scored better in its ability to respond to the community identified priorities.

A key challenge encountered by the study team in developing and refining feasible station configuration options was the tension between providing a new station, with updated design standards, on a 150-year-old railroad that has been recently electrified and which has significant physical constraints. The study team engaged with Caltrain to complete an expanded design exercise primarily focused on the Oakdale Avenue station location to confirm the feasibility of a station at that location, including engaging experts in track design to assist in responding to and incorporating Caltrain's input and comments. The scoping and execution of this additional exercise introduced delay in the project's schedule but was critical to confirm the viability of the recommendations of this study.

The study team also updated and revised preliminary, planning-level cost estimate ranges for the future station. Based on the additional design work completed in this

study, the team determined that the cost estimates for each potential station location are comparable, in the $250M-$450M range (in 2026 dollars). The wide range of potential costs reflects the conceptual and preliminary nature of the station designs in this phase of work, and will be subject to additional refinement, in coordination with Caltrain, as the design process progresses.

Round 2 Outreach. The study team completed a second round of public outreach in Summer 2026 to share the Study's analysis results and preliminary recommendation to advance the Oakdale Avenue site to future development. Though we initially anticipated a second round of outreach in a much shorter timeframe, the additional design feasibility work described above required delaying this second round until the viability of a station could be confirmed to ensure that we could bring complete information to community stakeholders.

Study team members presented at the Hunters Point Shipyard Citizens Advisory Committee and the Bayview Hunters Point Citizen Advisory Committee in July 2026, and we provided presentations to leadership of the San Francisco African American Arts and Cultural District and the Bayview Merchants Association at their request. The project hosted two public open houses, one in English with interpretation and translation in Chinese and Spanish, and a second in Spanish, both in August 2026. Meeting content and an opportunity to provide feedback were also provided online at the project's website.

Members of both citizens advisory committees were supportive of the recommendation for Oakdale, and the committees requested ongoing coordination and updates as the project advances. Participants in the open houses emphasized the Bayview's history as a historically underserved neighborhood within San Francisco. Some participants questioned the rationale for the station, in particular expressing concern regarding the future of the 1800 Oakdale Avenue site (former Southeast Community Center) and the timeframe for the station's future development. Other community members expressed excitement and enthusiasm about a station, and while some expressed preferences for locations at neither Evans nor Oakdale, there was general support for the Oakdale recommendation. Supporters of a station noted that it would help to address difficulties in getting to and from the Bayview from/to the Peninsula and downtown and address past transportation and land use choices that were detrimental to the neighborhood.

Recommendation. After completing the evaluation based on the metrics and criteria established through consultation with stakeholders and members of the public, the

Study finds that Oakdale Avenue is the station location with the best ability to deliver on community priorities across all of the Study's criteria. We recommend that the Oakdale Avenue location be adopted as the preferred station location to advance into the further steps of planning, development, and implementation.

Next Steps. Planning, engineering, approval, funding and construction for large capital projects such as the Bayview Caltrain Station is a multi-year, multi-step process. Following the approval of a single station location by the Transportation Authority Board, the immediate next step for the Bayview Caltrain Station is to prepare for the Environmental Clearance and Preliminary Design phase of work by completing a Caltrain Project Study Report (PSR). Preparation of the PSR will involve working closely with Caltrain and other partner agencies (including SFPUC) to continue to refine the station design and cost estimate, scope out environmental review issues and develop funding and implementation plans. The PSR will advance the station design from its current conceptual phase to 30% design in preparation for environmental impact evaluation. These designs will further consider platform configurations, access, circulation, and neighborhood connection needs while identifying and addressing key design challenges, including constructability. Looking ahead, this immediate next phase will also include the advancement of a funding and implementation strategy, the development of an approach and scope of work for State and Federal Environmental Clearance as well as a 65% design and continued public engagement. The PSR is expected to be completed in approximately one year from initiation.

In September 2026, the Transportation Authority Board nominated the project for approximately $1M in One Bay Area Grant (OBAG) funds to support this PSR. The Metropolitan Transportation Commission (MTC) will make the final selection of OBAG projects from a regional pool, with awards anticipated to be announced in early 2027. If the project is successful, the estimated $1.1M cost of the PSR would be funded by OBAG and a future request for matching Prop L sales tax funds which were programmed for station development in the 2025 Prop L Strategic Plan.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2026/27 budget.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 – Bayview Caltrain Station Location Study – Draft Final Report

ATTACHMENT 1



Bayview Caltrain Station Location Study

San Francisco
County Transportation
Authority

Draft Report: December 2026

Acknowledgments

This report was completed as part of the Bayview Caltrain Station Location Study, which was funded by the San Francisco County Transportation Authority through a grant of Prop K transportation sales tax funds at the request of Commissioner Shamann Walton.

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

San Francisco County Transportation Authority

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1. Executive Summary

Passenger rail service between San Francisco and San José has operated for over 150 years, and today, Caltrain operates more than 100 electrified trains per day on the Peninsula corridor, serving 31 stations between San Francisco and Gilroy. Previously, Caltrain and its predecessors serviced a station at Paul Avenue in the Bayview. Citing low ridership and operational constraints, Caltrain permanently closed the Paul Avenue station in 2005, and since then a number of planning efforts have addressed the need for a replacement station to restore direct access to Caltrain for travelers to and from the Bayview and surrounding areas, including an early feasibility study in 2005 and each Countywide Transportation Plan since 2013. Most recently, this need was reaffirmed in 2020's Bayview Community-Based Transportation Plan, 2021's ConnectSF Transit Strategy, and 2022's Southeast Rail Station Study (SERSS).

The Southeast Rail Station Study, which focused on potential Caltrain station options around 22nd St and in the Bayview, sought to re-confirm the preferred location and engineering feasibility of the preferred location for the station in the Bayview. While prior work had identified Oakdale Avenue as the preferred location, after hearing feedback from community members that the potential Evans Avenue location should be considered more fully, District 10 Supervisor and Transportation Authority Commissioner Shamann Walton requested that the Transportation Authority undertake this study to recommend a final preference between the two remaining potential locations, Evans and Oakdale, and its work is narrowly focused on that objective and supporting technical analyses.

Building on prior studies, feedback, and community conversations, this study identified four key criteria by which the two remaining station location options would be compared and evaluated:

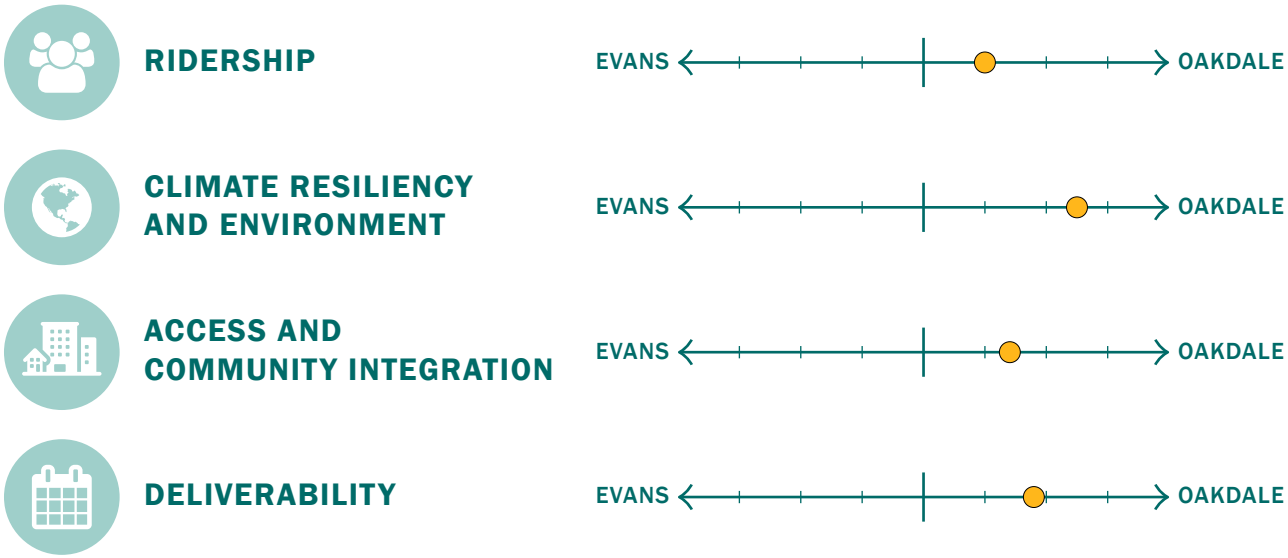
- **Ridership:** How many riders would use each station, and for what types of trips?
- **Climate Resiliency and Environment:** Is one station location less susceptible to the impacts of sea level rise or seismic impact than the other?
- **Access and Community Integration:** How will people access the station, and what is the quality of that access?
- **Deliverability:** Based on what we learn from all of the criteria above, what will the station cost? How likely is it to be funded, and what could the timeline for its delivery be?

To inform these criteria, the study team developed conceptual plans to understand the feasibility of various potential station layouts, including platform configuration, track curvature, impacts on bridges or other structures, customer access, and more. A key challenge in developing and refining feasible station configuration options was the tension between providing a new station, with updated design standards, on a 150-year old railroad that has been recently electrified and which has significant physical constraints. The conceptual designs sought to balance these requirements and constraints while minimizing costs by placing station elements, to the extent possible, within the existing Caltrain right-of-way and seeking to avoid impacts to bridges and other structures.

As part of the conceptual design process for each potential location, the study team also updated and revised cost estimates to design, obtain approval for, and construct each station location. Based on the additional design work completed in this study, the team determined that the cost estimates for each station are comparable, in the $250 – $450M range (in 2026 dollars). This cost range is preliminary and represents an order-of-magnitude estimate based on this study's preliminary analysis. The project cost estimate will be further refined as the project advances through the various stages of development, from conceptual design through final design. The assumptions and exclusions underlying this estimate will be further evaluated as the project progresses and may ultimately be determined to be infeasible or no longer appropriate to retain.

After completing the evaluation based on the metrics and criteria established through consultation with stakeholders and community members in the study area, this study finds that the Oakdale Avenue location is the potential location that has the best ability to deliver on community priorities across each criteria. As shown in Figure 1-1, the potential Oakdale Avenue location performs better in a comparative evaluation across the criteria.

Figure 1-1. Station Location Evaluation Results



Note: The Evans and Oakdale station locations were evaluated relative to each other. In instances where they performed about the same, the dot appears on the midpoint of the line. In instances where one station performed better than another, the dot appears closer to the better performing station's name. The closer the dot to one station's name, the better the relative performance.

The study found strong support for a Caltrain station in the Bayview, and also re-affirms the engineering feasibility of constructing a station at or near Oakdale Avenue. The conceptual designs developed in this phase of work will require further refinement, in consultation with community stakeholders and with Caltrain as owner and operator of the railroad, before final designs can be approved. These design refinements will need to examine and resolve tradeoffs and tensions that are inherent in delivering new infrastructure on a legacy railroad in a constrained urban environment.

Future phases of the project are anticipated to include work to: define the environmental review pathway and required technical studies; evaluate potential environmental impacts and develop mitigations; coordinate agency approvals; and refine the project's design. Alongside the necessary Environmental and Design steps, the project team will also need to increase certainty in the project cost estimate and secure additional funding sources, as well as confirm delivery roles, contracting method(s), and construction phasing, in coordination with Caltrain and other stakeholders.

2. Introduction & Study Purpose

This section describes the background for this Study as well as the purpose of this phase of work.

2.1 BACKGROUND & PRIOR PLANS

Passenger rail service between San Francisco and San José started over 150 years ago. Today, Caltrain operates more than 100 electrified trains per day, and the railroad serves 31 stations between San Francisco and Gilroy.

In San Francisco, the Caltrain alignment enters the city in the south along U.S. 101 before passing through a series of tunnels along and under I-280, traveling through the Bayview, Dogpatch, Potrero Hill, SoMa, and Mission Bay before ending at 4th and King. Currently, Caltrain has stops in San Francisco at 4th and King, 22nd St, and at Bayshore on the city's boundary with Brisbane.

Previously, Caltrain and its predecessors serviced a station at Paul Avenue in the Bayview. This station presented operational and safety challenges, and towards the end of its operation, was served by only one train in each direction per day. With this minimal level of service, ridership was extremely low, with fewer than ten passengers per day for the final three years of service. As a result of these challenges, Caltrain permanently closed the Paul Avenue station in 2005, and the station infrastructure has since been demolished.

After the closure of the Paul Avenue station in 2005, a number of planning efforts have addressed the need for a replacement station to restore direct access to Caltrain for travelers to and from the Bayview and surrounding areas, including an early feasibility study in 2005 and each Countywide Transportation Plan since 2013. Most recently, the need and case for the Bayview station was reaffirmed in 2020's Bayview Community-Based Transportation Plan, 2021's ConnectSF Transit Strategy, and 2022's Southeast Rail Station Study (SERSS).

The Southeast Rail Station Study, which focused on potential station options around 22nd St and in the Bayview, sought to re-confirm the preferred location and engineering feasibility of the preferred location for the station in the Bayview. While prior work had identified Oakdale Avenue as the preferred location, during community outreach and engagement some stakeholders requested an examination of this preference given the changes that have occurred in the neighborhood over the past nearly 20 years. As part of this process, the SERSS identified three potential feasible locations in the Bayview, at Evans, Oakdale, and Williams.

Early in the SERSS study process, the Williams Avenue option was flagged by community stakeholders as a location with high potential to drive displacement, and

the study team received strong feedback to this effect. As a result, Williams Avenue is no longer under consideration. At the conclusion of the SERSS study in 2022, the San Francisco Planning Commission adopted a resolution in support of Oakdale station. After hearing feedback from community members that the potential Evans location should be considered more fully, District 10 Supervisor and Transportation Authority Commissioner Shamann Walton requested that the Transportation Authority undertake this study to recommend a final preferred site between the two remaining potential locations, Evans and Oakdale.

2.2 STUDY PURPOSE

The Bayview Caltrain Location Study, led by the Transportation Authority, is charged with a focused set of objectives:

- Recommend a single station location, either Evans or Oakdale, to advance towards implementation using focused, prioritized criteria supported by community members and stakeholders
- Develop conceptual designs for each potential location to help inform these criteria
- Develop preliminary cost estimates to help understand funding and deliverability
- Lay out a roadmap for next steps, including design and cost estimate refinement, environmental clearance, funding, and implementation

This report summarizes the study process, analysis, findings, and recommendations.

3. Evaluation Framework

This section describes the identification and development of the criteria used for evaluating the strengths and weaknesses of the two potential station locations, as well as the first round of community engagement focused on confirming these criteria with residents and stakeholders.

3.1 KEY CRITERIA

Building on prior studies, feedback, and community conversations, the study team identified a set of topics that were consistently raised as most relevant to stakeholders when choosing between the two potential station locations. These topics were summarized as four key criteria, and form the basis of this study's evaluation framework:

- **Ridership:** Are there differences in the number of people who would use each station? Who does the station serve? (As an example, Bayview residents traveling downtown or to the Peninsula and San Jose? Or, people coming from the rest of the city and region into the Bayview to work, shop, go to school, etc.?)
- **Climate Resiliency and Environment:** Is one station location less susceptible to the impacts of sea level rise or seismic impact than the other? If so, is it possible to make either or both location resilient to these risks? Are the surrounding areas and potential access paths also resilient? (If a station location would be rendered inaccessible because of sea level rise, for example, it may not be an effective investment.)
- **Access and Community Integration:** How will people access the station, and what is the quality of that access? Is one location or another better at integrating with existing transit, walking, cycling and driving access? Are there differences in accessibility for those with limited mobility? Any new station will be fully compliant with the Americans with Disabilities Act, but is the configuration of one better than another for ease of use?
- **Deliverability:** Based on what we learn from all of the criteria above, what will the station cost? How likely is it to be funded, and what could the timeline for its delivery be? Additionally, the study sought to understand if doing construction in either of the locations would disturb contaminated soils or other harmful legacies of over 100 years of railroad use.

3.2 COMMUNITY ENGAGEMENT & OUTREACH

The study team conducted a round of outreach in Fall 2023 to hear feedback on priorities for a station from community members and stakeholders and to confirm the evaluation criteria discussed in Section 3.1.

Study team members presented at the Hunters Point Shipyard Citizens Advisory Committee and the Bayview Hunters Point Citizen Advisory Committee in September 2023, and provided presentations to the Southeast Community Facility Commission (now known as the Southeast Community Center Council) and the Bayview Hill Neighborhood Association at their request. The project hosted two public open houses, one in English with interpretation and translation in Chinese and Spanish in October 2023, and a second in Spanish in December 2023. Meeting content and an opportunity to provide feedback were also provided online at the project's website.

Attendees and respondents were overwhelmingly supportive of constructing an infill station in the Bayview and were broadly in agreement with the proposed evaluation criteria. Importantly, the study team heard feedback to help refine how the criteria should be considered in how community members expressed their priorities for a station, which included clear input that a station should:

- Improve access to jobs, family, services, and destinations across the Bay Area
- Be easy to reach and connect well with local transit
- Feel safe, welcoming, and integrated with the surrounding community
- Support local businesses and economic development
- Reflect an equitable and transparent planning process

3.3 EVALUATION METRICS

To measure the criteria identified in Section 3.1, the study team developed a set of metrics – some quantitative, some qualitative – by which to measure each potential station location's performance. These metrics form the basis for the comparative evaluation in this study, the results of which were subsequently shared for public review and input.

Table 3-1. Criteria and Evaluation Metrics

CRITERIA	METRIC	QUANTITATIVE/ QUALITATIVE	SOURCE
Ridership	Projected number of future riders	Quantitative	SF-CHAMP Modeling
	Composition of riders (residents vs visitors/workers)	Quantitative	SF-CHAMP Modeling
Climate Resiliency & Environment	Sea level rise and groundwater flooding vulnerability	Qualitative	Assessment of Prior Plans and Studies
	Liquefaction and seismic vulnerability	Qualitative	Assessment of Existing Information
Access & Community Integration	Station proximity to homes and businesses	Quantitative	GIS Analysis
	Quality of access routes for walking, rolling, and cycling	Qualitative	Field Assessment
	Connections to Muni	Quantitative	GIS Analysis
	Station visibility	Qualitative	Design Exercise and Field Assessment
	Potential plaza quality	Qualitative	Design Exercise
	Potential pick-up/drop-off quality	Qualitative	Design Exercise
Deliverability	Conceptual cost estimates	Quantitative	Design Exercise
	Engineering feasibility	Qualitative	Design Exercise
	Implementation timeline	Qualitative	Design Exercise
	Site contamination likelihood	Qualitative	Assessment of Existing Data
	Fundability	Qualitative	Review of Funding Sources and Location Attributes

4. Advancing Understanding of Key Criteria

This section describes the technical work undertaken by the study team to inform the criteria and metrics identified in Chapter 3. The results of these analyses can be found in Chapter 5. Importantly, in this phase, technical work was advanced only to the extent necessary to determine the relative performance of each potential station location option. As discussed further in Chapter 6, significant additional work, with both community member and partner agency input, will be required before impact analyses, revised cost estimates, and final design decisions will be able to be made.

4.1 CONCEPTUAL STATION DESIGNS

Understanding the potential physical configuration – that is, how the elements of the station may fit together and within the potential station sites – forms the foundation of numerous analyses in this phase of work. Building on initial work performed in prior studies, and using design standards from relevant agencies,[1] the study team developed conceptual plans to understand the feasibility of various potential station layouts, including platform configuration, track curvature, impacts on bridges or other structures, customer access, and more.

4.1.1 Conceptual Station Configuration

A key challenge in developing and refining feasible station configuration options was the tension between providing a new station, with modern design standards, on a 150-year old railroad that has been recently electrified and which has significant physical constraints. The conceptual designs sought to balance these requirements and constraints while minimizing costs by placing station elements, to the extent possible, within the existing Caltrain right-of-way and avoiding impacts to bridges or other structures.

The study team engaged with Caltrain planning and engineering staff to assist in the development and review of initial conceptual design options for each station. Based on input from Caltrain, the conceptual designs were further refined to better incorporate relevant design standards for platform length, track curvature and spacing, and fencing. The designs developed for this study, summarized in Figure 4-1, represent one or more potential feasible paths forward for a station, but must be refined further in subsequent phases of development in continued close coordination with Caltrain.

As shown in Figure 4-2, one of the key findings from the conceptual design exercise was that multiple access points would be required for each potential location. While only the Evans location is accessible from Evans, and the Oakdale location from

1 Caltrain, the California Public Utilities Commission, and the Federal Railroad Administration all have various design and operational requirements that were reviewed and reflected in the conceptual designs

Oakdale, both potential locations share a secondary entrance/exit point at Jerrold driven by fire safety requirements. Additionally, to avoid bridges and structures, the exercise found that a potential Evans station would ultimately be situated midway between Evans and Jerrold, while an Oakdale location could be placed closer to access points along Oakdale Avenue itself.

Figure 4-1. Refining Potential Locations to Potential Configurations

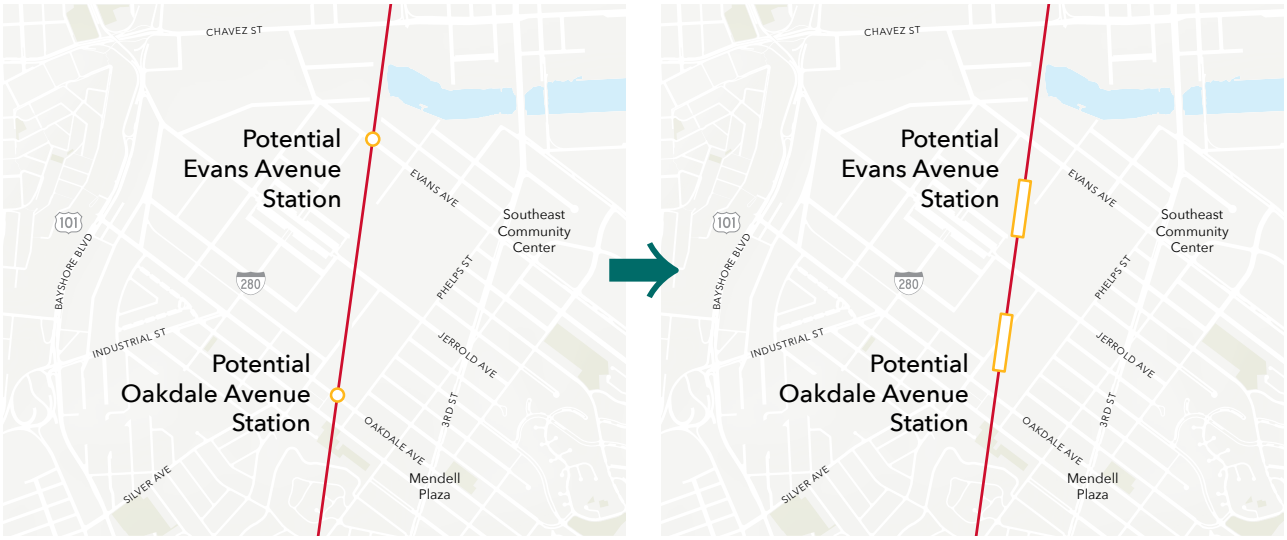
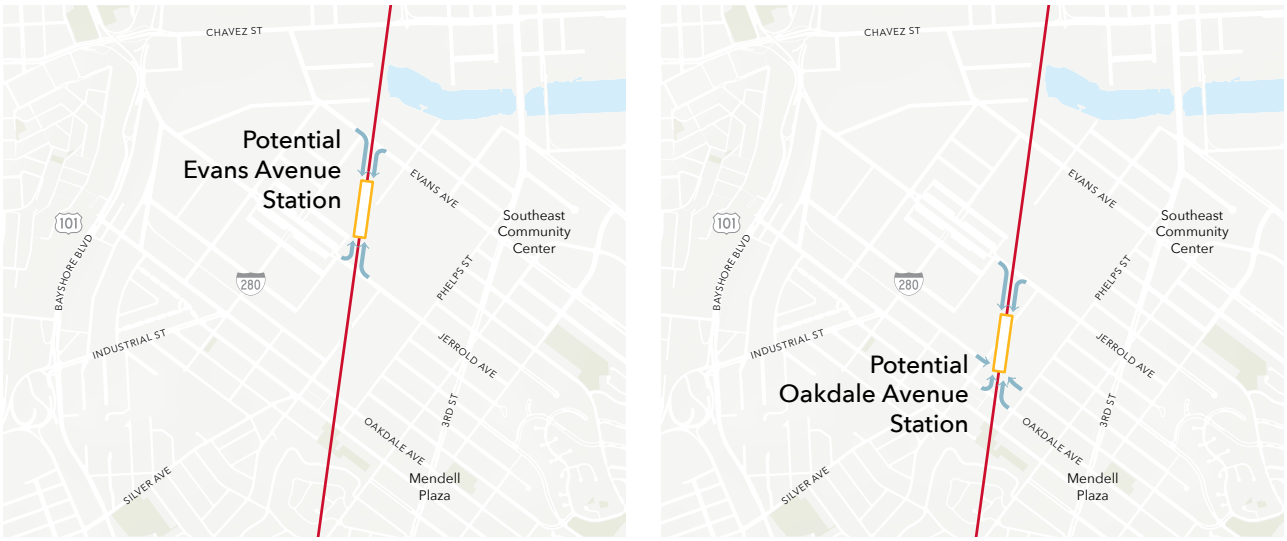


Figure 4-2. Potential Customer Access Routes to Each Concept Configuration



4.1.2 Cost

As part of the conceptual design process for each potential location, the study team also updated and revised cost estimates to design, obtain approval for, and construct each station location.

The Southeast Rail Station Study, completed in 2022, estimated the cost of a station as $100 – $200M, depending on the location and configuration selected. Based on the additional design work and interagency coordination completed in this study, the team determined that the cost estimates for each potential station under consideration in this study are comparable, in the$250M – $450M range (in 2026 dollars). The revised estimate and the wider potential cost range are driven by a number of factors, including significant increases in the cost of materials and construction that have outpaced overall inflation, uncertainty as to the exact station configuration and construction methods, and resulting mitigation measures that may be required to maintain reliable service on the Caltrain corridor during construction.

This cost range is preliminary and represents an order-of-magnitude estimate based on this study's preliminary analysis. The project cost estimate will be further refined as the project advances through the various stages of development, from conceptual design through final design. The assumptions and exclusions underlying this estimate will be further evaluated as the project progresses and may ultimately be determined to be infeasible or no longer appropriate to retain.

In subsequent phases of work, the lead agency will need to undertake additional development, investigation of site conditions, and design development to further refine and update this cost estimate. This work will need to account for right-of-way costs, trackwork, station platform configuration and dimensions, any temporary infrastructure needed during construction, and potential design standard variances. In addition to revisions driven by the design, the cost estimate is anticipated to change based on a number of other factors, including market escalation, rising labor and material costs, and potential procurement and delivery methods. Greater cost certainty will be achieved as the project is further developed.

4.2 RIDERSHIP ESTIMATION

Ridership at a new Bayview Station is ultimately dependent on a number of factors, including the future land uses near the station, the level of Caltrain service at each of the San Francisco stations, and the amount of local transit service providing access to the station. The study team evaluated the performance of both potential station locations within the context of San Francisco's approved transportation investments and land use plans for the future.

To generate future travel conditions projections, the Study utilized the San Francisco activity-based travel demand model, SF-CHAMP. Given expectations of new

development in the Bayview district of San Francisco and changes to the region's transportation network over the next 20 years, this analysis of future Caltrain ridership is based on the year 2050. The development of a Caltrain Station in the Bayview, if it proceeds as envisioned, is expected to take several years to implement. The analysis year 2050 allows the assessment to more fully account for the developments expected to impact the entire Caltrain corridor.

For the purposes of this analysis, the study team assumed four Caltrain trains per hour, per direction would stop at the potential Evans or Oakdale station options (of six total trains per hour, per direction on the line in the future) during the peak period, and two trains per hour, per direction during off-peak service (of four total trains per hour, per direction on the line in the future).[1] These assumptions are for analysis purposes only, and any future determination of service levels to a future Caltrain station in the Bayview would be determined by Caltrain based on factors including ridership demand, operational capacity, and overall system needs.

4.3 CLIMATE RESILIENCY & ENVIRONMENT

To assess the potential risks of sea level rise, seismic events, and other environmental concerns at each potential station location, the study team conducted a review of relevant plans and studies in or near the vicinity of the Bayview and Islais Creek.[2] These efforts include the Islais Creek Southeast Mobility Adaptation Strategy and the San Francisco Waterfront Resilience Program.

These studies developed an understanding of the geographic extents of potential floodings from various sources (inundation, tides, stormwater, groundwater, etc.), ground soil conditions, and expected or planned mitigations for identified risks. These findings were incorporated into the assessment of potential risks for each station location as part of this phase of work.

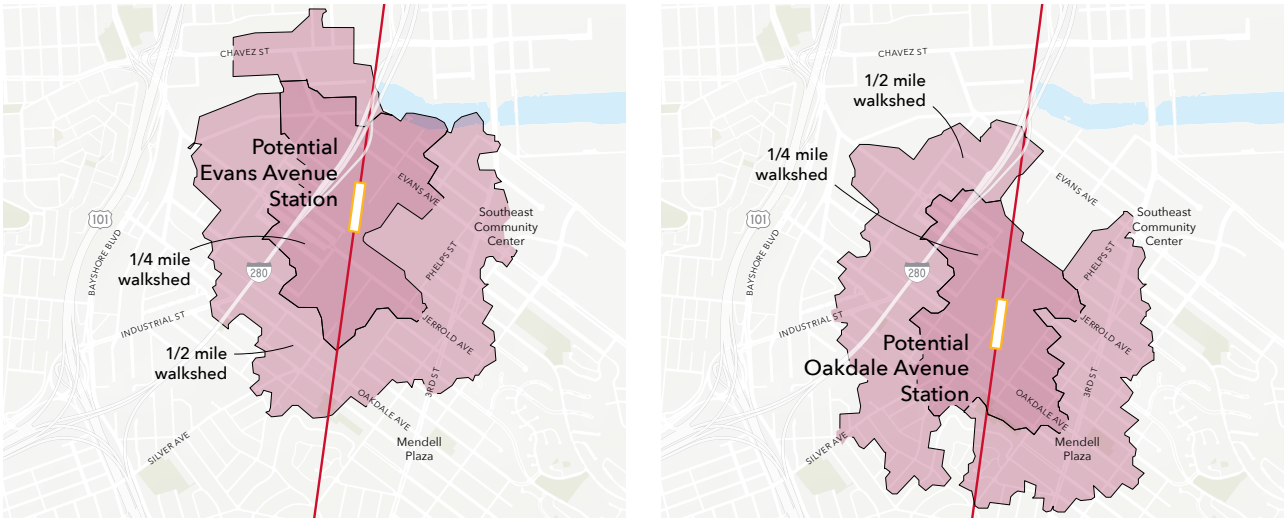
4.4 ACCESS AND COMMUNITY INTEGRATION

Metrics under the Access and Community Integration criterion are a mix of quantitative and qualitative assessments. For the quantitative assessments, the study team developed a ¼ and ½ mile "walkshed" around the potential access points for each station location option (Figure 4-3). This walkshed varies from a simple ¼ or ½ mile radius because it accounts for the connectivity of the street network (or lack thereof) and more realistic paths of travel.

1 Current peak period service on the Caltrain corridor is four trains per hour, per direction and off-peak service is two trains per hour, per direction.

2 Bayview Caltrain Station Climatological Resiliency Assessment Memo, 2024

Figure 4-3. Station Location Option ¼ and ½ Mile Walksheds



The station walksheds were then used, in combination with existing map and geospatial data, to determine the number of households, businesses, and Muni connections within walking distance to each station location option.

To address the qualitative metrics under this criteria, the study team developed conceptual access plans (Figure 4-4) and scored each station location on its ability to meet generally accepted design criteria for quality of access (based on presence and quality of physical features such as sidewalks, bicycle lanes, etc.); station visibility, safety, and security; the ability to deliver on the community's desire for a plaza element with amenities; and the ability to integrate multimodal access, including vehicle pick-up and drop-off, into the station configuration.

Figure 4-4. Oakdale Conceptual Station Access Plan

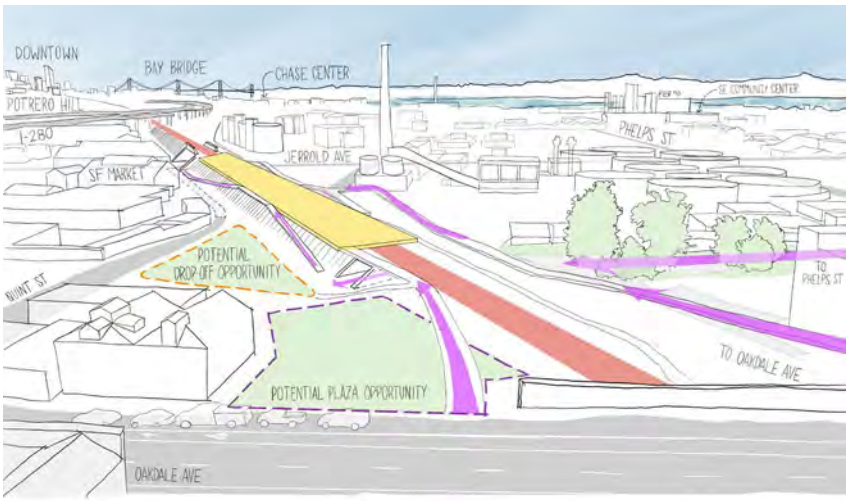
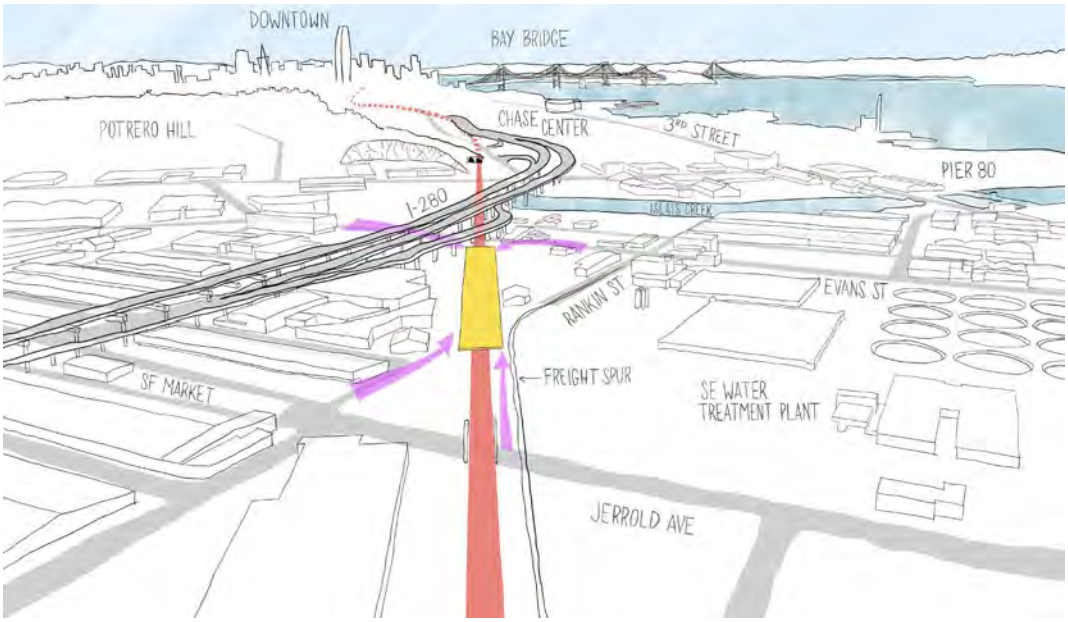


Figure 4-5. Evans Conceptual Station Access Plan



4.5 DELIVERABILITY

The station deliverability criteria includes one quantitative and multiple qualitative criteria. The quantitative criterion, cost, was developed alongside the conceptual station designs and is discussed in Section 4.1.2. The study team scored the qualitative criteria – including engineering feasibility, risk of soil contamination, implementation timeline, and fundability – based on existing data sources, understanding of the funding and project development landscape, and development of a preliminary environmental risk register.[1]

1 Bayview Station Options Environmental Risk Review, 2023

5. Evaluation Results

This section summarizes the results of the technical analysis described in Chapter 4, and compares the results for each potential station location.[1] The Evans and Oakdale potential station locations were evaluated relative to each other. In the accompanying illustrations for each criterion in this chapter, in instances where they performed about the same, the dot appears on the midpoint of the line. In instances where one station performed better than another, the dot appears closer to the better performing station's name. The closer the dot to one station's name, the better the relative performance.

5.1 RIDERSHIP

In 2050, it is projected that an Oakdale station would serve approximately 4,600 riders per day, of which 1,200 would be new Caltrain riders, while an Evans station would serve 3,300 riders per day, of which 700 would be new Caltrain riders. Because of the increase in overall Caltrain ridership projected by 2050, these ridership numbers would place the Bayview station at approximately the midpoint among all Caltrain stations in terms of ridership. Considering local and regional travel patterns, it is anticipated that about 40% of riders using these potential stations would be neighborhood residents. Based on these results, the potential Oakdale location is slightly favored.

Figure 5-1. Ridership Scoring



5.2 CLIMATE RESILIENCY

While any future station would be designed to modern seismic standards and to offset changing climate impacts to the extent feasible, any potential station project would be limited in its ability to modify the surrounding area and routes of access. This assessment also considered potential situations when a station could become inaccessible because of adjacent flooding or damage from an earthquake.

1 For more details on scoring by criteria, see Bayview Caltrain Station Evaluation Memo, 2026

5.2.1 Sea Level Rise and Groundwater Flooding

The results of this assessment (Figure 5-3) show that the potential Evans location and its access routes are currently at risk of flooding, with an even higher risk in the long-term future. For example, while the Evans location's platforms themselves would be located along the existing elevated railroad, passenger access and plazas would be at ground level and at risk. The potential Oakdale location and its access routes were found to have negligible risk of flooding currently, with a moderate risk in the long-term future. As a result, the Oakdale location scored more favorably in this metric.

Figure 5-2. Sea Level Rise and Flooding Scoring



5.2.2 Liquefaction and Seismic Vulnerability

The results of this assessment (Figure 5-5) show that the potential Evans location is located entirely on unstable soil and has a high risk of earthquake damage. The risk at the potential Evans location will worsen as groundwater levels continue to rise due to rising sea levels. The potential Oakdale location is partially on unstable soil and has moderate risk of earthquake damage. As a result, the Oakdale location scored more favorably in this metric.

Figure 5-4. Liquefaction and Seismic Vulnerability Scoring



5.3 ACCESS AND COMMUNITY INTEGRATION

5.3.1 Proximity to Homes and Businesses

The potential Evans station would be within ¼ mile of 0 households and 70 businesses, and within ½ mile of 1,040 households and 440 businesses. The potential Oakdale station would be within ¼ mile of 810 households and 110 businesses, and within ½ mile of 2,930 households and 460 businesses. As a result, the Oakdale location scored more favorably in this metric.

Figure 5-6. Proximity to Homes and Businesses Scoring



Figure 5-3. Sea Level Rise Vulnerability Map



Figure 5-5. Liquefaction Zones and Potential Station Locations



5.3.2 Quality of Access

Streets leading to the potential Evans station have a greater number of conflicts for people walking (e.g., driveways, railroad crossings, etc.) and a lower-quality/higher stress walk and bike experience based on vehicle speeds, sidewalk completeness, visibility, and physical separation. Streets leading to the potential Oakdale station have fewer conflicts for people walking and a medium- to high-quality walk and bike experience. As a result, the Oakdale location scored more favorably in this metric.

Figure 5-7. Quality of Access Scoring



5.3.3 Connections to Muni

The potential Evans location has 1 Muni route within a ¼ mile walk, and 9 Muni routes within a ½ mile walk to the proposed station entrances. The potential Oakdale location has 6 Muni routes within a ¼ mile, and 9 Muni routes within a ½ mile walk to the proposed station entrances. Although bus service can potentially be rerouted to provide more direct service to new regional rail stations, fewer changes would be needed to achieve good connectivity if the new station is located near existing bus routes. As a result, the Oakdale location scored more favorably in this metric.

Figure 5-8. Connections to Muni Scoring



5.3.4 Station Visibility

The potential Evans location cannot accommodate clear sightlines to the platform from Evans Avenue, as grade differences and freeway columns block the ability for clear sightlines. The potential Oakdale location creates the possibility for good visibility from Oakdale Avenue and Phelps Street. Visibility to the Oakdale location from Quint Street would be less clear but adequate from Jerrold Street. As a result, the Oakdale location scored more favorably in this metric.

Figure 5-9. Station Visibility Scoring



5.3.5 Potential Plaza Quality

The potential Evans location could only accommodate small plazas with limited amenities (such as for bike racks, drop-off, or benches). The potential Oakdale location may also only accommodate small plazas with limited amenities; however, the potential future reconfiguration of 1800 Oakdale may provide an opportunity to create a larger plaza and accommodate other community priorities, such as public art or small retail space. As a result, the Oakdale location scored slightly more favorably in this metric.

Figure 5-10. Potential Plaza Quality Scoring



5.3.6 Potential Pick-Up/Drop-Off Quality

The potential Evans location has limited curb length and no off-street opportunity for pick-up and drop-off. The potential Oakdale location may be able to accommodate a larger pick-up and drop-off area located near the station site, though this may require property acquisition (see Section 5.4.3). As a result, the Oakdale location scored significantly more favorably in this metric.

Figure 5-11. Potential Pick-Up/Drop-Off Quality Scoring

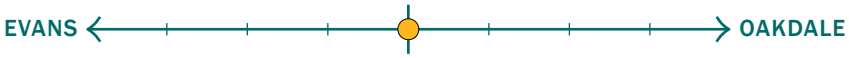


5.4 DELIVERABILITY

5.4.1 Conceptual Cost Estimates

As discussed in Section 4.1.2, the preliminary planning level cost estimates for both potential station locations are comparable, at approximately $250M to $450M (2026 dollars).[1] As a result, both locations scored equally in this metric.

Figure 5-12. Conceptual Cost Estimate Scoring



1 This cost range is preliminary and represents an order-of-magnitude estimate and will be further refined as the project advances through the various stages of development, from conceptual design through final design. The assumptions and exclusions underlying this estimate will be further evaluated as the project progresses and may ultimately be determined to be infeasible or no longer appropriate to retain.

5.4.2 Engineering Feasibility

As discussed in Section 4.1.1, both potential station locations have engineering challenges. Attempting to locate a station immediately adjacent to Evans Avenue would require the reconstruction of the rail bridge over Evans Avenue, and to avoid this reconstruction the platforms must be situated halfway between Evans Avenue and Jerrold Avenue. A station near Oakdale Avenue could be constructed close to Oakdale itself and is not anticipated to require reconstruction of surrounding bridges, though it would require adjustment of the freight spur track that diverges from the railroad at this location. As a result of these considerations, the Oakdale location scored more favorably in this metric.

Figure 5-13. Engineering Feasibility Scoring



5.4.3 Implementation Timeline

Both station locations have a similar timeline for further project development, engineering, environmental clearance, and other approvals. Additionally, either station location may require right-of-way acquisition and/or the development of an access easement agreement, depending on the final design configuration. The necessary approvals at Evans may be more straightforward given the size and scope of these preliminary needs. As a result, the Evans location scored slightly more favorably in this metric.

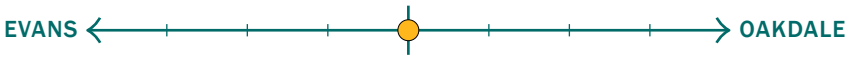
Figure 5-14. Implementation Timeline Scoring



5.4.4 Site Contamination Likelihood

Due to the area's industrial history, there is a potential for soil and groundwater contamination, though the study's initial assessment indicates that any contamination would be typical for a longstanding railroad use and able to be mitigated using standard techniques. Both potential station locations perform equally under this metric as their site contamination risks are comparable, based on currently available information.

Figure 5-15. Site Contamination Likelihood Scoring



5.4.5 Fundability

The potential Oakdale location is adjacent to the 1800 Oakdale Avenue site, which is owned by the San Francisco Public Utilities Commission (SFPUC) and which was formerly home to a City College campus and the Southeast Community Facility. There is an opportunity for the SFPUC to advance a community-led planning process to determine the future of 1800 Oakdale, which could potentially contribute to a future Oakdale station's overall success in attracting funding, though this process must reflect community priorities and there is no guarantee that the future use of 1800 Oakdale Ave will be included in the development of a Caltrain station. The potential Evans location does not present any similar opportunities.

The relative strengths of the potential Oakdale location demonstrated through the ridership, climate resilience, access, and community integration criteria also make an Oakdale station more competitive for grant funding. As a result, the Oakdale location scored slightly more favorably in this metric.

Figure 5-16. Fundability Scoring



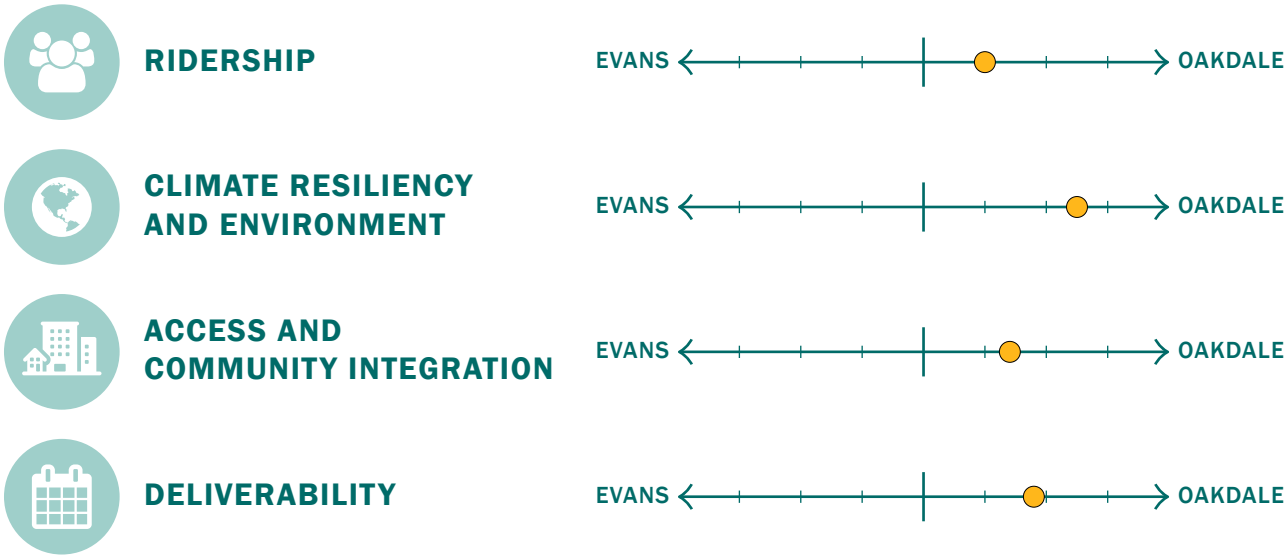
6. Conclusions and Next Steps

This section describes the recommendations of this study, summarizes community feedback to this recommendation, and outlines next steps for advancing development of the proposed Bayview Caltrain Station.

6.1 STUDY CONCLUSIONS

After completing the evaluation based on the metrics and criteria established through consultation with stakeholders and community members early in this work, this study finds that the Oakdale Avenue location is the potential location that performs best on community priorities across all criteria, as shown in Figure 6-1.

Figure 6-1. Station Location Evaluation Results



The study re-affirms the engineering feasibility of constructing a station at or near Oakdale Avenue. As noted in Section 4.1.1, the conceptual designs developed in this phase of work will require further refinement, in consultation with community stakeholders and Caltrain as owner and operator of the railroad, before final designs can be approved. These design refinements will need to examine and resolve tradeoffs and tensions that are inherent in delivering new infrastructure on a legacy railroad in a constrained urban environment.

A new Caltrain Station is a major infrastructure project and comes at a significant cost. Based on conceptual design work undertaken as part of this study, a new Caltrain station in the Bayview is estimated to cost approximately $250M to $450M (in 2026

dollars).[1] The only funds secured for this project at present are approximately $22M (2020 dollars) in San Francisco's Prop L sales tax funds intended as seed money for development of the station. San Francisco will need to leverage these sales tax funds to attract additional funding from regional, state, and federal sources to secure full funding to complete the project through construction.

6.2 COMMUNITY ENGAGEMENT AND OUTREACH

The study team conducted a round of outreach in Summer 2026 to share the study's analysis results (described in Chapter 5) and preliminary recommendation to advance the Oakdale Avenue site to future development.

Study team members presented at the Hunters Point Shipyard Citizens Advisory Committee and the Bayview Hunters Point Citizen Advisory Committee in July 2026, and provided presentations to leadership of the San Francisco African American Arts and Cultural District and the Bayview Merchants Association at their request. The project hosted two public open houses, one in English with interpretation and translation in Chinese and Spanish, and a second in Spanish, both in August 2026. Meeting content and an opportunity to provide feedback were also provided online at the project's website.

Members of both the Citizens Advisory Committees were supportive of the recommendation for Oakdale, and requested ongoing coordination and updates as the project advances. They were particularly interested in the timeframe for future phases of planning and engineering, what barriers and challenges remain, and what opportunities for identifying additional funding exist. The study team committed to regular updates to the Committees as the project advances, including on these topics and other updates.

Participants in the open houses emphasized the Bayview's history as a historically underserved neighborhood within San Francisco, and shared what they viewed as previous broken promises by government and public agencies in the past. Against this backdrop, some participants expressed skepticism about the need for or usefulness of any Caltrain station in the Bayview at all, with particular concern for the future of the 1800 Oakdale site and the timeline for further development and implementation. Others expressed excitement and enthusiasm about a station in general, and while some expressed preferences for locations at neither Evans nor Oakdale, there was general support for the Oakdale recommendation. Supporters of a station noted that it would help to address difficulties in getting to and from the Bayview and address past transportation and land use choices that were detrimental to the neighborhood.

1 This cost range is preliminary and represents an order-of-magnitude estimate and will be further refined as the project advances through the various stages of development, from conceptual design through final design. The assumptions and exclusions underlying this estimate will be further evaluated as the project progresses and may ultimately be determined to be infeasible or no longer appropriate to retain.

Across both meetings, participants were eager to better understand the station's potential benefits and impacts. They asked whether the project would create jobs for local residents, whether discounted fares would be available, and how the station would affect existing Muni and bus service. Participants also requested more specific information about the cost of the project and the anticipated construction timeline.

Overall, participants called for transparency and continued community inclusion throughout the planning and decision-making process.

6.3 NEXT STEPS

Planning, engineering, approval, and construction for large capital projects such as the Bayview Caltrain Station is a multi-year, multi-step process. At each step, the amount of resources required to advance the project increases, as does the understanding of the specific elements of the project and how it will integrate and connect with the surrounding neighborhood and the railroad itself. The goal at the conclusion of each phase of work is to provide the appropriate information to community stakeholders, elected officials, and project staff to:

- Decide whether to move forward and commit the resources needed to move on to the next phase (at each major phase, this decision would be made at the Board level);
- Make choices between design alternatives and decide whether and how to modify or refine the project; and
- Advance the project development and design sufficiently to be able to confidently estimate funding needs and compete for outside funding sources that will be needed for later phases of work.

Following the approval of a single station location by the Transportation Authority Board, the immediate next step for the Bayview Caltrain Station is to prepare for the Environmental Clearance and Preliminary Design phase of work by completing a Project Study Report (PSR), pending sufficient funding. To do so, the Transportation Authority will work with Caltrain and community stakeholders (including the San Francisco Public Utilities Commission, as a significant adjacent landowner and manager of the 1800 Oakdale site) to continue to refine the station design and cost estimates. Refined station designs will confirm platform configurations, access, circulation, and neighborhood connection needs while identifying and addressing key design challenges, including constructability. This phase will also include the development of a funding strategy based on the refined cost estimates. The PSR is expected to be completed in approximately one year from initiation.

The Transportation Authority Board nominated this project for approximately $1M in federal One Bay Area Grant (OBAG) funds to support this PSR. The Metropolitan Transportation Commission (MTC) will make the final selection of projects from a

regional pool for OBAG, with awards anticipated to be announced in early 2027. If the project is successful, the $1.1M cost of the PSR would be funded by OBAG and Prop L sales tax funds.

After completion of the PSR, the Caltrain and Transportation Authority Boards will need to decide whether to move forward and seek resources to advance the project into the Environmental Clearance phase. The Environmental Clearance phase is anticipated to include work to: define the environmental review pathway and required technical studies; evaluate potential environmental impacts and develop mitigations; coordinate agency approvals; and refine the project's design. Alongside the necessary Environmental and Design steps, the project team will also need to increase certainty in the project cost estimate and secure additional funding sources, as well as confirm delivery roles, contracting method(s), and construction phasing, in coordination with Caltrain and other stakeholders.

In parallel to the work to advance planning, design, and approval for the station itself, San Francisco should continue to advocate for the station to be included in citywide and regional plans and prioritized for regional, state, and federal discretionary funding opportunities. The project is included in MTC's Plan Bay Area 2050+ and the draft San Francisco Transportation Plan 2050+, anticipated to be adopted by the Transportation Authority in December 2026. The Bayview Caltrain station is also currently reflected in the regional Transportation Improvement Program (TIP), maintained by the MTC. This ensures that the project is eligible for federal funding opportunities. Finally, the San Francisco County Transportation Authority, and other agencies as appropriate, should continue engagement with Caltrain throughout all future work on the project and ensure the project is represented in Caltrain's future Capital Improvement Plan (CIP) updates.

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Memorandum

AGENDA ITEM 11

DATE: November 24, 2026

TO: Transportation Authority Board

FROM: Cynthia Fong – Deputy Director for Finance and Administration

SUBJECT: 12/08/2026 Board Meeting: Accept the Audit Report for the Fiscal Year Ended June 30, 2026

RECOMMENDATION ☐ **Information** ☒ **Action**	☐ Fund Allocation
Accept the audit report for the fiscal year ended June 30, 2026.	☐ Fund Programming
SUMMARY	☐ Policy/Legislation
The Transportation Authority's financial records are required to be audited annually by an independent, certified public accountant. The Annual Comprehensive Financial Reporting (Audit Report) for the year ended June 30, 2026, was conducted in accordance with generally accepted auditing standards by the independent, certified public accounting firm of Crowe LLP. The Transportation Authority received all unmodified audit opinions from Crowe LLP and did not identify any significant deficiencies or material weaknesses during our audit. A representative from Crowe LLP will present the audit report and answer any questions at the Board meeting.	☐ Plan/Study ☐ Capital Project Oversight/Delivery ☒ Budget/Finance ☐ Contract/Agreement ☐ Other: _____

BACKGROUND

Under its Fiscal Policy (Resolution 24-48), the Transportation Authority's financial records are to be audited annually by an independent, certified public accounting firm. The audits for the fiscal year (FY) ended June 30, 2026, were conducted in accordance with generally accepted auditing standards, the standards applicable to financial audits contained in the Government Auditing Standards, issued by the Comptroller General of the United States. The Audit Report contains formal opinions, or disclaimers thereof, issued by an independent, certified public accounting firm as a result of an external audit performed on an agency. An unmodified audit

opinion (also known as a clean opinion/unqualified opinion) is the best type of report an agency may receive from an external audit and represents that the agency complied with direct and material regulatory requirements or that the agency's financial condition, position, and operations in all material respects were fairly presented.

DISCUSSION

The Audit Report includes an introductory section; the overall basic financial statements; a management discussion and analysis of the Transportation Authority's financial performance during that fiscal year; footnotes; required supplemental information; and other supplementary information, statistical section, and compliance section.

We are pleased to note that Crowe LLP issued all unmodified opinions and did not identify any significant deficiencies or material weaknesses during our audit. The Transportation Authority recognized all significant transactions in the financial statements in the proper period and received no adjustments to any estimates made in the financial statements. For the annual fiscal audit, Crowe LLP has issued an opinion stating that the financial statements present fairly, in all material respects, the financial position of the Transportation Authority. The full audit report is enclosed.

FINANCIAL IMPACT

Expenditures did not exceed the amounts approved in the agency-wide amended FY 2025/26 budget. Budgeted expenditures that were not expended in FY 2025/26 will be included in the FY 2026/27 mid-year amendment.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Enclosure – Annual Comprehensive Financial Report for the Year Ended June 30, 2026