



Memorandum

AGENDA ITEM 7

DATE: August 28, 2025

TO: Transportation Authority Board

FROM: Carl Holmes – Deputy Director for Capital Projects
Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 09/09/2025 Board Meeting: Adopt a Resolution Authorizing the Executive Director to Execute and Submit an Allocation Request to the Metropolitan Transportation Commission for \$16,250,000 in Regional Measure 3 Bridge Toll Funds as the Implementing Agency for the Yerba Buena Island Multi-Use Pathway and Demonstrating Project Compliance with Regional Measure 3 Policies and Procedures

RECOMMENDATION

☐ Information ☒ Action

- Adopt a Resolution Authorizing the Executive Director to execute and submit an allocation request to the Metropolitan Transportation Commission (MTC) for \$16,250,000 in Regional Measure 3 (RM3) bridge toll funds as the implementing agency for the Yerba Buena Island Multi-Use Pathway (YBI MUP) and demonstrating project compliance with RM3 Policies and Procedures.
- Authorize the Executive Director to make non-substantive changes or minor amendments to the allocation request or Initial Project Report as he/she deems appropriate.

SUMMARY

In February 2025, MTC conditionally awarded \$16.25 million in RM3 funds to the Transportation Authority for the YBI MUP. This project will provide a bicycle and pedestrian connection from the existing Bay Bridge East Span to the Treasure Island ferry terminal with connections to downtown San Francisco. The RM3 award is conditional upon presenting MTC staff with a deliverable segment that maintains the benefits described in the original application with funds from the RM3 program, despite changes to the project scope that were necessary

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



<p>because the project did not receive a Senate Bill 1 (SB 1) Solutions for Congested Corridors Program (SCCP) grant. MTC staff has reviewed the revised scope and determined that the project’s core benefits remain intact. We anticipate receiving final confirmation from MTC this month that the project team has satisfied the condition. As the implementing agency for the YBI MUP, the Transportation Authority is required by MTC to adopt a resolution of project compliance to file and execute an allocation request for RM3 funding, which will be applied to the construction phase of YBI MUP Segment 4 - Treasure Island Road Improvements. We must submit the allocation request to MTC by September 12, 2025, for MTC Commission approval in November 2025. A portion of the Treasure Island Road is currently closed to the public while the West Side Bridges (MUP Segment 3) and Hillcrest Road Improvements (MUP Segment 2) projects are under construction. MTC allocation of the RM3 funds will enable us to advertise the Segment 4 construction contract in Spring 2026 and start construction in July 2026 while Treasure Island Road is closed, thereby achieving cost efficiencies and minimizing construction disruption. Additional details on the project scope, schedule, cost, and funding are included in the Initial Project Report and allocation request which are Attachment 1 and Attachment 2, respectively, to the attached subject resolution.</p>	
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BACKGROUND

MTC’s RM3 Bridge Toll Program. In 2018, voters passed RM3, raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by a total of \$3, phased in through one-dollar increments. This toll increase is to fund various transportation projects within the region that have been determined to reduce congestion or make improvements to travel in the toll bridge corridors.

In Spring 2025, MTC conditionally awarded \$23,750,000 from the RM3 Safe Routes to Transit and Bay Trail program to the Multimodal Bay Skyway project, including \$16,250,000 for the Transportation Authority’s YBI MUP and \$7,500,000 for the Bay Area Toll Authority’s West Oakland Link. Project maps are shown in Attachment 1.

As the implementing agency for the YBI MUP, the Transportation Authority is required to certify, through Board action: 1) that the project and our allocation



request comply with the requirements of MTC's RM3 Policies and Procedures; and 2) that the Transportation Authority will comply with the provisions of the RM3 Policies and Procedures. Following approval of the subject item by the Board, the MTC Commission will consider the allocation of RM3 funds, with this MTC action anticipated in November 2025. The MTC Commission's resolution approving the allocation of RM3 funds will serve as an agreement between MTC and the Transportation Authority.

YBI MUP. The YBI MUP will provide a safe, emission-free, and low-cost multi-modal transportation connection between the existing multi-use pathway on the East Span of the Bay Bridge and the new ferry terminal on Treasure Island. The YBI MUP will ultimately enable bicycle and pedestrian commuters and recreational users the opportunity to travel between the East Bay and downtown San Francisco.

The MUP is integrated with the following projects and will be constructed in four segments:

- Macalla Road Final Configuration - Interim MUP circulation
- Hillcrest Road Improvements Project (under construction) -Segment 1 interim & MUP Segment 2
- West Side Bridges Project (under construction) - Segment 3
- Treasure Island Road Improvements Project (MUP segment to be constructed with RM3 funds) - Segment 4

The YBI MUP project is environmentally cleared under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The design phase of the YBI MUP is fully funded. Segment 4 design is approximately 50% complete as of August 2025.

DISCUSSION

We intend to use the \$16.25 million in RM3 funds for construction of the YBI MUP Segment 4 - Treasure Island Road Improvements Project. The construction phase is estimated to cost \$38 million and includes the YBI MUP Segment 4, a dedicated transit-only lane providing access to the west span of the Bay Bridge, and reconstruction of the roadway to meet current safety standards. To fully fund YBI MUP Segment 4, we are also requesting Board approval to program \$1.774 million in SB 1 Local Partnership Program formula funds from the California Transportation Commission, which is a separate item on this agenda. The full funding plan for the YBI MUP is shown in the allocation request (Attachment 2 to the resolution) and



includes federal, state, and local sources including \$1 million in Prop L sales tax funds already programmed to the YBI MUP. We will request Prop L funds upon completion of the design phase in late 2025.

We are in the process of completing a few additional steps to support the RM3 allocation request. These include presenting the project to the City's Bicycle Advisory Committee on September 22 as part of the required MTC Complete Streets Checklist. On October 8, 2025, we anticipate the TIDA Board will approve a Memorandum of Agreement committing \$10.8 million to the Treasure Island Road Improvements Project.

We anticipate starting construction in July 2026 and completing construction by November 2027.

Conditional Award of RM3 Funds. MTC conditioned the RM3 grant on the Multimodal Bay Skyway Project securing a SB 1 SCCP grant to fully fund the project, including a Class 1 separated path on YBI, or, in the absence of SCCP funds, presenting MTC staff with a deliverable segment that maintains the benefits described in the original application with funds from the RM3 program. We have identified funding for the Class 1 path on Segments 2, 3, and 4; SB1 SCCP funds would have funded the Class 1 facility for Segment 1, known as the Spiral Loop. Unfortunately, in June 2025 we were notified that the project was unsuccessful in securing an SB 1 SCCP grant in the most recent funding cycle. As a result, the project team has presented MTC staff with an interim project design with similar benefits that can be delivered within the next few years, with the originally proposed/full Multimodal Bay Skyway to be completed at such time as sufficient funding is available.

Attachment 1 provides maps showing the interim YBI MUP and Multimodal Bay Skyway. The interim YBI MUP will serve eastbound bicyclists. Until the Segment 1 loop ramp is funded and built, westbound cyclists will use Class 2 buffered bike lanes on Macalla Road. Pedestrians will use Macalla Road sidewalks.

MTC staff has reviewed the revised scope and determined that the project's core benefits remain intact and still meet the intent of the RM3 Safe Routes to Transit and Bay Trail program. We anticipate receiving final confirmation from MTC that the project team has satisfied the imposed condition on September 10, 2025, when the interim design is presented to the MTC Programming and Allocation Committee. The interim project design is supported by One Treasure Island, the San Francisco Bicycle Coalition, Bike East Bay, and the West Oakland Environmental Indicators Project.



Next Steps. Assuming MTC confirmation that the aforementioned RM3 condition has been satisfied, we expect that the MTC Programming and Allocation Committee will consider this allocation request at its November 12, 2025, meeting and the MTC Commission will consider the request at its November 19, 2025, meeting.

FINANCIAL IMPACT

The recommended action would enable the Transportation Authority to request allocation of \$16.25 million in RM3 funds for the YBI MUP project. After the aforementioned funds are secured, we will return to the Board, anticipated in Spring 2026, to award the project construction contract. Following approval, the project's construction funds, including the RM3 funds, would be reflected in the mid-year FY 2025/26 budget revision and in future year budgets to correspond to anticipated project cash flows.

CAC POSITION

The CAC will consider this item at its September 3, 2025, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Maps of Interim Multimodal Bay Skyway and YBI MUP
- Attachment 2 - RM3 Implementing Agency Resolution of Project Compliance

Attachment 1: Interim Multimodal Bay Skyway

(Interim West Oakland Link (WOL) + Interim Yerba Buena Island Multi-Use Path (YBI MUP))



Attachment 1:

Interim Yerba Buena Island Multi-Use Pathway (YBI MUP)



San Francisco
County Transportation
Authority

Attachment 1. YBI MUP Segments

completed
Design phase
Construction

Macalla Rd improvement (TICD)	
Interim config	Opened 2023
Final config	2028

Forest Road Detour (TICD)	
Opened 2023-2027	

YBI MUP Segment 4:
Treasure Island Road
Improvements
(2026 - 2028)*

*Anticipated schedules
subject to funding availability

West Side Bridges
Project (SFCTA)
(2023 - 2026)

Hillcrest Road
Improvement Project
(SFCTA) (2024 - 2026)

YBI MUP Segment 1	
Interim config	2025-2026
Final config	Pending funds

YBI MUP Segment 3:
West Side Bridges CCO
(2025-2026)

YBI MUP Segment 2:
Hillcrest CCO
(2025-2026)



San Francisco
County Transportation
Authority

ATTACHMENT 2



**San Francisco
County Transportation
Authority**

BD090926

RESOLUTION NO. 26-XX

RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AND SUBMIT AN ALLOCATION REQUEST TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR \$16,250,000 IN REGIONAL MEASURE 3 FUNDS AS THE IMPLEMENTING AGENCY FOR THE YERBA BUENA ISLAND MULTI-USE PATHWAY AND DEMONSTRATING PROJECT COMPLIANCE WITH REGIONAL MEASURE 3 POLICIES AND PROCEDURES

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred to as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, The Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, Allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404); and

WHEREAS, The MTC is the sponsor of Project 4, the San Francisco Bay Trail/Safe Routes to Transit Program (Project) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, The Multi-Modal Bay Skyway: Yerba Buena Island Multi-Use Pathway Project 4.7 (Sub-project) is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, The MTC designated the San Francisco County Transportation Authority (Transportation Authority) as an entity that is eligible to request Regional



Measure 3 funds for the Multi-Modal Bay Skyway: Yerba Buena Island Multi-Use Pathway Project 4.7; and

WHEREAS, The Regional Measure 3 updated Initial Project Report and allocation request, attached hereto and incorporated herein as though set forth at length, lists the Sub-project, purpose, schedule, budget, expenditure and cash flow plan for which the Transportation Authority is requesting that MTC allocate Regional Measure 3 funds; now, therefore, be it

RESOLVED, That the Transportation Authority accepts MTC's designation as an implementing agency for the Sub-project; and be it further

RESOLVED, That the Transportation Authority accepts MTC's delegation of responsibility for certifying the Subproject and allocation request(s) comply with the requirements of MTC's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, That the Transportation Authority and its agents shall comply with the provisions of MTC's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, That the Transportation Authority certifies that the Multi-Modal Bay Skyway: Yerba Buena Island Multi-Use Pathway project is consistent with the Regional Transportation Plan; and be it further

RESOLVED, That the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the Sub-project; and be it further

RESOLVED, That the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, That the Transportation Authority approves the allocation request and updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, That the Transportation Authority approves the cash flow plan, attached to this resolution; and be it further



RESOLVED, That the Transportation Authority has reviewed the Sub-project needs and has adequate staffing resources to deliver and complete the Sub-project within the schedule set forth in the allocation request and updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, That the Transportation Authority is authorized to submit an allocation request for Regional Measure 3 funds for the Multi-Modal Bay Skyway: Yerba Buena Island Multi-Use Pathway Project in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, That the Transportation Authority certifies that the Sub-project and purposes for which Regional Measure 3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act, 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, That there is no legal impediment to the Transportation Authority allocation requests for Regional Measure 3 funds; and be it further

RESOLVED, That there is no pending or threatened litigation which might in any way adversely affect the proposed Sub-project, or the ability of the Transportation Authority to deliver such Sub-project; and be it further

RESOLVED, That the Transportation Authority indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of Regional Measure 3 funds. The Transportation Authority agrees at its own cost, expense, and risk, to



defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, Bay Area Toll Authority, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of Regional Measure 3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

RESOLVED, That the Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the MTC is entitled to a proportionate share equal to MTC's percentage participation in the project(s); and be it further

RESOLVED, That assets purchased with Regional Measure 3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, That the Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Sub-project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, That the Transportation Authority authorizes its Executive Director to execute and submit an allocation request to MTC for Regional Measure 3 funds in the amount of \$16,250,000, for the Sub-project, purposes and amounts included in the allocation request attached to this resolution; and be it further



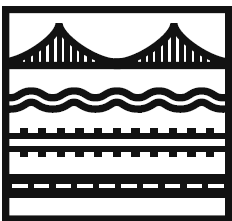
RESOLVED, That the Executive Director is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or Initial Project Report as he/she deems appropriate; and be it further

RESOLVED, That a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Transportation Authority allocation request referenced herein.

Attachments:

1. Updated Initial Project Report
2. Allocation Request

ATTACHMENT 1



Regional Measure 3

Initial Project Report

Project/Subproject Details

Basic Project Information

Project Number	
Project Title	Multimodal Bay Skyway
RM3 Funding Amount	\$23,750,000

Subproject Information

Subproject Number	
Subproject Title	Yerba Buena Island Multi-Use Pathway
RM3 Funding Amount	\$16,250,000

I. Overall Subproject Information

a. Project Sponsor / Co-sponsor(s) / Implementing Agency

Project Sponsor is the San Francisco Transportation Authority (SFCTA) in cooperation with the Treasure Island Development Authority (TIDA) and the Bay Area Toll Authority (BATA)

b. Detailed Project Description (include definition of deliverable segment if different from overall project/subproject)

The Regional Measure 3 Cycle 1 SR2TBT funding will be dedicated to Segment 4 of the YBI Multi-Use Pathway project, which extends from the Macalla Road/ Treasure Island Road intersection approximately 1200 feet southward, where it intersects with the West Side Bridges Seismic Retrofit project's Class 1 Multi-Use Pathway. The Segment 4 of the project will complete the Class 1 Multi-Use Pathway starting at the intersection of Macalla Road and Treasure Island Road, along the west side of Yerba Buena Island to the intersection of Treasure Island Road and Forest Road. From Forest Road, leading to the Bay Bridge East Span Landing, a Class 4 one-way bikepath will be operated until a full Class 1 Multi-Use Pathway (known as the Segment 1 Spiral Loop) is fully funded. Bikes exiting the Bay Bridge East Span Landing will travel down Macalla Road on a dedicated Class 2 bikepath to the Macalla Road/ Treasure Island Road intersection, completing a circuit around Yerba Buena Island. Note the bicycle pathways on Macalla Road are being improved from a Shared Lane Bicycle



Regional Measure 3 Initial Project Report

Marking, Sharrow, condition to a Class 2 Bicycle lane by the City and County of San Francisco under a developer agreement for improving Macalla Road.

c. Impediments to Project Completion

There are no impediments to project completion. The project has obtained environmental approvals under both CEQA and NEPA. Final Design/PSE is fully funded and currently underway. Right of Way needed for construction is entirely owned by TIDA, who has pledged full access to SFCTA, sponsor of the project (Note this will be codified in a Memorandum of Agreement between SFCTA and TIDA as has been done on adjacent projects to Segment 4). There are no utility conflicts. There is no construction within State of California (Caltrans) Right of Way. The improved facility will be entirely owned, operated and maintained by the City and County of San Francisco. The project is fully funded.

d. Risk Management *(describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used)*

Project sponsor SFCTA maintains a Risk Register in accordance with federal and state standards during all phases of the project. At the current 50% level of Final Design/PSE, a 20% Contingency is being included as part of the Funding Plan until a more detailed design is completed. Final Project Contingency at Advertisement is projected to be 10%.

e. Operability *(describe entities responsible for operating and maintaining project once completed/implemented)*

The improved facility in Segment 4, including the Class 1 Multi-Use Pathway, will be entirely owned, operated and maintained by the City and County of San Francisco.

f. Project Graphic(s) *(include below or attach)*

See attached YBI MUP graphic.



II. Project Phase Description and Status

a. Environmental/Planning

Does NEPA apply? Yes ☒ No ☐

Environmental approvals under both CEQA and NEPA have been obtained.

b. Design

Design of the Segment 4 YBI Multi-Use Pathway is fully funded and currently underway, with 100% Design scheduled for completion in January 2026.

c. Right-of-Way Activities / Acquisition

There is no anticipated acquisition of Right of Way. Right of Way needed for construction is entirely owned by TIDA, who has pledged full access to SFCTA, sponsor of the project (Note this will be codified in a Memorandum of Agreement between SFCTA and TIDA as has been done on adjacent projects to Segment 4).

d. Construction / Vehicle Acquisition / Operating

The current Capital Construction Funding Plan is fully funded at \$38M. The project sponsor is committed to securing all funds prior to Segment 4 Project Advertisement in March 2026.

III. Project Schedule

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	7/1/2022	5/9/2025
Final Design - Plans, Specs. & Estimates (PS&E)	3/01/2025	3/26/2026
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition (CON)	7/1/2026	12/31/2027

IV. Project Budget

Capital



Regional Measure 3 Initial Project Report

NOTE: the Project Budget includes the two remaining Segments – 1 and 4 – of the Multi-Use Pathway on YBI. The Deliverable Segment for RM3 funds refers to Segment 4. The difference between the Project Budget and the Deliverable Segment is the unfunded Capital Construction Cost of Segment 1 at \$38M (15% phase design ROM).

Project Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$1,250
Design - Plans, Specifications and Estimates (PS&E)	\$8,301
Right-of-Way Activities /Acquisition (R/W)	\$0
Construction / Rolling Stock Acquisition (CON)	\$76,000
Total Project Budget (in thousands)	\$85,551

Deliverable Segment Budget (if different from Project budget)	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) (All Segments)	\$1,250
Design - Plans, Specifications and Estimates (PS&E) (All Segments)	\$8,301
Right-of-Way Activities /Acquisition (R/W)	\$0
Construction / Rolling Stock Acquisition (CON) (Seg 4)	\$38,000
Total Project Budget (in thousands)	\$47,551

Operating	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Annual Operating Budget	\$0



V. Project Funding

A detailed funding plan is provided in the Excel portion of the IPR.

VI. Contact/Preparation Information

Contact for Project Sponsor

Name: Carl Holmes

Title: Deputy Director for Capital Projects

Phone: 415-522-4812

Email: Carl.Holmes@sfcta.org

Mailing Address: 1455 Market St., 22nd Floor, San Francisco, CA 94103

Person Preparing Initial Project Report (if different from above)

Name: Jianmin Fong

Title: Highway Program Manager

Phone: 415-522-4806

Email: jianmin.fong@sfcta.org

Mailing Address: 1455 Market St., 22nd Floor, San Francisco, CA 94103

ATTACHMENT 1

Regional Measure 3 Initial Project Report - Subproject Report Funding Plan

Project Title:	Multimodal Bay Skyway		
Subproject Title	Yerba Buena Island Multi-Use Pathway		
Project/Subproject Number:	4.7		
Total RM3 Funding:	\$	23,750,000	
Subproject RM3 Funding	\$	16,250,000	

(add rows as necessary)

CAPITAL FUNDING

Funding Source	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
ENV				
Priority Conservation Area (PCA)	Yes	\$ 1,000	\$ 1,000	\$ -
LPP-F (SFCTA)	Yes	\$ 250	\$ 250	\$ -
				\$ -
				\$ -
				\$ -
				\$ -
ENV Subtotal		\$ 1,250	\$ 1,250	\$ -
PSE				
ATP Cycle 7	Yes	\$ 3,800		\$ 3,800
OBAG 3	Yes	\$ 2,250	\$ 250	\$ 2,000
LPP-F (SFCTA)	Yes	\$ 751	\$ 250	\$ 501
Prop AA (SFCTA)	Yes	\$ 750		\$ 750
BATA Toll Funds	Yes	\$ 750		\$ 750
				\$ -
PSE Subtotal		\$ 8,301	\$ 500	\$ 7,801
ROW (included with Construction)				
ROW Subtotal		\$ -	\$ -	\$ -
CON				
RM-3	Yes-conditional	\$ 16,250		\$ 16,250
Prop L	Yes	\$ 1,000		\$ 1,000
ITIP	Yes	\$ 4,944		\$ 4,944
SF-TIDA- IIG backed (See note 1)	Yes-conditional	\$ 7,500		\$ 7,500
LPP-F (SFCTA/CCSF) (See note 2)	No	\$ 1,774		\$ 1,774
SF-TIDA/ TICD backed	Yes	\$ 3,300		\$ 3,300
HIP	Yes	\$ 2,267		\$ 2,267
OTHER (See note 3)	No	\$ 965		\$ 965
				\$ -
				\$ -
				\$ -
CON Subtotal		\$ 38,000	\$ -	\$ 38,000
Capital Funding Total		\$ 47,551	\$ 1,750	\$ 45,801

Notes: (1) SF-TIDA- IIG backed funds are pending award to the project. AHSC grant to complete affordable housing plan approval expected December, allowing IIG transfer to project. (2) LPP-F (SFCTA) funds are subject to programming approval by the Transportation Authority Board, and programming and allocation by CTC. (3) OTHER funds may include City and County of San Francisco funds and/or savings from adjacent projects under construction.

OPERATING FUNDING (Annual)

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)
N/A	Operating		
Operating Funding Total			\$ -

ATTACHMENT 1

Regional Measure 3

Allocation Request

Funding Plan - Deliverable Segment - Fully funded phase or segment of total project

Project Title:	Multimodal Bay Skyway
Subproject Title	Yerba Buena Island Multi-Use Pathway
Project/Subproject Number:	4.7
Total RM3 Funding:	\$ 16,250,000

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Phase	Prior	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	ENV	n/a									\$ -		\$ -
	ENV										\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE	n/a									\$ -		\$ -
	PSE										\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW	n/a									\$ -		\$ -
	ROW										\$ -		\$ -
											\$ -		\$ -
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											\$ -		\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON				\$ 13,000,000						\$ 13,000,000		\$ 13,000,000
	CON					\$ 3,250,000					\$ 3,250,000		\$ 3,250,000
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CON Subtotal		\$ -	\$ -	\$ -	\$ 13,000,000	\$ 3,250,000	\$ -	\$ -	\$ -	\$ -	\$ 16,250,000	\$ -	\$ 16,250,000
RM 3 Funding Subtotal		\$ -	\$ -	\$ -	\$ 13,000,000	\$ 3,250,000	\$ -	\$ -	\$ -	\$ -	\$ 16,250,000	\$ -	\$ 16,250,000
Capital Funding Total		\$ -	\$ -	\$ -	\$ 13,000,000	\$ 3,250,000	\$ -	\$ -	\$ -	\$ -	\$ 16,250,000	\$ -	\$ 16,250,000

ATTACHMENT 1

Regional Measure 3
Allocation Request
Cash Flow Plan

Project Title:	Multimodal Bay Skyway
Subproject Title:	Yerba Buena Island Multi-Use Pathway
Project/Subproject Number:	4.7
Total RM3 Funding:	\$ 16,250,000

(please include all planned funding, add rows as necessary)

RM3 Cash Flow Plan for Deliverable Segment - Funding by requested expenditure period																	
Funding Source(s)		2025 Q4				2026 Q1				2026 Q2				2026 Q3			
List all funding sources besides RM3		(April - June 2025)				(July- Sept 2025)				(Oct - Dec 2025)				(Jan - March 2026)			
Phase		2026 Q4				2027 Q1				2027 Q2				2027 Q3			
Prior		2027 Q4				2028 Q1				2028 Q2				2028 Q3			
Dec-24		2028 Q3				Future committed (if applicable)				Total Amount (\$ millions)				Amount Expended (\$ millions)			
Jan-25		Jan - March 2028				Amount Remaining (\$ millions)											
Feb-25																	
Mar-25																	
RM 3																	
PCA- Priority Conservation Area	ENV	\$ 1,000,000															
LPP-F (SFCTA)	ENV	\$ 250,000															
ENV Subtotal		\$ 1,250,000															
RM 3	PSE	\$ -															
ATP Cycle 7	PSE	\$ 3,800,000															
OBAG 3	PSE	\$ 2,750,000															
LPP-F (SFCTA)	PSE	\$ 751,000															
Prop AA (SFCTA)	PSE	\$ 750,000															
BATA Toll Funds	PSE	\$ 750,000															
PSE Subtotal		\$ 8,301,000															
RM 3	ROW	\$ -															
ROW Subtotal		\$ -															
RM 3	CON	\$ 16,250,000															
Prop L		\$ 1,000,000															
ITIP		\$ 4,944,000															
SP-TIDA- IIG backed (See note 1)		\$ 7,500,000															
LPP-F (SFCTA/CCSF) (See Note 2)		\$ 1,774,000															
SP- TIDA/TICD backed		\$ 3,300,000															
Other (See Note 3)		\$ 965,000															
HIP		\$ 2,267,000															
CON Subtotal		\$ 38,000,000															
RM 3 Funding Subtotal		\$ 16,250,000															
Capital Funding Total		\$ 47,551,000															

Notes: RM3 funds should be drawn down approximately proportionately with other funding sources in the same phase. The allocation expiration date will be the end of the final fiscal year in which RM3 funds are planned to be expended for the requested phase.

Note 1: SF-TIDA-IIG backed funds are pending award to the project. AHSC Grant to complete affordable housing plan expected December, allowing IIG-backed funds to be transferred to the project.

Note 2: LPP-F (SFCTA) funds are subject to programming approval by SFCTA Board, and programming and allocation by CTC

Note 3: Other funds may include City and County of San Francisco funds and/or savings from adjacent projects under construction.

**Regional Measure 3
Allocation Request
Estimated Budget Plan**

ATTACHMENT 1

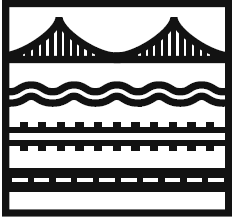
Project Title:
Subproject Title
Project/Subproject Number:
Total RM3 Funding:

Multimodal Bay Skyway
Yerba Buena Island Multi-Use Pathway
4.7
\$ 16,250,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
Project Management			\$ 774,794
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ 774,794
2. Overhead and direct benefits (specify)			
	Rate	x Base	
Overhead	1.42	\$ 1,100,206	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
Overhead and Benefit Subtotal			\$ 1,100,206
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
			\$ 11,375,000
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ 11,375,000
4. Consultants (Identify purpose and/or consultant)			
			Total Estimated cost
Construction Management			\$ 2,000,000
Design Service During Construction			\$ 1,000,000
Consultants Subtotal			\$ 3,000,000
5. Other direct costs			
			Total Estimated cost
Other Direct Costs Subtotal			\$ -
Total Estimated Costs			\$ 16,250,000

Comments:

ATTACHMENT 2



Regional Measure 3 Allocation Request

RM3 Project Information

Project Number	
Project Title	Multimodal Bay Skyway
Project Funding Amount	\$23,750,000

Subproject Information (if different from overall RM3 project)

Subproject Number	
Subproject Title	Yerba Buena Island Multi-Use Pathway
Subproject Funding Amount	\$16,250,000

RM3 Allocation History (Add lines as necessary)

	MTC Approval Date	Amount	Phase
#1:	n/a		
#2			
#3			

Total: \$

Current Allocation Request:

Request submittal date	Amount	Phase
September 12 th , 2025	\$16,250,000	Construction

I. RM3 Allocation Request Information

- a. Describe the current status of the project, including any progress since the last allocation request or IPR update, if applicable. *The Yerba Buena Island Multi-Use Pathway, or YBI*

MUP, is now fully funded, with Design at 50% completion. This is an update from the previous IPR update of June 30th, 2025- indicating 35% Design complete and a \$3.349M funding gap.

- b. **Describe the scope of the allocation request. Provide background and other details as necessary. The scope must be consistent with the RM3 statute. If the scope differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.** *The scope of the Allocation Request is for Construction funding dedicated to Segment 4 of the YBI Multi-Use Pathway project, which extends from the Macalla Road/ Treasure Island Road intersection approximately 1200 feet southward, where it intersects with the West Side Bridges Seismic Retrofit project's Class 1 Multi-Use Pathway. The Segment 4 of the project will complete the Class 1 Multi-Use Pathway starting at the intersection of Macalla Road and Treasure Island Road, along the west side of Yerba Buena Island to the intersection of Treasure Island Road and Forest Road. From Forest Road, leading to the Bay Bridge East Span Landing, a Class 4 one-way bikepath will be operated until a full Class 1 Multi-Use Pathway (known as the Segment 1 Spiral Loop) is fully funded. Bikes and pedestrians exiting the Bay Bridge East Span Landing will travel down Macalla Road on a dedicated Class 2 bikepath to the Macalla Road/ Treasure Island Road intersection, completing a circuit around Yerba Buena Island. Note the bicycle pathways on Macalla Road are being improved from a Shared Lane Bicycle Marking, Sharrow, condition, to a Class 2 Bicycle lane by the City and County of San Francisco under a developer agreement for improving Macalla Road.*
- c. **Deliverable segment budget – please fill out attached Excel file. If the budget differs from the most recent IPR for this project, please describe the reason for any changes here; revised IPR may be necessary.** *The RM3, Subproject Funding Plan is attached. This is an update from the previous IPR update of June 30th, 2025. The project is now fully funded, utilizing City and County of San Francisco funding (transportation sales tax) and savings from the adjacent project.*
- d. **Schedule – what is the expected completion date of the phase for this allocation? Describe any significant milestones.** *The project is scheduled to advertise the Construction Phase in March 2026. The Construction Phase starts July 2026 and is currently estimated to be completed November 2027.*
- e. **If the project received an RM3 Letter of No Prejudice, how much has been spent against the approved RM3 LONP amount? (Note: the scope and RM3 amount for this allocation request should match the approved LONP) Not Applicable.**
- f. **Request Details**

Amount being requested	\$16,250,000
Project phase being requested	CON
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of RM3 Allocation Request resolution for the allocation being requested	Sept 30 th , 2025
Month/year being requested for MTC commission approval of allocation	Nov, 2025

Note: Allocation requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

- g.* **List any other planned bridge toll allocation requests in the next 12 months.** *Not Applicable*

ATTACHMENT 2

Regional Measure 3

Allocation Request

Funding Plan - Deliverable Segment - Fully funded phase or segment of total project

Project Title:	Multimodal Bay Skyway
Subproject Title	Yerba Buena Island Multi-Use Pathway
Project/Subproject Number:	
Total RM3 Funding:	\$ 16,250,000

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Phase	Prior	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	ENV	n/a									\$ -		\$ -
	ENV										\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE	n/a									\$ -		\$ -
	PSE										\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW	n/a									\$ -		\$ -
	ROW										\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON				\$ 13,000,000						\$ 13,000,000		\$ 13,000,000
	CON					\$ 3,250,000					\$ 3,250,000		\$ 3,250,000
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ 13,000,000	\$ 3,250,000	\$ -	\$ -	\$ -	\$ -	\$ 16,250,000	\$ -	\$ 16,250,000
RM 3 Funding Subtotal		\$ -	\$ -	\$ -	\$ 13,000,000	\$ 3,250,000	\$ -	\$ -	\$ -	\$ -	\$ 16,250,000	\$ -	\$ 16,250,000
Capital Funding Total		\$ -	\$ -	\$ -	\$ 13,000,000	\$ 3,250,000	\$ -	\$ -	\$ -	\$ -	\$ 16,250,000	\$ -	\$ 16,250,000

ATTACHMENT 2

Regional Measure 3
Allocation Request
Cash Flow Plan

Project Title:	Multimodal Bay Skyway
Subproject Title:	Verba Buena Island Multi-Use Pathway
Project/Subproject Number:	0
Total RM3 Funding:	\$ 16,250,000

(please include all planned funding, add rows as necessary)

RM3 Cash Flow Plan for Deliverable Segment - Funding by requested expenditure period

Funding Source(s)		Prior	Dec-24	Jan-25	Feb-25	Mar-25	2025 Q4 (April - June 2025)	2026 Q1 (July - Sept 2025)	2026 Q2 (Oct - Dec 2025)	2026 Q3 (Jan - March 2026)	2026 Q4 (April - June 2026)	2027 Q1 (July - Sept 2026)	2027 Q2 (Oct - Dec 2026)	2027 Q3 (Jan - March 2027)	2027 Q4 (April - June 2027)	2028 Q1 (July - Sept 2027)	2028 Q2 (Oct - Dec 2027)	2028 Q3 (Jan - March 2028)	Future committed (if applicable)	Total Amount (\$ millions)	Amount Expended (\$ millions)	Amount Remaining (\$ millions)
List all funding sources besides RM3																						
RM 3	ENV	\$ -																		\$ -	\$ -	\$ -
PCA- Priority Conservation Area	ENV	\$ 1,000,000																		\$ -	\$ -	\$ -
LPP-F (SFCTA)	ENV	\$ 250,000																		\$ -	\$ -	\$ -
																				\$ -	\$ -	\$ -
																				\$ -	\$ -	\$ -
ENV Subtotal		\$ 1,250,000								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE	\$ -																		\$ -	\$ -	\$ -
ATP Cycle 7	PSE	\$ 3,800,000																		\$ -	\$ -	\$ -
OBAG 3	PSE	\$ 2,250,000																		\$ -	\$ -	\$ -
LPP-F (SFCTA)	PSE	\$ 751,000																		\$ -	\$ -	\$ -
Prop AA (SFCTA)	PSE	\$ 750,000																		\$ -	\$ -	\$ -
BATA Toll Funds	PSE	\$ 750,000																		\$ -	\$ -	\$ -
PSE Subtotal		\$ 6,301,000								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW	\$ -																		\$ -	\$ -	\$ -
																				\$ -	\$ -	\$ -
																				\$ -	\$ -	\$ -
																				\$ -	\$ -	\$ -
																				\$ -	\$ -	\$ -
																				\$ -	\$ -	\$ -
ROW Subtotal		\$ -								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON	\$ 16,250,000								\$ -	\$ 500,000	\$ 3,937,000	\$ 3,938,000	\$ 3,150,000	\$ 3,150,000	\$ 787,000	\$ 788,000	\$ -	\$ -	\$ 16,250,000	\$ -	\$ 16,250,000
Prop 1		\$ 1,000,000								\$ 30,000	\$ 86,000	\$ 86,000	\$ 142,000	\$ 143,000	\$ 57,000	\$ 57,000				\$ 1,000,000	\$ -	\$ 1,000,000
ITIP		\$ 4,944,000									\$ 742,000	\$ 741,000	\$ 1,236,000	\$ 1,236,000	\$ 495,000	\$ 494,000				\$ 4,944,000	\$ -	\$ 4,944,000
SF-TIDA- IIG backed (See note 1)		\$ 7,500,000						\$ 200,000	\$ 200,000		\$ 370,000	\$ 1,125,000	\$ 1,125,000	\$ 1,875,000	\$ 1,875,000	\$ 665,000	\$ 665,000			\$ 7,500,000	\$ -	\$ 7,500,000
LPP-F (SFCTA/CCSF) (See Note 2)		\$ 1,774,000										\$ 266,000	\$ 444,000	\$ 443,000	\$ 177,000	\$ 178,000				\$ 1,774,000	\$ -	\$ 1,774,000
SF-TIDA/TICD backed		\$ 3,300,000														\$ 3,300,000				\$ 3,300,000	\$ -	\$ 3,300,000
Other (See Note 3)		\$ 965,000														\$ 482,000	\$ 483,000			\$ 965,000	\$ -	\$ 965,000
HIP		\$ 2,267,000										\$ 340,000	\$ 340,000	\$ 567,000	\$ 567,000	\$ 226,000	\$ 227,000			\$ 2,267,000	\$ -	\$ 2,267,000
																				\$ -	\$ -	\$ -
																				\$ -	\$ -	\$ -
CON Subtotal		\$ 38,000,000							\$ 200,000	\$ 200,000	\$ 900,000	\$ 6,496,000	\$ 6,495,000	\$ 7,414,000	\$ 7,414,000	\$ 6,089,000	\$ 2,792,000	\$ -	\$ -	\$ 38,000,000	\$ -	\$ 38,000,000
RM 3 Funding Subtotal		\$ 16,250,000							\$ -	\$ 500,000	\$ 3,937,000	\$ 3,938,000	\$ 3,150,000	\$ 3,150,000	\$ 787,000	\$ 788,000	\$ -	\$ -	\$ -	\$ 16,250,000	\$ -	\$ 16,250,000
Capital Funding Total		\$ 47,551,000							\$ 200,000	\$ 900,000	\$ 6,496,000	\$ 6,495,000	\$ 7,414,000	\$ 7,414,000	\$ 6,089,000	\$ 2,792,000	\$ -	\$ -	\$ -	\$ 38,000,000	\$ -	\$ 38,000,000

Notes: RM3 funds should be drawn down approximately proportionately with other funding sources in the same phase. The allocation expiration date will be the end of the final fiscal year in which RM3 funds are planned to be expended for the requested phase.

Note 1: SF-TIDA-IIG backed funds are pending award to the project. AHSC Grant to complete affordable housing plan expected December, allowing IIG-backed funds to be transferred to the project.

ATTACHMENT 2

**Regional Measure 3
Allocation Request
Estimated Budget Plan**

Project Title:	Multimodal Bay Skyway
Subproject Title	Yerba Buena Island Multi-Use Pathway
Project/Subproject Number:	0
Total RM3 Funding:	\$ 16,250,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
Project Management			\$ 774,794
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ 774,794
2. Overhead and direct benefits (specify)			
	Rate	x Base	
Overhead	1.42	\$ 1,100,206	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
Overhead and Benefit Subtotal			\$ 1,100,206
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
			\$ 11,375,000
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ 11,375,000
4. Consultants (Identify purpose and/or consultant)			
			Total Estimated cost
Construction Management			\$ 2,000,000
Design Service During Construction			\$ 1,000,000
Consultants Subtotal			\$ 3,000,000
5. Other direct costs			
			Total Estimated cost
Other Direct Costs Subtotal			\$ -
Total Estimated Costs			\$ 16,250,000

Comments: