

## Enjoy Curry while you still can



Santiago Mejia/The Chronicle

Warriors guard Stephen Curry drives to the hoop during a preseason matchup against the Sacramento Kings on Oct. 11. A lot has changed since the franchise's golden seasons, but Curry's thrilling play remains the same.

### At 36 and entering his 16th season, Warriors star remains force

The page has turned. The dynasty seems over. There's a hole in the roster, in the locker room, in your hearts, where Klay Thompson used to be.

But the Golden State Warriors still have Stephen Curry. And if there's one thing the tumult of the past two seasons has taught us, it is to not take one single moment of Curry's remaining career for

**ANN KILLION**  
COMMENTARY

#### WARRIORS PREVIEW

Biggest roster questions start with veterans Green, Wiggins. **Ostler, B1**

granted.

First came Curry, then it was Curry and Thompson. Then Curry, Thompson and Draymond Green came together, and the Warriors transformed basketball, the Bay Area, the sports landscape.

Now it is Curry and Green with a very changed roster, tempered expectations and a curiosity about **Killion continues on A9**

## Consensus elusive on funding to save BART

Policy makers struggling to craft tax measure for 2026 transit deficit

By Rachel Swan

Time is running out for Bay Area transit agencies — and especially for BART.

After months and months of a noncommittal response to impending financial deficits for various Bay Area transit agencies, the urgency finally seemed clear to a committee of elected officials, urban planners and business leaders who convened Monday at the San Francisco headquarters of the Metropolitan Transportation Commission, marking their latest attempt to stave off a transit death spiral.

Their task: craft a 2026 revenue ballot measure that would shore up bus and rail systems decimated by the pandemic and the subsequent rise of remote work before financial realities cut service or force consolidation.

Six more hours of tense deliberation on Monday did not lead to a concrete solution. Instead, committee members voted to send several possible versions of the measure to the commission for further evaluation.

"All revenue mechanisms discussed at the select committee (sales, tax, payroll tax, and parcel tax including a hybrid measure) should be explored and polled," committee members wrote in their resolution, which listed five bullet points they all could agree on. Among them: The region should drum up funding for "all transit agencies to meet their operating deficits."

Next comes more discussion and voting, first at the MTC and then at the state Legislature, which must pass an "enabling" bill next year for a revenue measure to land on Bay Area ballots in 2026.

**Transit continues on A8**

## Mayoral rivals were slow to spot Lurie as a threat

Mayor London Breed was prescient during last month's Chronicle and KQED mayoral debate when she said Daniel Lurie "is the most dangerous man on this stage tonight."

He is — but not in the way that Breed was describing. She was suggesting his lack of experience would endanger the city if he were to become its

leader. Lurie's imminent danger at the moment, though, is to the careers of Breed and the three other leaders on the stage that night. Lurie is surging in the latest and last Chronicle poll before the election, with 56% support from likely voters, after ranked choice voting is calculated, to 44% for Breed.

The only reason Lurie is a contender in this race, Breed said during the debate, is because the heir to the Levi Strauss fortune has spent \$8 million of his own money on his campaign, far

**Garofoli continues on A8**

## S.F.'s newest park built for climate future

By Sam Whiting

Five years and one championship after Chase Center opened in San Francisco, the Mission Bay home of the Golden State Warriors finally has the waterfront park that was promised as part of the larger development.

Called Bayfront Park, it opened Tuesday to introduce 5.5 acres of sloping lawn and pathways directly across from the arena. It also reintroduces the rusted steel support beams of the Bay Bridge's original eastern span, which was dismantled and replaced in 2016.

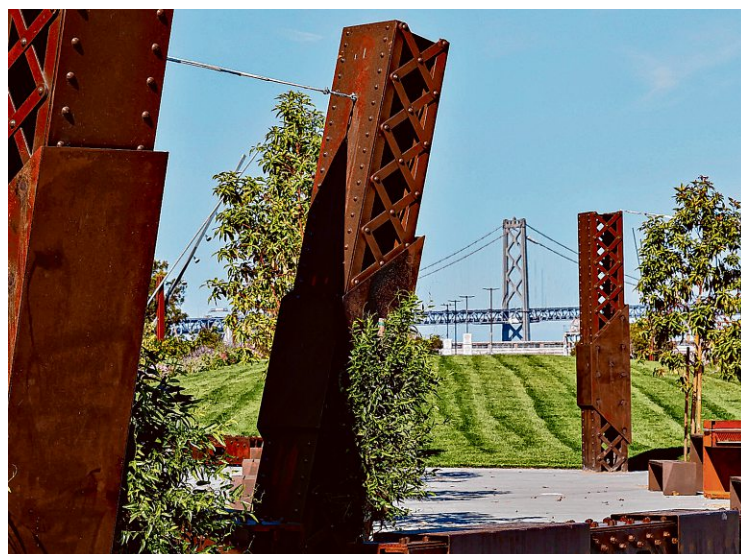
All that steel has been trucked across the bay to serve as benches and rails, nuts and bolts included. Open to the touch, it is the key design element in a plan by Surface-design Inc. of San Francisco to turn a flat strip of dirt into a desti-

nation open to all city residents.

The property is owned and managed by the Port of San Francisco, which has a mandate to deal with the effects of climate change. The park was graded to rise to 14.5 feet at its high point, which is the predicted maximum water line in the year 2100.

That promontory, which is fitted with a bench, offers a view across the bay to the east, and across Thrive City and the Greater Mission Bay development to the west. In the event of a flood, this is the place to go, along Terry Francois Boulevard, between 16th Street and Warriors Way.

"This park has been designed to incorporate sea level rise," said James Lord, a partner in Surface-design, during a preview tour Monday. "This is a precedent for **Park continues on A9**



Lea Suzuki/The Chronicle

The new Bayfront Park, which incorporates steel from the Bay Bridge's original eastern span, adds 5.5 acres of public waterfront in San Francisco's Mission Bay. The park opened Tuesday.

