



Agenda

COMMUNITY ADVISORY COMMITTEE Meeting Notice

DATE: Wednesday, September 24, 2025, 6:00 p.m.

LOCATION: Hearing Room, Transportation Authority Offices

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MEMBERS: Kat Siegal (Chair), Najuawanda Daniels (Vice Chair), Sara Barz, Phoebe Ford, Zameel Imaduddin, Sean Kim, Jerry Levine, Venecia Margarita, Austin Milford-Rosales, and Rachael Ortega

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. Approve the Minutes of the September 3, 2025 Meeting – **ACTION*** **5**
4. State and Federal Legislation Update – **INFORMATION*** **17**
5. Adopt a Motion of Support to Amend the Prop K Standard Grant Agreement for the Mission Bay School Access Plan [NTIP Planning and Capital] (Plan) to Allow \$30,000 in Funds Held in Reserve for Implementation of Plan Recommendations to be Used for Additional Planning and Outreach; Release \$30,000 from the Reserve; and Appropriate \$20,000 in Prop K Funds, with conditions, for the Plan – **ACTION*** **27**
6. Adopt a Motion of Support to Allocate \$6,606,363 in Prop L Funds, with Conditions, and Allocate \$1,100,000 in Prop AA Funds, with Conditions, for Four Requests – **ACTION*** **43**
 Projects: Prop L: SFMTA: Traffic Signal Hardware Replacement FY25-26 (\$1,000,000). Traffic Signal Upgrade Contract 35 (\$5,345,363). West Broadway Tunnel Safety [NTP] (\$261,000). Prop AA: SFPW: Japantown Buchanan Mall Improvements (\$1,100,000).
7. Adopt a Motion of Support to Amend the One Bay Area Grant Cycle 2 Project List and the Prop K Standard Grant Agreement for the Bay Area Rapid Transit District's Embarcadero Station: New Northside Platform Elevator Project to Reflect a New Phased Approach to Project Delivery – **ACTION*** **97**
8. Adopt a Motion of Support to Approve San Francisco's Program of Projects for the 2026 Regional Transportation Improvement Program, Totaling \$9,887,000 – **ACTION*** **117**
 Projects: RTIP: MTC: Planning, Programming, and Monitoring (\$196,000). Project to be Determined (\$9,393,000). SFCTA: Planning, Programming, and Monitoring (\$298,000).
9. Adopt a Motion of Support to Authorize Borrowing of up to \$60,000,000 under the Amended and Restated Revolving Credit Agreement with U.S. Bank National Association – **ACTION*** **131**

Other Items

10. 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.

11. Public Comment

12. Adjournment

*Additional Materials

Next Meeting: October 29, 2025

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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.

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San Francisco
County Transportation
Authority



DRAFT MINUTES

Community Advisory Committee

Wednesday, September 3, 2025

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:04 p.m.

CAC members present at Roll: Najuawanda Daniels, Phoebe Ford, Sean Kim, Jerry Levine, Austin Milford-Rosales, Rachael Ortega, and Kat Siegal (7)

CAC Members Absent at Roll: Sara Barz (entered during Item 3), Zameel Imaduddin (entered during Item 3), Venecia Margarita (entered during Item 5), and Sharon Ng (entered during Item 7) (4)

2. Chair's Report - INFORMATION

Chair Siegal reported that September was Transit Month in the Bay Area, celebrating transit agencies, drivers, workers, and riders, while reminding residents and visitors of transit's importance. She stated that this year's theme was 'Adventure Starts on Transit,' featuring a ride contest, a rally, and a month-long calendar of events. She added that over the past year, the Transportation Authority focused on the financial crisis facing major operators including BART, Muni, and Caltrain, and the CAC would receive a briefing on legislative efforts for a potential regional transit measure on the November 2026 ballot under Item 10. She encouraged everyone to adventure on and by transit.

Chair Siegal reported that the Transportation Authority had launched the second round of outreach for the Inner Sunset Transportation Study, which aimed to improve transportation safety and access in the neighborhood's commercial core. She stated that a public meeting would be held at the County Fair Building Auditorium to present findings from the first round of outreach in late 2024 and eight proposed street design concepts. She added that the study team was developing a survey that would be launched before the meeting and would remain open for several weeks afterward.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the July 23, 2025 Meeting - ACTION

4. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Quarter Ended June 30, 2025 - INFORMATION

There was no public comment.

Member Milford-Rosales moved to approve the Consent Agenda, seconded by Vice Chair Daniels.

The Consent Agenda was approved by the following vote:



Ayes: CAC Members Barz, Daniels, Ford, Imaduddin, Levine, Kim, Milford-Rosales, Ortega, and Siegal (9)

Absent: CAC Members Margarita and Ng (2)

End of Consent Agenda

5. Adopt a Motion of Support to Allocate \$14,340,000 in Prop L Funds, with Conditions, for Three Requests and Amend the Prop K Standard Grant Agreement for the Next Generation Sanchez Slow Street [NTIP Capital] Project (Project) and Release \$190,000 in Funds Held in Reserve for the Project's Construction, with Conditions – ACTION

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

Member Kim asked if the maintenance for new flyer vehicles was based on mileage or usage.

Gary Chang, Senior Program Manager in SFMTA's Transit Division's Transit Program Delivery Section, explained that the decision to conduct maintenance for new flyer vehicles was based on the age of the vehicle. He added that the average lifespan of a hybrid diesel coach was 12 years, so the SFMTA generally chose to conduct overhauls when the vehicle had been in service for 6 to 8 years.

Member Kim mentioned that the COVID-19 pandemic impacted vehicle usage. He asked if vehicle usage was considered when deciding the appropriate time to conduct vehicle overhauls, citing that some vehicles were used less during the pandemic and therefore may not be ready for an overhaul.

Mr. Chang replied that the Federal Transit Administration guideline set a vehicle life of 12 years. However, he qualified that San Francisco's terrain was difficult given the steep hills, combined with high passenger loads, which were currently at 70-80% of pre-pandemic levels. He acknowledged that during the pandemic, there were route reductions, however routes had since resumed, with some coaches having logged 250,000 miles [over their life to date], adding that the subject coaches ran an average of 30,000 miles per year, and they required overhauls to sustain coach availability and reliability.

Member Kim followed up by asking if motor coaches rotated routes or if certain vehicles operated on specific routes.

Mr. Chang noted that the SFMTA operated 4 hybrid diesel bus yards and 2 trolley bus yards, where each bus yard serviced specific bus routes. He added that vehicles were not dedicated to specific routes, but rather that operators randomly selected a coach to provide service and therefore, in general, coaches experienced similar conditions over the 12 years of their useful lives. He also stated that construction and poor road conditions on some roads exacerbated the need for vehicle overhaul.

Member Kim asked if Lake Street was included in the Slow Streets Implementation project, because he walked Lake Street every day and believed that further Slow Streets efforts were not needed on Lake Street if there were no traffic incidents.

Casey Hildreth, Planner in SFMTA's Streets Division's Livable Streets unit, clarified that there were 19 Slow Streets corridors, with no specific plans for Lake Street outside of small design efforts. He explained that there were some corridors with a higher need,



and design efforts were mostly focused on Slow Streets corridors with traffic calming or multiple other needs. He summarized by saying there was a broad spectrum of needs between different Slow Streets.

Member Kim asked if there were any planned community outreach activities for Lake Street.

Mr. Hildreth said there were no current plans for community outreach on Lake Street since it was a stable corridor.

Member Barz asked for clarification on which Slow Streets corridors were not included in the subject request.

Mr. Hildreth responded that Page Street and Sanchez Street were not included in this request. He later clarified that Noe Street was the third corridor not included in the request. He commented that the subject request would fund design, subject to review, for 15 of the 19 Slow Streets corridors. He added that corridors were placed into one of three groups based on the level of design effort and scope anticipated to be needed.

Member Barz asked which bucket Hearst Avenue and 12th Street fit into for the aforementioned groupings.

Mr. Hildreth stated that 12th Street was included in the lowest level effort grouping, and Hearst Avenue was in the medium level of effort group, where traffic calming efforts were primarily focused. He acknowledged that this was an iterative program, partially based on requests and complaints, which dictated the work schedule. He added that the SFMTA would shift resources based on changing conditions, which included the level of engagement and complaints from the community as a signal that the SFMTA may need to pay more attention to specific corridors.

Member Barz added that she lived on Hearst Avenue and had friends on 12th Avenue, where speeding had become an issue. She expressed a desire to see the District 7 corridors in compliance with the program metrics.

Mr. Hildreth said the SFMTA was active on Hearst Avenue to install Slow Streets measures. He added that Member Barz could follow up with Mark Dreger, Senior Planner at SFMTA's Livable Streets sub-division, for further information.

Member Barz asked what the difference was between traffic signal Contracts 66 and 67 and how the SFMTA had decided where new signals were placed.

Bryant Woo, Senior Program Manager in SFMTA's Transit Division's Transit Program Delivery Section, first replied to Member Kim's question by explaining that vehicle overhauls were necessary because the weight of buses caused rubber wear even without passengers, and despite reduced service during the COVID-19 pandemic, the coaches continued to age and deteriorate. He then answered Member Barz's question about the naming of signals contracts, stating that the numbering was sequential and based on decades of contracts. He next addressed Member Barz's follow-up question regarding the origin of traffic signals, stating that the SFMTA historically installed them based on traffic volumes and collision history. He added that a document on signal warrants outlined criteria such as traffic volumes throughout the day, traffic gaps, proximity to schools, and collision history, while more subtle justifications included maintaining even signal spacing, as seen along Sunset Boulevard and the Great Highway. He further explained that busy corridors, like Fell or Oak along the Panhandle, required signals at



every block to control speeds and create gaps for crossings. He concluded by explaining that Contract 66 contained specific criteria to mitigate development impacts, citing anticipated traffic increases at 4th Street and Long Bridge Street and at 4th Street and Mission Bay Boulevard in Mission Bay.

Member Barz asked if the Cesar Chavez and Florida Street intersection was on the High Injury Network, to which Mr. Woo confirmed that it was. She also asked if the 4th Avenue and Fulton Street intersection was on the High Injury Network as well.

Mr. Woo responded that the 4th Avenue and Fulton Street intersection was located within a small gap in the High Injury Network. He added that the SFMTA chose 4th Avenue because it was roughly equidistant between the signal at 6th Avenue and the signal at Arguillo Boulevard, and because there was a Muni bus stop located at that intersection.

Member Ortega asked for clarification on the Next Generation Sanchez Slow Street [NTIP Capital] project's funding, specifically whether this action item required additional funding on top of the existing Prop K allocation.

Anna LaForte, Deputy Director of Policy and Programming, replied that this project request involved an amendment to a previously approved Neighborhood Transportation Program grant to add construction scope and updated project information and to release funds already set aside by the Board for its construction.

Member Ortega asked if Sanchez Street deserved new funding when it was already achieving its speed goals, while other streets in the network were not yet meeting their speed goals.

Mr. Hildreth replied that the SFMTA's speed and volume targets were quantifiable metrics used to consider if a street was eligible of being a Slow Street, but there were also additional goals for individual Slow Streets, and the program in general. He stated that Sanchez Street had been a leader as the next generation of Slow Streets and work could be done to utilize Sanchez Street as a test site for more advanced Slow Street opportunities in a more permanent way, while also simultaneously improving other Slow Streets.

Member Ford inquired about the New Traffic Signals Contract 66 project, specifically asking how the work being done at 10th Avenue and Lincoln Way was coordinated with the Inner Sunset Traffic Circulation Study.

Mr. Woo explained that the 10th Avenue and Lincoln Way intersection was chosen for traffic signal installation to reduce left-turn collisions due to high traffic volumes, fewer turning lanes, delays to transit, and a driveway at the San Francisco Botanical Garden. He was unsure of coordination with the aforementioned study but noted that the public was aware that a traffic signal was needed and planned, as the location was on the High Injury Network.

Member Ford also asked why it took the SFMTA 10 years to install the stoplight at 28th Avenue and Guerrero Street, noting that community members had been requesting one since 2016.

Mr. Woo said he thought that the delay was due to coordination with the park redevelopment's final design.



Member Ford asked if the \$1.1 million allocation request was in addition to the \$400,000 in developer funds for installing new traffic signals at the Marion Mint Street alleyways.

Mr. Woo confirmed that understanding was accurate..

Vice Chair Daniels asked for clarification on the process if an agency wanted to request funds that were for a different phase or a different project within the Safer and Complete Streets 5-Year Prioritization Program (5YPP).

Ms. LaForte replied that the Transportation Authority Board would have to amend the 5YPP and explained that was what was being proposed as part of the current item with amendment of the 5YPP happening in tandem with the allocation request.

Vice Chair Daniels asked, given the state of the SFMTA's budget, how funds were prioritized in the midst of budget shortfalls, and whether someone oversaw how funds were prioritized by the SFMTA.

Ms. LaForte replied that when the requests came in, they were expected to be consistent with the Board-approved 5YPP and if not, they would require an amendment that would need to be approved by the Board.

Maria Lombardo, Chief Deputy Director added that in addition to project-specific amendments, it was possible to consider amending a 5YPP as a whole [between regular update cycles] such as in situations with severe budget constraints that may trigger a change in priorities. She further explained that the voter-approved Expenditure Plan defined the eligible project types for each program so that while the projects within a 5YPP could be reprioritized, the funds could not be directed to another use, e.g. Safer and Complete Streets Prop L funds can only be used for eligible Safer and Complete Streets projects and not transit operations.

Member Milford-Rosales expressed his disappointment that the Slow Streets work would only focus on the existing network, citing the lack of Slow Streets in some areas of downtown. He qualified that while there had been some real improvements in safety on affected bike lanes, some of the big arterials in the South of Market (SoMa) did not feel safe or offer a comfortable experience for cyclists with noisy high-speed cars compared to Slow Streets. He asked if the SFMTA had plans to expand Slow Streets or copy the work done at the Embarcadero bike lane or Cupid's Span, since most of the streets in SoMA were large with high traffic for only a few hours a day.

Mr. Hildreth replied that there were no plans to expand the Slow Streets Program, given the status of the budget and until the SFMTA had adequately addressed issues in the current Slow Streets Program. He posited that the SFMTA might reevaluate the program in the future, though plans were focused on the streets currently identified in the network. He added that there was a lot of work going on within the SoMa neighborhood to support safer and better facilities for vulnerable users, and the SFMTA was not planning to expand the existing work until they had completed marquee projects, like the Folsom-Howard Streetscape Project. He added that there were multiple streetscape corridor projects underway, though they were not titled Slow Streets projects.

Member Margarita asked about flexibility of changing Slow Streets to areas where fatalities had occurred due to hit and runs, citing Silver Avenue which had little to no signal lights to prevent injuries and fatalities. She reiterated her interest in prevention to the group.



During public comment, Edward Mason asked if any cracks existed in vehicle frames given the conditions of Mission Street and Geary Boulevard, since suspension systems were scheduled for overhaul. He asked whether the Slow Streets program would exist without the COVID-19 pandemic and stated that the projects were driven by available funding. He cited discussions about greening but raised concerns about funding for maintenance. He referenced congestion on Church Street and the resulting impact on the J and L lines as unintended consequences of the Slow Streets program. He stated that Sanchez Street had become a gathering place, negatively affecting the neighborhood, and urged consideration of the community's boundaries and potential impacts on neighbors.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Imaduddin, Levine, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (10)

Absent: CAC Member Ng (1)

6. Adopt a Motion of Support to Authorize an Additional Construction Allotment of \$9,635,000; Approve a Contract Amendment with WMH Corporation in the Amount of \$200,000; Approve a Contract Amendment with WSP USA, Inc. in the Amount of \$665,000 for the West Side Bridges Seismic Retrofit Project – ACTION

Carl Holmes, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Member Ortega asked about agency supplemental budget cost in Attachment 2.

Mr. Holmes explained that the \$126 million total budget included the design cost and \$17 million for construction management.

Member Ortega asked why permit fees cost \$400,000 and whether the amount applied annually or covered the life of the project.

Mr. Holmes responded that the fee applied for the duration of the project. He explained that the higher fee reflected the Bay Area Regional Water Quality Control Board raising the Bay's risk level to Level 2, which requires additional reporting.

Member Ortega asked for further explanation of the Bay Area Regional Water Quality Control Board's Risk Level 1 and Risk Level 2.

Mr. Holmes responded that the West Side Bridges Project had a 2009 permit for Risk Level 1, but has since moved to Risk Level 2, requiring more diligent reporting and records ready for audit during rain events. He stated that additional staff were needed for reporting and confirmed that investigators held stormwater quality certification. He added that preparations were underway to ensure the right staff were in place to conduct reporting and in case of an audit.

Member Ortega asked if the permit was a pollution permit to ensure construction runoff would not impact the Bay.

Mr. Holmes responded that it was and explained that they protect drainage inlets to prevent hillside water from entering drains without filtration. He added that they also track the volume of water they are unable to stop.



Member Ford commented that this project was expensive for 1.5 miles of construction. She asked how many housing units had been built, how many more were planned, and emphasized that \$126 million was a substantial investment for a single project.

Member Barz stated she was concerned about the project's cost, despite finding the requests reasonable and the project and oversight well managed. She stated that Treasure Island would have 8,000 new homes and emphasized the goal of minimizing Bay Bridge usage. She requested an explanation of how the project reached its current stage, including the demolition of seven old bridges and construction of a new bridge and a multi-use path (MUP).

Mr. Holmes stated that before the project began, Treasure Island had 2,000 residents and explained that 8,000 new units were planned, which would increase the population to 20,000. He emphasized that the goal was to minimize bridge use, with 50% of travel expected by walking, biking, or transit. He added that the Transportation Authority was conducting the work on behalf of the Treasure Island Development Authority to support infrastructure improvements and that the project planned to replace the seven seismically deficient bridges. He explained that, with the population increase, the current roads were unsafe for residents and that the project aimed to provide sustainable roadways for new development. He concluded that the Metropolitan Transportation Commission (MTC) was evaluating a West Span Bay Bridge path accessible to bicyclists and pedestrians.

Member Barz responded that she appreciated the need to replace unsafe bridges, but it was challenging to reconcile this project with the significant Muni deficit.

Member Kim stated that the Federal government recently withdrew the high-speed rail grant. He said he was concerned about the potential risks to the project, given its reliance on Federal funding.

Mr. Holmes responded that the risks were low because the project was already underway and the funds had been secured, but the agency was staying in close contact with federal partners.

There was no public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Imaduddin, Levine, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (10)

Absent: CAC Member Ng (1)

7. Adopt a Motion of Support to 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 – ACTION

Erin Slichter, Transportation Planner, and Carl Holmes, Deputy Director for Capital Projects, presented the item per the staff memorandum.



Member Ford asked for confirmation that staff was seeking to demonstrate to MTC that the interim Yerba Buena Island Multi-Use Pathway (YBI MUP) was substantially similar to the original YBI MUP concept that was described in the application for Regional Measure 3 (RM3) funds.

Carl Holmes, Deputy Director for Capital Projects, responded that while the original concept for Segment 1 of the YBI MUP was a spiral loop, because the project did not receive a Solutions for Congested Corridors Program (SCCP) grant to construct this segment, the project team developed an interim solution and would continue to look for funding to build the spiral loop original concept. He explained that the interim solution for Segment 1 was a one-way downhill segment, and segments 2, 3, and 4 would be built to accommodate two-way travel once full funding for the Segment 1 spiral loop was secured.

Member Ford asked if there was an opportunity to remove funds from the project because it had not received the SCCP grant.

Mr. Holmes clarified that the Transportation Authority received an RM3 award from MTC that was conditional on either receiving the SCCP grant or delivering the same benefits with the project despite not receiving the SCCP grant to construct the spiral loop. He explained that this item was intended to make sure that the \$16.25 million awarded to the project would be allocated for construction of Segment 4, while the project team would continue to work with MTC to secure funding to construct the Segment 1 spiral loop.

Member Ford asked if there was a risk that the Segment 1 spiral loop would never be built.

Mr. Holmes stated that the risk was not zero but affirmed that MTC had demonstrated continued interest in bringing the project to completion.

Vice Chair Daniels asked for clarification that the resolution that was the subject of this item was a requirement for MTC to release the \$16.25 million previously awarded to the project.

Mr. Holmes affirmed that this was the case and further explained that another purpose of the resolution was to demonstrate that the Transportation Authority Board was in agreement with allocating the award to the project.

Member Barz asked if there were other regional projects that could use the \$16.25 million RM3 award instead of the YBI MUP.

Ms. Lombardo responded that this award was from the Safe Routes to Transit and Bay Trail (SR2TBT) program of RM, and that the YBI MUP project was successful in receiving an award from this program because of its connection to the Bay Trail.

Ms. LaForte added that SR2TBT focused on projects with regional benefits.

Member Barz expressed concern that the project would not serve many people because Treasure Island was not currently very populated and that this could give MTC reason to spend the funds on another project. She asked for confirmation that the award would not be reassigned to another project because it came from a program that was focused on bicycle access.

Ms. Lombardo responded that the Multimodal Bay Skyway had been used as a marquis



example of what the SR2TBT project could fund and that MTC staff was very supportive of the YBI MUP as a near term interim project since it would likely be years before funding could be secured for the full Bay Skyway. Lastly, she added that the significance of the project was not just based on the number of residents on Treasure Island but also on the jobs and other opportunities that would draw visitors to the islands.

There was no public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Imaduddin, Levine, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (9)

Nay: CAC Member Ford (1)

Abstention: CAC Member Ng (1)

8. Adopt a Motion of Support to Approve Programming of \$1,374,000 in Senate Bill 1 Local Partnership Program Formulaic Funds to the Yerba Buena Island Multi-Use Pathway Segment 4 - Treasure Island Road Improvements Project – ACTION

Erin Slichter, Transportation Planner, and Carl Holmes, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Chair Siegal asked if the construction cost of \$38 million for Segment 4 of the YBI MUP was due to the need to cut into the hillside.

Mr. Holmes responded that cutting into the hillside was part of what contributed to the construction cost and added that the transit lane from the Treasure Island ferry terminal to the Bay Bridge also contributed to the construction cost.

Member Margarita asked what 'other' funding sources were included in the funding plan shown in the item materials.

Mr. Holmes responded that, in addition to the \$2.267 million contract change order from the West Side Bridges project, Segment 4 of the YBI MUP would be funded with construction savings from the Hillcrest Road Improvement project.

During public comment, Edward Mason asked about current statistics on the number of people using the multi-use path on the east span of the Bay Bridge to bicycle to Treasure Island. He also asked for forecasts of bicyclist usage on the YBI MUP once completed. He expressed concern about allocating funds to this project given limited resources at the state and national levels.

Member Imaduddin moved to approve the item, seconded by Member Margarita.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Levine, Kim, Margarita, Milford-Rosales, Ng, Ortega, and Siegal (9)

Nays: CAC Members Ford and Imaduddin (2)

9. Adopt a Motion of Support to Approve the Conceptual Safety-Focused Autonomous Vehicle Permitting Framework Report – ACTION



Drew Cooper, Principal Transportation Modeler, presented the item per the staff memorandum.

Member Levine stated that the framework was conceptual, that regulations were carried out by the state, and that local government had no regulatory authority, and asked what a realistic outcome from the adoption of this report would be.

Mr. Cooper responded that there were two state regulators, California Department of Motor Vehicles (DMV) and California Public Utilities Commission (CPUC), and that the report would serve as an advocacy tool for engaging in rulemaking processes, and for engaging with state and local elected officials.

Member Levine stated that local regulatory authority would be necessary to enact the conceptual framework.

Member Ortega stated that her partner works for the self-driving car company Zoox and that he liked the proposed framework. She asked how Zoox and Waymo compared within the proposed framework.

Mr. Cooper responded that Waymo would be considered in full deployment. He stated that performance standards within the framework would be used to inform decisions to advance a company through deployment phases but could also be used to scale back operations to earlier phases.

Member Ortega asked whether Waymo met the criteria in this framework when it expanded citywide, and whether it met them now.

Mr. Cooper stated that SFMTA did not know whether Waymo met these criteria, and that lack of knowledge was one of the motivating factors for the report.

Member Milford-Rosales stated that autonomous vehicle (AV) companies were never forthcoming about sharing incident data and asked whether any progress had been made on updating data reporting requirements.

Mr. Cooper responded that the DMV had proposed new data reporting requirements that were more expansive than the existing ones, but that the Transportation Authority submitted comments stating that the proposed requirements were not sufficient.

Member Milford-Rosales stated that remote operators may perform vehicle retrievals and that remote operators may be located in other countries. He asked whether requirements for remote operators to be licensed in California were being considered.

Mr. Cooper stated that he believed the DMV was considering DMV license requirements. He stated that the report did not consider remote operations and that this could be an area of future work.

Vice Chair Daniels asked whether Chair Melgar planned to do anything with this report, given that it was requested by the previous Chair Peskin.

Mr. Cooper responded that staff had briefed all board members and that Chair Melgar had expressed support.

Vice Chair Daniels asked what would happen with the report and what kind of advocacy was planned.

Mr. Cooper responded that the board request had been to explore potential regulatory



solutions, and the resulting product was the subject report. He explained that the Board was being asked to approve the report, which would guide staff while they continued advocacy efforts, including commenting on regulatory proposals from the DMV and CPUC and meeting with state and local elected officials.

Member Margarita asked whether this report would have any future anticipated financial impact.

Mr. Cooper stated that it was not anticipated to have a financial impact.

Ms. Lombardo stated that the financial impact statement in the Board memo was specific to the proposed Board approval action, and that there were ongoing staff costs for this type of policy work in the agency's adopted budget.

Member Barz stated that the proposed framework seems to be about real-world performance and basing permitting decisions on that performance data. She asked whether staff considered oversight of software management, referring to written public comment received for the item.

Mr. Cooper responded that the proposed framework was focused on real-world outcomes to inform permitting decisions, and that software management oversight was not considered.

Chair Siegal stated that recent legislation to empower local law enforcement had been scaled back or was not enacted and asked what role this work would play in future state legislative activity.

Ms. Lombardo stated that state lawmakers were more focused on budgetary and other issues and invited Martin Reyes, Principal Transportation Planner, Government Affairs to comment.

Mr. Reyes stated that there was a bill related to level-2 AV technology, which was different from the technology considered by the subject report. He stated that staff were monitoring proposed legislation for issues related to local control and regulation of AV technology, and engaging with law makers to share their experience and work with them on changes.

During public comment, Edward Mason stated that the program seemed to be about collecting data. He asked whether AV companies would be required to pay a fee to cover staff time to analyze data, or whether taxpayers would cover those costs.

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

Clerk Saeyang stated that a written public comment was received and posted on the website for the subject item.

The item was approved by the following vote:

Ayes: CAC Members Barz, Ford, Imaduddin, Kim, Margarita, Milford-Rosales, Ng, Ortega, and Siegal (9)

Absent: CAC Members Daniels and Levine (2)

10. State and Federal Legislation Update – INFORMATION

Given the hour, Chair Siegal asked if there were any time-sensitive dates the CAC should be aware of.



Martin Reyes, Principal Transportation Planner, Government Affairs confirmed that the legislature would end its session on September 12, when all bills, including this one, must pass. He stated that the next update would be provided after the close of the legislative session and that developments were moving quickly and that most negotiations were occurring in Sacramento between elected officials. He added that key issues were being resolved there and that the bill had already undergone many changes. He said it was up to the committee to decide whether to provide input that evening, but opportunities to relay feedback to legislators were limited.

Member Milford-Rosales requested that when this item returns to the CAC next month, that it be moved up to the top of the agenda.

There was no public comment.

Other Items

11. Introduction of New Business - INFORMATION

There were no new items introduced.

12. Public Comment

During public comment, Edward Mason stated that in preparation for the transit funding presentation in three weeks, alternative revenue sources should be considered. He explained that one city on the East Coast proposed a \$1.50 fee on delivered packages, arguing that delivery services burden transit systems. He added that fees on data centers could also be considered due to their high electricity consumption, which stressed the current electrical system and affects consumers. He opined that these alternatives could fund transit without increasing sales or property taxes, which would further strain residents and governments. He concluded that research should be conducted on these options.

Member Ng announced that it was her last CAC meeting due to a scheduling conflict with fall classes. She expressed enjoyment in working with the group and appreciation for learning the intricacies of transportation and the backend operations she had not known before joining the CAC. She added that she hoped to see CAC members around San Francisco in the future.

Clerk Saeyang presented Member Ng with a certificate of appreciation for her service and Chair Siegal expressed appreciation for Member Ng's service on behalf of the CAC.

13. Adjournment

The meeting was adjourned at 8:51 p.m.



AGENDA ITEM 4 STATE LEGISLATION - SEPTEMBER 2025

(Updated September 15, 2025)

To view documents associated with the bill, click the bill number link.

Staff is not recommending any new positions on state legislation this month.

Table 1 provides an update on Senate Bill (SB) 63 (Wiener, Arreguín), which passed out of the Legislature on September 13. A summary of SB 63 and a funding distribution chart prepared by the Metropolitan Transportation Commission for the bill are provided as **Attachments 1 and 2**, respectively.

Table 2 shows the status of bills on which the Board has already taken a position or that staff have been monitoring as part of the Watch list. The governor has until October 12 to sign or veto bills that passed out of the Legislature. If the governor takes no action on a bill, it will become law.



Table 1. Notable Updates on Bills in the 2025-2026 Session

Current Position	Bill # Author	Title and Update
Support	SB 63 Wiener D, Arreguín D	San Francisco Bay area: local revenue measure: transportation funding. The bill, also known as the Connect Bay Area Act, passed out of the Assembly 46-20 on September 12 and out of the Senate 29-8 on September 13. The bill is now headed to the Governor's desk for signature. The final version of the bill authorizes a five-county, 14-year transportation revenue measure to be placed on the ballot in November 2026 with a sales tax rate of 0.5% in Alameda, Contra Costa, San Mateo and Santa Clara counties and a rate of 1.0% in San Francisco. The measure would be administered by the Metropolitan Transportation Commission (MTC) with most funding dedicated to transit operations and capital as well as transit rider-focused improvements. In Fiscal Year 2031, major transit operators in the region are expected to receive the following amounts: • AC Transit - \$51 million • BART - \$330 million • Caltrain - \$75 million • Muni - \$170 million The final bill language also contains several other provisions including: • An accountability framework that allows for withholding of measure funding via Ad Hoc Adjudication Committees which would hear complaints via county petition if a major operator funded by the measure is not applying or achieving a certain policy or standard as compared to other parts of that operator's service area • An efficiency review framework that calls for a two-part study to identify one-time and on-going cost saving opportunities for major operators • Judicial review streamlining and maintenance of effort language



Table 2. Bill Status for Positions Taken in the 2025-26 Session

Below are updates for the two-year bills for which the Transportation Authority has taken a position or identified as a bill to watch. Updates to bills since the Board's last state legislative update are italicized.

Adopted Positions / Monitoring Status	Bill # Author	Bill Title and Description	Update to Bill Status ¹ (as of 09/15/2025)
Support	AB 891 Zbur D	Quick-Build Pilot Program. Establish a state Quick-Build Pilot Program and commit to funding a minimum of 6 quick-build improvements statewide by the end of 2028.	Dead
	AB 1085 Stefani D	License plates: obstruction or alteration. Prohibits manufacturing and sale of devices that shield license plates from detection.	Enrolled
	AB 1532 Communications and Conveyance Committee	Public Utilities Commission. Among other things, extends the expiration date of the TNC Access for All program from 2026 to 2032.	<i>Enrolled</i>
	SB 63 Wiener D, Arreguin D	San Francisco Bay area: local revenue measure: transportation funding. Authorizes MTC to pursue a regional revenue measure for transit.	<i>Enrolled</i>
	SB 71 Wiener D	California Environmental Quality Act: exemptions: environmental leadership transit projects. Makes permanent and extends the sunset date for certain existing California Environmental Quality Act (CEQA) exemptions for specified types of sustainable transportation plans and projects.	<i>Enrolled</i>



	SB 572 Gonzalez D	Vehicles: advanced driver assistance system: crash reports. Requires manufacturers of Level 2 autonomous vehicles to report crash data to the Department of Motor Vehicles (DMV) if no longer required at the federal level.	Dead
Watch	AB 939 Schultz D	The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026. Places a \$20 billion state transportation bond measure on the November 2026 ballot.	Two-Year Bill

¹Under this column, “Chaptered” means the bill is now law, “Dead” means the bill is no longer viable this session, and “Enrolled” means it has passed both Houses of the Legislature. Bill status at a House’s “Desk” means it is pending referral to a Committee, and “Two Year Bill” means the bill didn’t meet its statutory deadlines but is eligible to proceed in the second year of the two-year session.

Supplemental Materials:

- Attachment 1 – MTC Summary of Senate Bill 63
- Attachment 2 – MTC SB 63 Funding Distribution Tree

ATTACHMENT 1**MTC Summary of Senate Bill 63: Public Transit Revenue Measure****September 12, 2025**

SB 63 authorizes placement of a 14-year regional transportation sales tax on the November 2026 ballot in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties. The measure would generate approximately \$1 billion annually to sustain and improve public transit. It could be placed on the ballot either through action by a newly formed Public Transit Revenue Measure District (governed by the MTC board) or via a citizen's initiative.

Summary of the Public Transit Revenue Measure Authorized by SB 63

Geography	The five counties of Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara
Ballot	November 2026
Revenue Mechanism	Sales tax
Tax Rate	½ cent in Alameda, Contra Costa, San Mateo and Santa Clara; 1 cent in San Francisco
Duration	14 years
Expenditures	Detailed expenditure plan prescribed in statute (see below). Funds are directed to transit agencies and county transportation entities serving the geography of the district as well as to MTC to invest in transit rider-focused improvements.
Funding Eligibility	Public transit operations, transit capital, rider-focused investments to make transit more affordable, accessible, faster and easier to use, and repaving of roads serving fixed route public transit.
Accountability	Independent oversight committee, financial efficiency study, maintenance of effort requirement (prohibiting supplanting of existing transit operations funding) and county-led adjudication of transit agency performance concerns ensure taxpayer accountability.

Expenditure Plan

The bill includes a detailed expenditure plan that prescribes the share of annual funding to be provided to transit agencies providing service in the five counties, county transportation agencies, and to MTC for rider-focused transit improvements (fare affordability programs, including Clipper® START and free and reduced-cost transfers, accessibility improvements, mapping and wayfinding and transit priority projects and programs).

SB 63 defines how much funding each recipient will receive based on a percentage of revenue generated by each county in the Public Transit Revenue Measure District. This reflects the bottom-up nature of how the expenditure plan was developed, with careful consideration of local perspectives regarding how much funding each county should contribute to specific transit agencies.

Some recipients receive funds directly via a transfer of funds from the District with no authority for the funds to be conditioned based on performance factors (Alameda County Transportation Commission, Contra Costa Transportation Authority, SamTrans and Santa Clara Valley Transportation Authority). For all others, the funds are transferred to MTC for allocation to the

recipients consistent with the expenditure plan. MTC is required to ensure compliance with certain accountability provisions, which are described in the “accountability” section below. On matters of transit agency performance, determinations regarding any corrective actions or withholding of funds are made by a subset of Commissioners representing counties that contribute new tax revenues to that transit agency. Attachment A depicts the funding flow.

**Public Transportation Revenue Measure Expenditure Plan
(Funding Estimate by Recipient)**

Fund Recipient/Purpose	Fiscal Year 2031 Estimate* (\$ in millions)
BART operations	\$330
Santa Clara Valley Transportation Authority (VTA) transit capital, operating and repaving streets with bus routes**	\$264
San Francisco Municipal Transportation Agency operations	\$170
Caltrain operations	\$75
AC Transit operations	\$51
SamTrans transit capital, operating and repaving streets with bus routes**	\$50
Small transit agency operations [SF Bay Ferry, County Connection, WestCat, TriDelta Transit, Livermore Amador Valley Transit Authority (LAVTA), Union City Transit]	\$29
Contra Costa Transportation Authority (CCTA) transit capital, operating and repaving streets with bus routes**	\$26.5
Alameda County Transportation Commission (ACTC) transit capital, operating and repaving streets with bus routes**	\$10.3
Transit rider-focused improvement programs through MTC**	\$46.4
Public Transit Revenue Measure District Administration**	\$2.3
Total	\$1,054.5

*Based on fiscal year 2031 estimates of the percentage shares provided for in the legislation, as provided by authors. Estimates are based on technical assistance provided by county transportation agencies to bill authors.

** These recipients receive funds directly from the District.

What does SB 63 mean for Bay Area Residents?

Economic and Mobility Benefits

Bay Area transit riders take more than 1 million trips each day, with over 80 percent of those trips on just four systems: BART, SF Muni, Caltrain and AC Transit. Riders include tens of thousands of K-10 students, seniors and individuals with disabilities, and low-income residents who can't afford to own a car. The Bay Area's \$1.2 trillion economy depends on a well-

functioning transit system. Even a small shift of transit riders to solo driving would overwhelm the region's roadways – research shows that just 3 to 5 percent fewer vehicles on the road can cut traffic delays by 50 to 70 percent. Bay Area transit supports good paying jobs. Thousands of workers are directly employed by transit systems proposed to be funded through the measure and planned transit modernization and expansion projects can create tens of thousands more jobs, but those projects only make sense if the core system is operational. SB 63 will allow voters to decide if they want to prevent devastating cuts to transit service and instead invest in a stronger, more reliable system.

Sustaining and Enhancing Transit, Including Road Repairs on Routes that Serve Transit

Approximately 60 percent of the measure is dedicated to BART, Muni, Caltrain, AC Transit, San Francisco Bay Ferry and other small transit agencies providing service in the district to keep buses, trains and ferries moving. About one-third is guaranteed to Santa Clara VTA, SamTrans, Alameda County Transportation Commission, and Contra Costa Transportation Authority, with flexibility to use funds for transit capital, operations, or pavement projects on roads with regular bus service.

Transit Rider-Focused Improvements

A little less than 5 percent of the funds will be dedicated to improving transit affordability, accessibility, and ease of use – priorities identified in the 2021 Bay Area Transit Transformation Action Plan. These initiatives are already underway on a pilot basis through the Bay Area's Regional Network Management framework, a collaboration between MTC and transit agencies. Funding from this measure will accelerate their deployment and long-term expansion for even greater benefits.

The suite of rider-focused improvements includes:

- Free and reduced transfers that could save multi-agency riders up to \$1,500 per year. On a regional basis, this is estimated to increase ridership by approximately 30,000 trips per day.
- Expansion of the Clipper® START program, which provides a 50 percent means-based fare discount, to extend this savings to an estimated 100,000 additional low-income adults.
- Transit access improvements for seniors and individuals with disabilities
- Transit-priority projects to make bus trips faster and more reliable and mapping and wayfinding improvements to make transit easier to use.

Finally, the bill includes a strict 0.22 percent cap on administration, maximizing the share of revenue used for improving and sustaining transit service.

SB 63 Accountability Provisions

The bill includes provisions aimed at ensuring accountability to taxpayers, transit riders, and local government partners through:

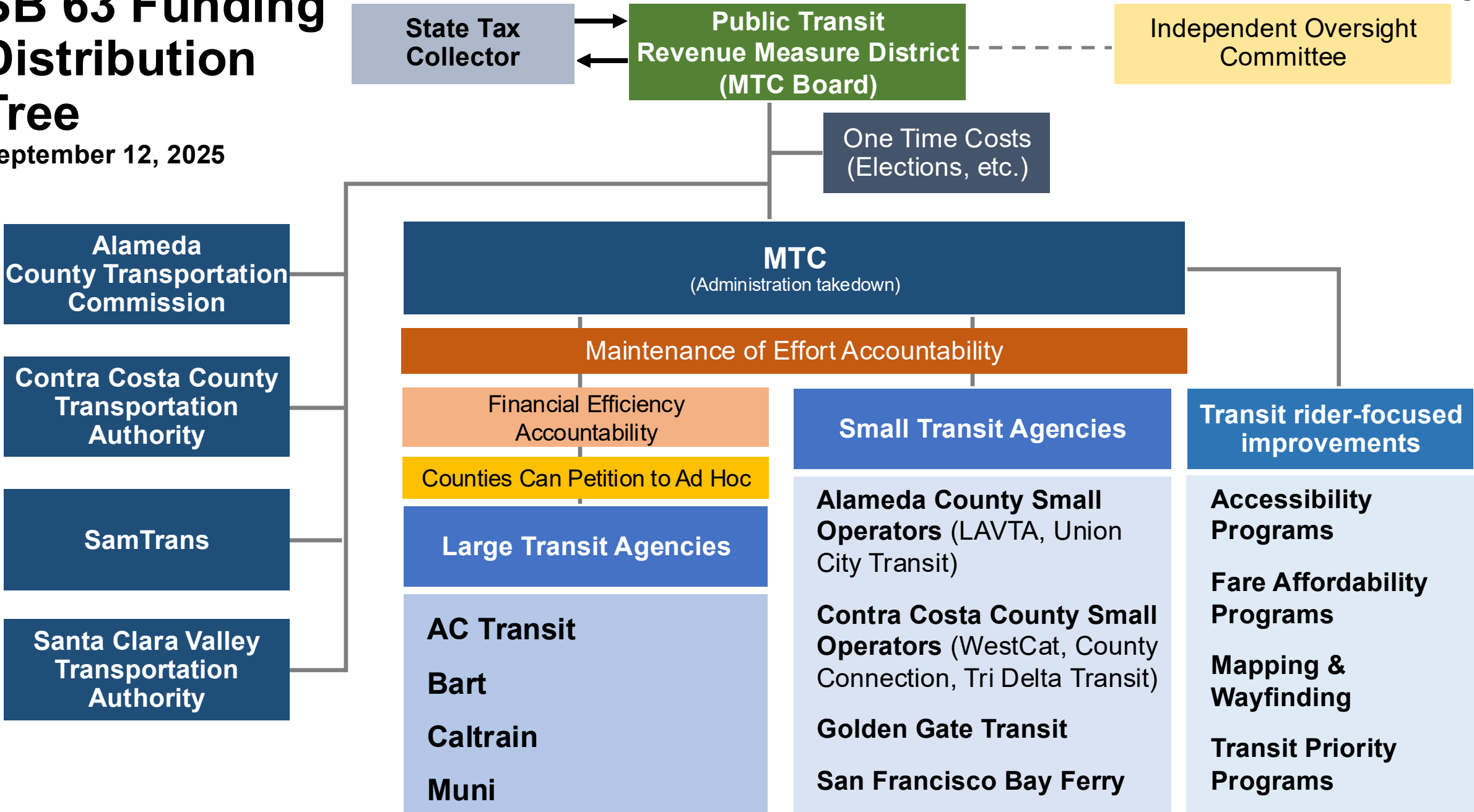
1. **Independent Oversight Committee:** The bill requires the district to establish an independent oversight committee to ensure expenditures are consistent with the statute. Membership will include at least one representative of each county comprising the district, appointed by each county's board of supervisors.
2. **Financial efficiency requirements:** BART, Muni, Caltrain, and AC Transit must undergo a two-phase independent third-party financial efficiency review overseen by an

Oversight Committee composed of four independent experts, four transit agency representatives, and a Commissioner from within the district's geographic boundaries. MTC is responsible for procuring the third-party consultant to conduct the review, staffing the Oversight Committee. Each transit agency identifies the efficiency measures it will implement, with a new Oversight Committee responsible for reviewing and approving those commitments. Funds are conditioned upon the Commission determining a transit agency's ongoing compliance with the implementation actions.

3. **Maintenance of effort:** BART, Muni, Caltrain, AC Transit, Golden Gate Transit, SF Bay Ferry and Alameda County and Contra Costa County small bus operators must maintain existing levels of operations funding so the measure augments, rather than replaces, current resources dedicated to transit operations. The Commission must verify compliance before allocating funds. This provision allows for exceptions under specified circumstances, such as allowing the use of funds previously used for operations for state of good repair, subject to Commission approval.
4. **Enhanced Transit Agency Accountability via Ad Hoc Adjudication Committees:** Empowers counties in the geography of the district to ensure their taxpayers are treated fairly by BART, Muni, Caltrain and AC Transit. A county transportation agency or board of supervisors may petition to establish an ad-hoc adjudication committee if a transit agency is not applying standards, policies and commitments related to key operational and maintenance issues (such as service levels, fare policy, cleanliness, maintenance, access, and safety) consistently across counties or if such standards, policies or commitments disproportionately disadvantage service or state of good repair in a county without compelling justification. The committee is composed solely of representatives from counties contributing revenue measure funds to the transit agency under review. Its determinations are binding and may result in withholding up to 7 percent of the transit agency's funds. The process includes an initial 3.5 percent withholding with a 90-day period for corrective action; if the issue is not resolved, an additional 3.5 percent may be withheld.

SB 63 Funding Distribution Tree

September 12, 2025



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Memorandum

AGENDA ITEM 5

DATE: September 16, 2025

TO: Transportation Authority Board

FROM: Rachel Hiatt - Deputy Director for Planning
Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 10/7/2025 Board Meeting: Amend the Prop K Standard Grant Agreement for the Mission Bay School Access Plan [NTIP Planning and Capital] (Plan) to Allow \$30,000 in Funds Held in Reserve for Implementation of Plan Recommendations to be Used for Additional Planning and Outreach; Release \$30,000 from the Reserve; and Appropriate \$20,000 in Prop K Funds, with conditions, for the Plan

RECOMMENDATION ☐ Information ☒ Action

Amend the Prop K Standard Grant Agreement (SGA) for the Mission Bay School Access Plan [NTIP Planning and Capital] (Plan) to allow \$30,000 held in reserve for implementation of Plan recommendations to be used for additional planning and outreach.

Release \$30,000 from the reserve.

Appropriate \$20,000 in Prop K funds, with conditions, for the Plan.

SUMMARY

In March 2023, the Board allocated and appropriated a total of \$319,307 in District 6 Neighborhood Program funds for the Mission Bay School Access Plan. This included funding for the Transportation Authority to develop the Plan and for the San Francisco Municipal Transportation Agency (SFMTA) to participate in plan development, as well as \$90,000 placed on reserve for SFMTA to implement Plan recommendations following Board approval of the plan. The purpose of the Plan is to identify and mitigate barriers students and caregivers could experience accessing a new school being built in Mission Bay. To date, the study team has identified barriers with input from the community, developed conceptual

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



designs to mitigate those barriers, and sought feedback from community members on draft recommendations. We are seeking Board release of \$30,000 from the reserve - \$20,000 for the Transportation Authority and \$10,000 for SFMTA, for additional refinement of concepts intended to improve safety and connectivity for cyclists traveling through the roundabout where Owens Street and Mission Bay Drive converge, and additional outreach to share the refined concepts with the community. The project team shared alternatives with the community earlier this year and received feedback that suggests some design modifications could improve the project. At the meeting, staff will provide a project update and be able to answer questions. We expect to present the final report to the Board for adoption in April 2026.	
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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. Following Board approval of the Plan, SFMTA will be able to submit an Allocation Request Form detailing the proposed scope, schedule, cost, and funding for the proposed recommendations to be implemented with Prop K funds and request that the Board release the funds held on reserve.

DISCUSSION

The San Francisco Unified School District is building a new school in the Mission Bay Neighborhood. Through the Mission Bay School Access Plan, the Transportation Authority and SFMTA worked with community members to identify key barriers to accessing the new school by walking or rolling, then designed improvements to those barriers. Community members identified three key barriers: Mission Bay Boulevard North and South, the roundabout where Owens Street and Mission Bay Drive converge (roundabout), and the undercrossing where Mission Bay Drive passes underneath I-280. The project team shared concepts designed to improve conditions at each of these barriers with the community and heard positive feedback about recommendations for the Mission Bay Boulevard and the I-280 undercrossing.

In response to community members' feedback during outreach, the project team proposes to further refine draft recommendations for the roundabout, specifically to



explore ways to improve the pedestrian experience in the draft recommendation. The project team believes that refinements which respond to this community feedback may be feasible and seeks to allow a portion of the study's implementation funds (\$30,000 of the \$90,000 implementation reserve) for additional planning work to explore modifications which respond to this input, then return to the community for additional outreach on updated designs.

The subject funds would be used to prepare and evaluate updated conceptual designs during the remainder of 2025, conducting supplemental outreach early in early 2026 and completing the final report in the spring of 2026. Recommendations for Mission Bay Boulevard will be advanced by SFMTA in parallel to roundabout concept refinement. That work will begin imminently and will include additional public outreach.

Attachment 1 includes a summary of the recommended release of funds from the Plan reserve and corresponding amendment to the Standard Grant Agreement for the Plan, as requested by Transportation Authority and SFMTA staff. Attachment 2 includes an updated allocation request form with detailed information on the scope, schedule, budget, funding, deliverables, and special conditions.

FINANCIAL IMPACT

The recommended action would release \$30,000 in previously allocated Prop K funds set on reserve for implementation of Plan recommendations and enable them to be spent on further planning and outreach work. The expenditure of those funds would be subject to the amended Fiscal Year Cash Flow Distribution Schedule contained in the attached allocation request form.

There is no impact on the Transportation Authority's Fiscal Year 2025/26 budget.

CAC POSITION

The CAC will consider this item at its September 24, 2025 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Allocation Request Form
- Attachment 2 - Proposed SGA Amendment for Mission Bay School Access Plan [NTIP Planning and Capital] (Amendment)

Attachment 1
Proposed Standard Grant Agreement (SGA) Amendment - Mission Bay School Access Plan

Resolution	Prop K SGA Number	Project Name (Project Sponsor)	Need for Amendment and Project Description	Recommendations
23-37	140-907111, 138-901197	Mission Bay School Access Plan [NTIP Planning and Capital] (SFMTA)	The SFCTA and SFMTA are developing the Mission Bay School Access Plan (Plan) to improve active transportation access to a new school which the San Francisco Unified School District is building in Mission Bay. To date, the study team has identified barriers with input from the community, developed conceptual designs to mitigate those barriers, and sought feedback from community members on draft recommendations. The Board previously allocated and appropriated a total of \$319,307 to the SFCTA and SFMTA for the Plan. Of this amount, \$90,000 is on reserve for SFMTA to implement Plan recommendations following Board adoption of the final report. Based on community feedback and support from the District 6 Supervisor, SFCTA and SFMTA staff request that the Board release \$30,000 from the implementation reserve to be used to analyze two potential modifications to the draft roundabout recommendation where Owens Street and Mission Bay Drive converge and conduct additional community outreach. Of the \$30,000, the SFMTA would use \$10,000 for this additional work and the SFCTA would use the remaining \$20,000. This would require amendment of the corresponding Standard Grant Agreement with SFMTA and appropriation of \$20,000 to the SFCTA. See proposed amended Allocation Request Form on following page for additional details and the accompanying staff memorandum for a Plan update.	Special Condition: 1) The recommended amendment is contingent upon SFCTA Board release of \$30,000 in sales tax funds previously set aside for implementation of Plan recommendations through approval of Resolution 23-37. 2) The remaining \$60,000 set aside for Plan implementation may be released by the SFCTA Board following the Board's adoption of the Mission Bay School Access Plan and SFMTA submittal of an Allocation Request Form detailing the proposed scope, schedule, cost, and funding for the proposed recommendations to be implemented with Prop K funds.

Allocation Request Form

ATTACHMENT 2

Proposed October 2025 amendment to release \$30,000 from implementation reserve (phase TBD) for planning phase concept refinement and outreach: -\$10,000 to SFMTA
-\$20,000 to SFCTA

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

EXPENDITURE PLAN INFORMATION

Supervisory District	District 06
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REQUEST

Brief Project Description

The San Francisco Unified School District (SFUSD) is developing a new elementary school, Mission Bay School, at the intersection of 6th Street and Mission Bay Boulevard South. The requested NTIP funds will be used to analyze connectivity between the school site, the existing active transportation network, and existing/planned transit, and then design and implement infrastructure improvements to mitigate 1-2 key barriers to active transportation. The project will also coordinate expected transportation programs and improvements from adjacent developments to ensure school access is supported.

Detailed Scope, Project Benefits and Community Outreach

Proposed October 2025 Amendment

Based on community feedback and support from the District 6 Supervisor, the proposed amendment seeks to release \$30,000 in funds currently on reserve for implementation of Mission Bay School Access Plan recommendations to allow those funds to be used to analyze two potential modifications to the draft roundabout recommendation and conduct additional community outreach. Of the \$30,000, the SFMTA will use \$10,000 for this additional work and the SFCTA \$20,000. The project schedule, cost, budget, and recommendations in this allocation request form have been updated to reflect the proposed amendment and current project status. The corresponding staff memo includes a brief project update on the Mission Bay School Access Plan.

Background

The San Francisco Unified School District (SFUSD) is developing a new elementary school, Mission Bay School, at the intersection of 6th Street and Mission Bay Boulevard South. SFUSD anticipates opening the new school in August 2026. This project will analyze connectivity between the school site, the existing low-stress active transportation network, and existing/planned transit, and then design infrastructure improvements to mitigate 1-2 key barriers to active transportation. The project will also coordinate expected transportation programs and improvements from adjacent developments to ensure school access is supported.

The project is informed by the emerging finding from San Francisco's district-wide School Access Plan that caregivers want investment in infrastructure which supports safer school trips. The project will also advance the goal of San Francisco's Safe Routes to School Program to reduce the proportion of school trips made in a single-family vehicle to 30% by 2030.

The Transportation Authority's Neighborhood Program (NTIP) 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 using the \$319,307 in District 6 NTIP funds included in this request.

Scope of Mission Bay School Access Plan

Task 1 - Project Management

Manage all project activities and required reporting.

Deliverables: Quarterly Progress Reports

Lead Agency: San Francisco County Transportation Authority (SFCTA).

Task 2 - Outreach

The study will build on outreach conducted by SFUSD through the school development process. Outreach will involve conversations with community groups in addition to one workshop and one online town-hall intended for the general public. Outreach will also include coordination with The University of California San Francisco (UCSF) which plans to develop several parcels adjacent to the planned school. UCSF also operates a shuttle service near the school site. The study will coordinate with UCSF to ensure transportation programs and future improvements support school access. As of Fall 2025, additional outreach is requested as part of the planning phase. This task will supplement outreach for the Mission Bay School Access Plan, adding a third round to review refined roundabout concepts with the community, development of new materials, additional meetings with Community Based Organizations, and an additional online town hall.

Deliverable: Outreach Materials; Outreach Summary Memorandum

Lead Agency: SFCTA. SFCTA will contract with a consultant for multilingual support.

Task 3 - Goals and Existing Conditions

The study team will draft an Existing Conditions Report which documents current transportation conditions, services, and planned improvements near the school site.

In parallel with the Existing Conditions Report, the study team will review and refine study goals, then develop a Goals and Objectives Framework (G&O Framework). The G&O Framework will be used to guide discussions with UCSF about shuttle service and planned nearby developments. It will also be used to guide the development of, then evaluate concepts developed in Task 4.

Deliverables: Goals and Objectives Framework and Existing Conditions Report

Lead Agency: SFCTA

Task 4 - Concept Development

The study team will review the existing conditions report developed in Task 3 and identify 1-2 key barriers to active transportation connectivity near the school site. The study will develop 5% conceptual designs for improvements to the key barriers identified. The study team will also identify a broader package of active transportation improvements which connect the school site to the active transportation network and transit networks along low-stress routes.

Deliverable: Draft Concepts Memorandum

Lead Agency: San Francisco Municipal Transportation Agency (SFMTA)

Task 5 - Concept Evaluation and Cost Estimates

The team will develop rough order of magnitude cost estimates for potential improvements developed in Task 4, then use the G&O Framework developed in Task 3 to evaluate alternatives. The study is not expected to conduct detailed traffic analysis. The project team will use evaluation results to recommend a suite of transportation improvement concepts. With the additional planning funds to be released from the construction allocation, Task 5 would be amended to explore potential modifications to the draft recommendation for roundabout improvements presented by the Mission Bay School Access Plan during the second round of outreach which mitigate or eliminate pedestrian tradeoffs. Potential modifications include widening the paved pathway or routing a bikeway through and above the existing rainwater retention areas. Modifications will be evaluated for engineering feasibility, safety impacts, and cost. Findings from this analysis will be incorporated into the Mission Bay School Access Plan final recommendations and report, expected April 2026.

Deliverables: Concept Evaluation and Cost Estimate Matrices, Roundabout Alternatives Memorandum

Lead Agency: SFMTA

Task 6 - Report, Recommendations, and Implementation Plan

The study team will compile deliverables from previous tasks and document recommendations in a Final Report. This report will include recommendations for improvements to active transportation connectivity which address 1-2 key barriers

and which connect the school site to existing active transportation and transit networks. The final report will also document transportation improvements planned through nearby UCSF developments. Recommendations will include a funding and implementation plan.

Deliverables: Draft and Final Report; Presentation to SFCTA Board for final decision
Lead Agency: SFCTA

Implementation of Recommendations [SFMTA Task]

\$60,000 would remain on reserve to implement the study recommendations. The SFMTA will prioritize and identify recommended improvements for up to a total cost of \$60,000. Improvements will be prioritized based on need, cost, and time to implement. The implementation cost may include environmental review, design, or construction and construction may be a combination of quick-build or permanent construction.

Project Location

Roads within approximately 1/4 mile of the planned school site at 6th Street / Mission Bay South

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

Project Phase(s)

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

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

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)
Primary Sponsor:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2023	Apr-May-Jun	2026
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

Planning Phase Schedule:

Task 2 Outreach: February 2024 - February 2026

Task 3 Goals and Existing Conditions: April 2023 - October 2023

Task 4 Concept Development: March 2024 - October 2025

Task 5 Concept Evaluation and Cost Estimates: June 2024 - November 2025

Task 6 Report, Recommendations, and Implementation Plan: December 2025 - April 2026

Implementation of Recommendations [SFMTA Task] - TBD upon approval of the Mission Bay School Access Plan Final Report

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)
Primary Sponsor:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
Phases In Current Request Total:	\$0	\$0	\$0	\$0

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
	\$0	\$20,000	\$299,307	\$319,307
Funding Plan for Entire Project Total:	\$0	\$20,000	\$299,307	\$319,307

COST SUMMARY

Phase	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$259,307	Estimated cost based on scope of work
Environmental Studies	\$0	
Right of Way	\$0	
Design Engineering	\$0	
Construction	\$60,000	Funds available
Operations	\$0	
Total:	\$319,307	

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

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

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY							
Agency	Task 1 - Project Management	Task 2 - Outreach	Task 3 - Goals and Existing Conditions	Task 4 - Concept Development	Task 5 - Concept Evaluation	Task 6 - Final Report	Total
SFMTA	\$ -	\$ 28,810.16	\$ 5,058.38	\$ 49,791.72	\$ 30,384.92	\$ 3,208.24	\$ 117,253
SFCTA	\$ 16,581.42	\$ 43,690.02	\$ 8,216.20	\$ 5,824.40	\$ 4,078.77	\$ 24,663.05	\$ 103,054
Consultant	\$ -	\$ 24,000.00	\$ 14,999.00	\$ -	\$ -	\$ -	\$ 38,999
Total	\$ 16,581	\$ 96,500	\$ 28,274	\$ 55,616	\$ 34,464	\$ 27,871	\$ 259,306

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

DETAILED LABOR COST ESTIMATE - BY AGENCY							
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE		Total
Engineer (5241)	322	\$ 88.81	2.55	\$ 226.35	15%		\$ 72,885
Transportation Planner III	254	\$ 67.26	2.60	\$ 174.68	12%		\$ 44,369
Total	576				0.28		\$ 117,253
SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE		Total
Tansportation Planner	398	\$ 57.88	2.69	\$ 155.88	19%		\$ 62,040
Planning Intern	172	\$ 28.00	2.69	\$ 75.41	8%		\$ 12,971
Deputy Director of Planning	25	\$ 106.56	2.69	\$ 287.00	1%		\$ 7,175
Communications Manager	35	\$ 60.30	2.69	\$ 162.40	2%		\$ 5,684
Director of Communications	15	\$ 95.43	2.69	\$ 257.02	1%		\$ 3,855
Senior Graphic Designer	80	\$ 52.58	2.69	\$ 141.61	4%		\$ 11,329
Total	725				35%		\$ 103,054

Implementation Budget: The proposed October 2025 amendment would release \$30,000 of the original \$90,000 implementation reserve to allow further planning and outreach related to the draft roundabout recommendation. Following the SFCTA Board's adoption of the Mission Bay School Access Plan, the SFMTA may submit an allocation request form detailing the proposed scope, schedule, cost, and funding for the proposed recommendations to be implemented with Prop K funds, and request that the Board release the remaining implementation funds from the reserve. These actions may be considered concurrently.

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)
Primary Sponsor:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$0	Total PROP K Recommended	\$319,307

SGA Project Number:	138-901197	Name:	Mission Bay School Access Plan [NTIP Planning and Capital] - SFCTA Planning
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	09/30/2026
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2025/26	Total
PROP K EP-138	\$7,318	\$114,567	\$20,000	\$141,885

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion of Task 2 Outreach, provide Outreach Materials and an Outreach Summary Memorandum with a summary of feedback.
3. Upon completion of Task 3 Goals and Existing Conditions, submit the Existing Conditions Report and Goals and Objectives Framework.
4. Upon completion of Task 4 Concept Development, submit a Draft Concepts Memorandum with a summary of the broader package of active transportation improvements and the 5% conceptual designs for improvements.
5. Upon completion of Task 5 Concept Evaluation and Cost Estimates, submit the Concept Evaluation, Cost Estimate Matrices, and Roundabout Alternatives Memorandum.
6. Upon completion of Task 6 Report, Recommendations, and Implementation Plan, submit the Final Report.
7. Upon completion of the planning phase, project team shall provide a final report with recommendations for improvements. This report shall include photos of existing conditions, a summary of public feedback, and recommendations including detailed plans, cost estimates, and funding options to implement the recommendations. Project team shall present the final report to the CAC and Board for approval. (Anticipated April 2026).

Special Conditions

1. The recommended allocation is contingent upon amendment of the Prop K Pedestrian Circulation and Safety 5YPP. See attached 5YPP amendment for details. (Approved Res 23-027, March 2023).

2. The recommended amendment is contingent upon SFCTA Board release of \$30,000 in sales tax funds previously set aside for construction of the subject project through approval of Resolution 23-37. Of the \$30,000 released, \$20,000 is reflected in SGA 138-901197 and \$10,000 is reflected in SGA 140-907111.

Notes

1. The Transportation Authority will share quarterly progress reports with the District Supervisor for this NTIP project.

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

SGA Project Number:	138-907198	Name:	Mission Bay School Access Plan [NTIP Planning and Capital] - SFMTA Planning
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2026
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	Total
PROP K EP-138	\$42,969	\$64,453	\$107,422

Deliverables

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

2. Upon completion of Task 2 Outreach, provide Outreach Materials and an Outreach Summary Memorandum with a summary of feedback.

3. Upon completion of Task 3 Goals and Existing Conditions, submit the Existing Conditions Report and Goals and Objectives Framework.

4. Upon completion of Task 4 Concept Development, submit a Draft Concepts Memorandum with a summary of the broader package of active transportation improvements and the 5% conceptual designs for improvements.

5. Upon completion of Task 5 Concept Evaluation and Cost Estimates, submit the Concept Evaluation, Cost Estimate Matrices, and Roundabout Alternatives Memorandum.

6. Upon completion of Task 6 Report, Recommendations, and Implementation Plan, submit the Final Report.

7. Upon completion of the planning phase, project team shall provide a final report with recommendations for improvements. This report shall include photos of existing conditions, a summary of public feedback, and recommendations including detailed plans, cost estimates, and funding options to implement the recommendations. Project team shall present the final report to the CAC and Board for approval. (Anticipated April 2026).

Special Conditions

1. The recommended allocation is contingent upon amendment of the Prop K Traffic Calming 5YPP. See attached 5YPP amendment for details. (Approved Res 23-027, March 2023).

Notes

1. The Transportation Authority will share quarterly progress reports with the District Supervisor for this NTIP project.

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

SGA Project Number:	140-907111	Name:	Mission Bay School Access Plan [NTIP Planning and Capital]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2026
Phase:		Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total
PROP K EP-140	\$70,000	\$70,000

Deliverables

1. Deliverables to be determined as part of Board action to release implementation funds.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Prop K amendment of the Pedestrian Circulation and Safety 5YPP. See attached 5YPP amendment for details. (Approved Res 23-027, March 2023).
2. The \$60,000 set aside for plan implementation may be released by the Transportation Authority Board following the Board's adoption of the Mission Bay School Access Plan and submittal of an Allocation Request Form detailing the proposed scope, schedule, cost, and funding for the proposed recommendations to be implemented with Prop K funds.
3. The recommended amendment is contingent upon SFCTA Board release of \$30,000 in sales tax funds previously set aside for construction of the subject project through approval of Resolution 23-37. Of the \$30,000 released, \$20,000 is reflected in SGA 138-901197 and \$10,000 is reflected in SGA 140-907111.

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	0.0%

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)
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

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

Initials of sponsor staff member verifying the above statement:

AW

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	David Long	Mike Pickford
Title:	Planner	Principal Transportation Planner
Phone:	(415) 593-1669	(415) 522-4822
Email:	david.long@sfcta.org	mike.pickford@sfcta.org

Mission Bay School Access Plan





Memorandum

AGENDA ITEM 6

DATE: September 18, 2025
TO: Transportation Authority Board
FROM: Anna LaForte – Deputy Director for Policy and Programming
SUBJECT: 10/7/2025 Board Meeting: Allocate \$6,606,363 in Prop L Funds, with Conditions, and Allocate \$1,100,000 in Prop AA Funds, with Conditions, for Four Requests

RECOMMENDATION ☐ Information ☒ Action

Allocate \$6,606,363 in Prop L funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:

1. Traffic Signal Hardware Replacement Program FY26 (\$1,000,000)
2. Traffic Signal Upgrade Contract 35 (\$5,345,363)
3. West Broadway Tunnel Safety [NTP] (\$261,000)

Allocate \$1,100,000 in Prop AA funds, with conditions, to San Francisco Public Works (SFPW) for:

4. Japantown Buchanan Mall Improvements

SUMMARY

Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.

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

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 included in Attachment 5, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

FINANCIAL IMPACT

The recommended action would allocate \$6,606,363 in Prop L funds and \$1,100,000 in Prop AA 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 and Prop AA Fiscal Year 2025/26 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocations, appropriations, and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Transportation Authority's FY 2025/26 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 September 24, 2025 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop L and Prop AA Allocations Summary – FY25/26
- Attachment 5 – Allocation Request Forms (4)

Attachment 1: Summary of Requests Received

							Leveraging			
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
Prop L	17	SFMTA	Traffic Signal Hardware Replacement Program FY26	\$ 1,000,000		\$ 1,000,000	29%	0%	Construction	1, 2, 3, 5, 6, 7, 9, 10, 11
Prop L	17	SFMTA	Traffic Signal Upgrade Contract 35	\$ 5,345,363		\$ 18,213,383	29%	71%	Construction	1, 2, 3, 5, 7, 8, 9, 10, 11
Prop L	25	SFMTA	West Broadway Tunnel Safety [NTP]	\$ 261,000		\$ 261,000	78%	0%	Design, Construction	3
Prop AA	Ped	SFPW	Japantown Buchanan Mall Improvements		\$ 1,100,000	\$ 8,010,000	NA	86%	Construction	5
TOTAL				\$ 6,606,363	\$ 1,100,000	\$ 8,271,000				

Footnotes

¹ "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the Prop L Strategic Plan (e.g. Traffic Signs and Signals Maintenance and Neighborhood Transportation Program) or the Prop AA Expenditure Plan line number referenced in the 2022 Prop AA Strategic Plan (e.g. Pedestrian Safety).

² Acronyms: SFMTA (San Francisco Municipal Transportation Agency) and SFPW (San Francisco Public Works)

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

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

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Prop AA Funds Requested	Project Description
17	SFMTA	Traffic Signal Hardware Replacement Program FY26	\$1,000,000		This request will fund replacement of an estimated 98 traffic signal controllers manufactured between 2012 and 2018 with a known firewall-related security vulnerability. Requested funds will be used to enhance traffic and pedestrian safety by replacing key signal hardware that needs to be upgraded to current industry standards. Replacing the controllers will prevent further signal outages due to the security vulnerability. SFMTA anticipates the project to be open for use by September 2027.
17	SFMTA	Traffic Signal Upgrade Contract 35	\$5,345,363		Requested Prop L funds will leverage \$12.3 million in 2024 Healthy, Safe and Vibrant San Francisco Bond funds to construct traffic-signal related upgrades at 17 locations throughout the city. Safety and accessibility upgrades include pedestrian countdown signals, accessible pedestrian signals, new mast arms with larger signal heads, left turn signals, upgraded streetlighting, 97 new or upgraded curb ramps, and replacement of old/damaged signal infrastructure. See attached allocation request form for project locations. SFMTA expects the project to be open for use in December 2027.
25	SFMTA	West Broadway Tunnel Safety [NTP]	\$261,000		District 3 Neighborhood Program funds will be used to design and construct a series of transportation improvements to address safety on Broadway between Polk and Powell streets. The scope of work includes restriping vehicle traffic lanes to a narrower width to encourage lower vehicle speeds while maintaining two traffic lanes in each direction, installing a speed feedback radar sign facing westbound traffic at Larkin Street to increase awareness of vehicle speeds, adding PLAYGROUND warning signs and speed limit signs between Polk and Larkin streets, upgrading the traffic signals at the intersection of Broadway and Larkin streets with larger more visible lenses and adjusting the timing to slow the progression of traffic entering the tunnel, and adding bike parking at Broadway and Polk streets and turn calming at Broadway and Larkin streets. SFMTA will conduct additional outreach through surveys and mailers during design and construction and anticipates the project to be open for use in June 2027.
Ped	SFPW	Japantown Buchanan Mall Improvements		\$1,100,000	This request will fund improvements to the Japantown Buchanan Mall, a culturally significant public plaza on Buchanan between Post and Sutter streets. Improvements include repaving the uneven walkways, curb ramps, trees and landscaping with culturally relevant plants, enhancing the existing historic public art, and installing new energy efficient pedestrian lighting. SFPW anticipates that the project will be open for use by June 2027.
TOTAL			\$6,606,363	\$1,100,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Prop AA Funds Recommended	Recommendations
17	SFMTA	Traffic Signal Hardware Replacement Program FY26	\$1,000,000		
17	SFMTA	Traffic Signal Upgrade Contract 35	\$5,345,363		Special condition: Sponsor shall provide documentation of completion of design prior to reimbursement for construction phase costs.
25	SFMTA	West Broadway Tunnel Safety [NTP]	\$261,000		Special condition: 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.
Ped	SFPW	Japantown Buchanan Mall Improvements		\$1,100,000	Special condition: Recommendation is conditioned upon concurrent amendment of the Prop AA 5-Year Project List to reprogram \$700,000 from the Oakdale Lighting Improvements Project Phase 1 to the subject project. Oakdale Lighting Phase 1 was completed under budget. See attached Prop AA 5-Year Project List for details. In Spring 2026, staff plan to advance a funding request the design phase of Oakdale Lighting Improvements Phases 2 and 3, estimated to cost \$615,000, with Prop L funds from the Equity Priority Community Program.
TOTAL			\$ 6,606,363	\$ 1,100,000	

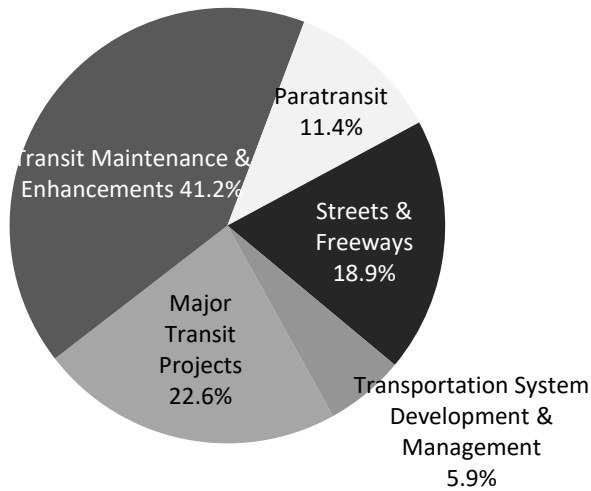
¹ See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2024/25

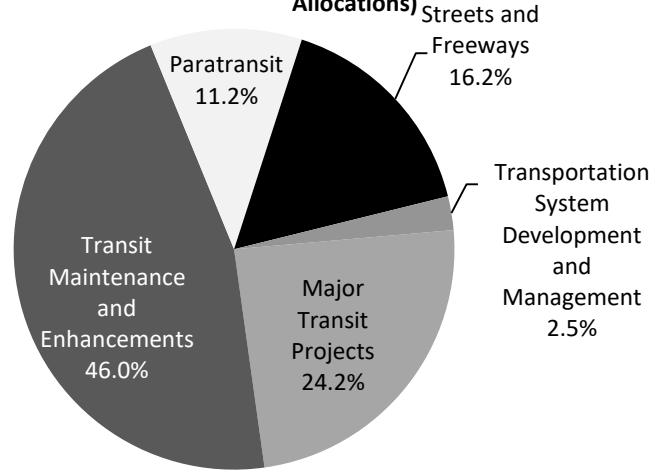
PROP L SALES TAX						
FY 2025/26	Total	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Prior Allocations	\$ 16,881,000	\$ 4,601,000	\$ 7,540,000	\$ 4,740,000	\$ -	\$ -
Current Request(s)	\$ 6,606,363	\$ 875,000	\$ 3,686,000	\$ 1,845,363	\$ 200,000	\$ -
New Total Allocations	\$ 23,487,363	\$ 5,476,000	\$ 11,226,000	\$ 6,585,363	\$ 200,000	\$ -

The above table shows maximum annual cash flow for all FY 2025/26 allocations and appropriations approved to date, along with the current recommended allocations.

Prop L Expenditure Plan



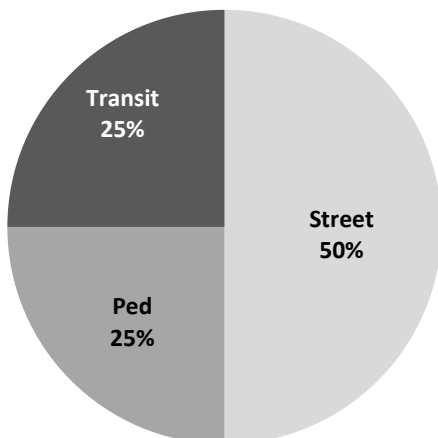
Prop L Investments To Date (Including Pending Allocations)



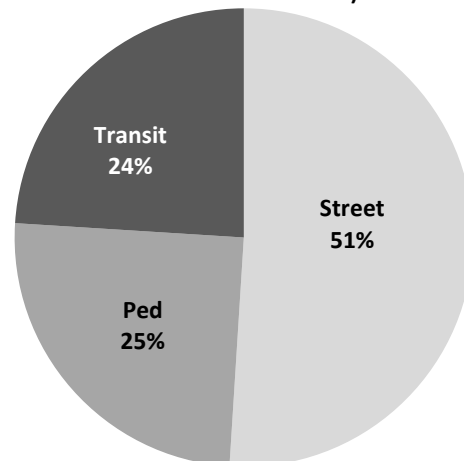
PROP AA VEHICLE REGISTRATION FEE						
FY 2025/26	Total	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Prior Allocations	\$ 2,360,572	\$ 950,000	\$ 950,000	\$ 460,572	\$ -	\$ -
Current Request(s)	\$ 1,100,000	\$ 275,000	\$ 825,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 3,460,572	\$ 1,225,000	\$ 1,775,000	\$ 460,572	\$ -	\$ -

The above table shows total cash flow for all FY 2025/26 allocations approved to date, along with the current recommended allocations.

Prop AA Expenditure Plan



Prop AA Investments To Date (Including Pending Allocations)



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Traffic Signal Hardware Replacement Program FY26
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Traffic Signs and Signals Maintenance
Current PROP L Request:	\$1,000,000
Supervisory Districts	District 01, District 02, District 03, District 05, District 06, District 07, District 09, District 10, District 11

REQUEST

Brief Project Description

Replace approximately 98 traffic signal controllers manufactured between 2012 to 2018 with a known firewall related security vulnerability. Replacing the traffic signal controllers will prevent signal outages due to the security vulnerability. Requested funds will be used to enhance traffic and pedestrian safety by replacing key signal hardware that needs to be upgraded to current industry standards.

Detailed Scope, Project Benefits and Community Outreach

The San Francisco Municipal Transportation Agency (SFMTA) is seeking \$1,000,000 in Prop L funds, including \$500,000 programmed in FY 2024/25 and \$500,000 programmed in FY 2025/26 towards the construction phase of this project. The project will replace approximately 98 traffic signal controllers with a known firewall related security vulnerability.

Around 2018, City staff discovered a vulnerability with signal controllers that could allow signal outages to occur under certain conditions. A replacement effort commenced to identify and replace controllers built from around 2012 to 2018. Controllers manufactured in 2019 were thoroughly tested and found to address the vulnerability.

After a widespread signal outage occurred in 2022 related to the firewall related security vulnerability, the SFMTA Signal Shop identified approximately 350 traffic signal controllers that still needed replacement. Replacement of the controllers continued with 252 controllers replaced in 2024 and 2025 using General Fund Population Growth (Proposition B) and other MTA funding. Another signal outage occurred in 2025 which further highlighted the need to prioritize the replacement of controllers with the firewall vulnerability. This Prop L request is estimated to allow for the replacement of approximately 98 controllers with the firewall vulnerability needing to still be replaced at this time.

Since no excavation is needed, the SFMTA Signal Shop can procure and install the 98 traffic signal controllers proposed for replacement using the Prop L funds. No construction contract advertised for competitive bid is needed.

See Table 1 (attached) for list of 98 locations proposed for controller replacements using Prop L funds. Final locations will be determined by the SFMTA Signal Shop as they continue to work through the remaining intersections that need controller replacements.

Project Location

A list of candidate locations is provided in Table 1 for reference.

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

Project Phase(s)

Construction (CON)

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	\$1,000,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Traffic Signal Hardware Replacement Program FY26
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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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)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2026		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2027
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2028

SCHEDULE DETAILS

No detailed design phase is needed for this project.

Project coordination will be performed on a case-by-case basis due to the variety of project locations.

Before installation of signal hardware, the project will request environmental clearance review under the California Environmental Quality Act (CEQA) for all candidate locations. For similar projects, the environmental review was successful without encountering any issues. The same environmental process is expected for this year's request.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Traffic Signal Hardware Replacement Program FY26
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-217: Traffic Signs and Signals Maintenance	\$0	\$1,000,000	\$0	\$1,000,000
Phases In Current Request Total:	\$0	\$1,000,000	\$0	\$1,000,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$1,000,000	\$1,000,000	Based on estimates from similar projects
Operations	\$0		
Total:	\$1,000,000	\$1,000,000	

% Complete of Design:	0.0%
As of Date:	07/25/2025
Expected Useful Life:	15 Years

MAJOR LINE ITEM BUDGET

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

Budget Line Item	Totals	Cost Per Intersection	# of Controllers	SFMTA
1. SFMTA Signal Shop Labor to install controllers	\$517,049	\$ 5,276	98	\$517,049
2. Construction Management/ Support	\$98,000	\$ 1,000	98	\$98,000
3. Materials	\$294,000	\$ 3,000	98	\$294,000
4. 10% Contingency	\$90,951	\$ 966	98	\$90,951
TOTAL CONSTRUCTION PHASE	\$1,000,000			\$1,000,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Traffic Signal Hardware Replacement Program FY26
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$1,000,000	Total PROP L Recommended	\$1,000,000

SGA Project Number:		Name:	Traffic Signal Hardware Replacement Program FY26
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2028
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	FY2027/28	FY2028/29	Total
PROP L EP-217	\$600,000	\$350,000	\$50,000	\$0	\$1,000,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, list of locations where work has been done to date, upcoming project milestones, 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, Sponsor shall provide 2-3 photos of typical before conditions and on completion of the project Sponsor shall provide 2-3 photos of completed work.

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%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Traffic Signal Hardware Replacement Program FY26
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$1,000,000
--------------------------------	-------------

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

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Geraldine De Leon	Kathryn Studwell
Title:	Lead Engineer	Grant Administration Manager
Phone:	(415) 646-4557	(415) 517-7015
Email:	geraldine.deleon@sfmta.com	kathryn.studwell@sfmta.com

Table 1. Traffic Signal Hardware Replacement FY 25-26

Candidate Locations for Traffic Signal Controller Replacements Proposed to be Funded with Prop L

#	Intersection	Supervisor District
1	4th Ave & California	1
2	4th St & Channel	6
3	5th Ave & Geary	1
4	5th Ave & Lincoln	7
5	6th Ave & California	1
6	6th Ave & Lincoln	7
7	7th Ave & Lincoln	7
8	7th St & Brannan	6
9	7th St & Townsend	6
10	8th Ave & California	1
11	8th Ave & Geary	1
12	10th Ave & California	1
13	10th Ave & Geary	1
14	12th Ave & California	1
15	15th St & Potrero	6,9
16	16th St & Capp	9
17	16th St & Harrison	9
18	16th St & Rhode Island	6,10
19	16th St & Vermont	6,10
20	20th St & Mission	9
21	22nd Ave & Geary	1
22	26th Ave & Geary	1
23	27th Ave & Geary	1
24	28th Ave & Geary	1
25	36th Ave & Geary	1
26	Acton, Mission & Sickles	11
27	Alameda & Potrero	6,9
28	Alemany & Geneva	11
29	Amador, Cargo & Illinois	10
30	Arguello & California	1,2
31	Bacon & San Bruno	9
32	Battery & Clay	3
33	Beale & Mission	6
34	Brookdale & Geneva	10,11
35	Bush & Mason	3
36	Bush & Powell	3
37	California & Kearny	3
38	California & Laurel	2
39	California & Lyon	2
40	California & Walnut	2
41	California, Maple & Parker	2
42	Charles J Brenham & McAllister	5
43	Clay & Drumm	3

Table 1. Traffic Signal Hardware Replacement FY 25-26

Candidate Locations for Traffic Signal Controller Replacements Proposed to be Funded with Prop L

#	Intersection	Supervisor District
44	Clay & Kearny	3
45	Clay & Powell	3
46	Clay & Sansome	3
47	Cyril Magnin & O'Farrell	3,5
48	Davis & Sacramento	3
49	Delano & Geneva	11
50	Dewey, Laguna Honda & Woodside	7
51	Drumm & Sacramento	3
52	Dwight, Paul & San Bruno	9,10
53	Eddy & Mason	3,5
54	Ellis & Mason	3,5
55	Esquina & Geneva	10
56	Fillmore & Sacramento	2
57	Folsom & Russ	6
58	Forest Hill Station & Laguna Honda Blvd	7
59	Geary & Hyde	3,5
60	Geary & Jones	3,5
61	Geary & Mason	3
62	Geary & Polk	3,5
63	Geary & Powell	3
64	Geneva & Howth	11
65	Golden Gate & Jones	5
66	Grant & Post	3
67	Grant & Sacramento	3
68	Grant & Sutter	3
69	Howard & Main	6
70	Howard & Spear	6
71	Howard & Steuart	6
72	Howth & Ocean	7,11
73	Hyde & O'Farrell	5
74	Illinois & Mariposa	6,10
75	Jackson & Mason	3
76	JFK Dr & Stanyan	1,5
77	Jones & Sutter	3
78	Jones, Market & McAllister	5,6
79	Kezar Midblock JFK & Waller	5,7
80	Larkin & O'Farrell	5
81	Larkin & Sutter	3
82	Lawrence, Mission & Oliver	11
83	Leavenworth & McAllister	5
84	Leavenworth & Post	3
85	Lowell, Mission & Naglee	11
86	Lusk & Townsend	6

Table 1. Traffic Signal Hardware Replacement FY 25-26

Candidate Locations for Traffic Signal Controller Replacements Proposed to be Funded with Prop L

#	Intersection	Supervisor District
87	Main & Mission	6
88	Mason & O'Farrell	3,5
89	Mason & Post	3
90	Mission & Spear	6
91	Mission & Steuart	3,6
92	Mission, Niagara, Pope & Rolph	11
93	North Point & Powell	3
94	O'Farrell & Taylor	3,5
95	Post & Powell	3
96	Powell & Sacramento	3
97	Powell & Washington	3
98	Sutter & Taylor	3

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Traffic Signal Upgrade Contract 35
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Traffic Signs and Signals Maintenance
Current PROP L Request:	\$5,345,363
Supervisory Districts	District 01, District 02, District 03, District 05, District 07, District 08, District 09, District 10, District 11

REQUEST

Brief Project Description

This request will fund the construction phase of traffic-signal related upgrades at 17 locations across the City. Upgrades include pedestrian countdown signals (PCS), accessible pedestrian signals (APS), new mast arms with higher-visibility 12-inch signal heads, left turn signals, upgraded streetlighting, curb ramps, and replacement of old/damaged signal infrastructure. 8 of the intersections are located on the Vision Zero High Injury Network, which encompasses the pedestrian, bicycle, and vehicle high injury corridors. These signal upgrades will improve accessibility and safety for all.

Detailed Scope, Project Benefits and Community Outreach

See attached.

Project Location

17 intersections spread throughout the City of San Francisco (see attached list and map)

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

Project Phase(s)

Construction (CON)

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

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
PROP L Amount	\$5,345,363.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Traffic Signal Upgrade Contract 35
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Jan-Feb-Mar	2018	Jan-Feb-Mar	2021
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2017	Oct-Nov-Dec	2025
Advertise Construction	Oct-Nov-Dec	2025		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2026		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2027
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2028

SCHEDULE DETAILS

A significant portion of the construction phase of Contract 35 is being funded by the 2024 Healthy, Safe and Vibrant San Francisco Bond, which requires the majority of the construction funds be spent by October 2027 to meet a timely-use-of funds deadline.

Contract 35 construction work will be coordinated with the following projects: Various Locations (VL) Pavement Renovation 80 (near Larkin/Post intersection), Sickles Avenue Streetscape Project (near Alemany/Sickles), and 29 Sunset Muni Forward project (near 25th Ave/Clement). Note that the final design for Contract 35 took into consideration elements of the VL 80, Sickles Streetscape, and 29 Sunset Muni Forward projects to avoid conflicts.

Various Locations Pavement Renovation 80 (near Larkin/Post intersection) paving project is likely to advertise in Fall 2025, with construction schedules overlapping with Contract 35. However, because both projects have multiple locations, the work can be easily scheduled to avoid conflicts. Project excavation limits were adjusted on Contract 35 and VL 80 to avoid conflicts.

Sickles Avenue Streetscape Project (near Alemany/Sickles) design has been completed, but final construction phase schedule is on hold while construction phase funding is finalized. Since there is no overlap in the excavation scope between the two projects, coordination between the projects should not be an issue.

29 Sunset Muni Forward project is an on-going improvement project that includes transit improvement scope at 25th Ave/Clement. That work can be coordinated with Contract 35 signal work at 25th Ave/Clement.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Traffic Signal Upgrade Contract 35
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-217: Traffic Signs and Signals Maintenance	\$0	\$5,345,363	\$0	\$5,345,363
2024 Healthy, Safe and Vibrant San Francisco Bond	\$0	\$12,300,000	\$0	\$12,300,000
SFMTA Operating Funds	\$0	\$0	\$568,020	\$568,020
Phases In Current Request Total:	\$0	\$17,645,363	\$568,020	\$18,213,383

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$5,345,363	\$0	\$5,345,363
2024 Healthy, Safe and Vibrant San Francisco Bond	\$0	\$12,300,000	\$0	\$12,300,000
PROP K: Prop K Sales Tax	\$0	\$0	\$840,000	\$840,000
SFMTA Local Funds	\$0	\$0	\$1,054,146	\$1,054,146
SFMTA Operating Funds	\$0	\$0	\$568,020	\$568,020
Funding Plan for Entire Project Total:	\$0	\$17,645,363	\$2,462,166	\$20,107,529

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$1,894,146		Costs incurred to date and expected cost to finish
Construction	\$18,213,383	\$5,345,363	Cost Estimate at 95% design complete and Previous SFMTA Projects
Operations	\$0		
Total:	\$20,107,529	\$5,345,363	

% Complete of Design:	95.0%
As of Date:	08/22/2025
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 (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract					
Task 1: Curb Ramps	\$ 2,920,000				\$ 2,920,000
Task 2: Catchbasins & Sewer Laterals	\$ 900,000				\$ 900,000
Task 3: Signals /Mountings	\$ 1,100,000				\$ 1,100,000
Task 4: Poles	\$ 1,500,000				\$ 1,500,000
Task 5: Pullboxes/Conduits	\$ 1,800,000				\$ 1,800,000
Task 6: Wiring	\$ 675,000				\$ 675,000
Task 7: Traffic Routing	\$ 680,000				\$ 680,000
Task 8: Misc **	\$ 1,000,000				\$ 1,000,000
Task 9: PGE Service Points Contracts	\$ 300,000			\$ 300,000	
Contract Subtotal	\$ 10,875,000			\$ 300,000	\$ 10,575,000
2. SFMTA-Provided Materials					
Controller Cabinets	\$ 480,000			\$ 480,000	
Accessible Ped Signals	\$ 229,000			\$ 229,000	
Ped Countdown Modules	\$ 23,500			\$ 23,500	
Emergency Vehicle Pre-emption Radio	\$ 96,000			\$ 96,000	
Video Detection Camera	\$ 50,000			\$ 50,000	
Materials Subtotal	\$ 878,500			\$ 878,500	
3. Construction Management/ Support					
Muni Overhead Wire De-energization	\$ 72,000			\$ 72,000	
Construction Engineering / Inspection	\$ 4,450,000	41%	\$ 3,600,000	\$ 850,000	
Signal Shop	\$ 485,000			\$ 485,000	
Paint Shop	\$ 289,000			\$ 289,000	
Sign Shop	\$ 102,000			\$ 102,000	
Meter Shop	\$ 8,000			\$ 8,000	
Labor Subtotal	\$ 5,406,000	50%	\$ 3,600,000	\$ 1,806,000	
4. Other Direct Costs *	\$ 1,000		\$ 1,000		
5. Contingency	\$ 1,052,883.00	10%	\$ 200,000	\$ 100,000	\$ 752,883
TOTAL CONSTRUCTION PHASE	\$ 18,213,383		\$ 3,801,000	\$ 3,084,500	\$ 11,327,883

* City Attorney Review, ** Key tasks includes remove and salvage equipment, permit fees, potholing, and mobilization.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Traffic Signal Upgrade Contract 35
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$5,345,363	Total PROP L Recommended	\$5,345,363

SGA Project Number:		Name:	Traffic Signal Upgrade Contract 35
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2028
Phase:	Construction	Fundshare:	29.35%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	FY2027/28	FY2028/29	Total
PROP L EP-201	\$200,000	\$3,200,000	\$1,745,363	\$200,000	\$5,345,363

Deliverables

- 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.
- With the first QPR, SFMTA 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

- Sponsor required to provide documentation of completion of design prior to reimbursement of construction costs to satisfy Deliverable #1 of the design phase grant (SGA 133-907060).

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	70.65%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	73.42%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Traffic Signal Upgrade Contract 35
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$5,345,363
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

GD

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Geraldine De Leon	Kathryn Studwell
Title:	Lead Engineer	Grant Administration Manager
Phone:	(415) 646-4557	(415) 517-7015
Email:	geraldine.deleon@sfmta.com	kathryn.studwell@sfmta.com

Traffic Signal Upgrade Contract 35 – Construction Phase

Detailed Scope & Project Benefits

The San Francisco Municipal Transportation Agency (SFMTA) is seeking \$5,345,363 in Prop L Sales Tax funds toward the construction phase of traffic signal upgrades and related pedestrian improvements at 17 locations to be constructed under Traffic Signal Upgrade Contract 35. Signal visibility improvements will include new poles with larger signal heads. Related pedestrian safety improvements include pedestrian countdown signals (PCS), accessible pedestrian signals (APS), upgraded streetlighting, and upgraded curb ramps to the latest standards and to provide an accessible landing for the APS, as well as new curb ramps where they are missing. Other improvements at signal upgrade locations will include new controllers, conduit, and wiring where they are needed to implement the signal modifications. 8 of the 17 locations are located on the Vision Zero High Injury Network, and the planned signal improvements are intended to reduce injuries for pedestrians, cyclists, and motorists.

The specific scope for each location under this project is described in Table 1. The table describes the intended project scope, supervisorial districts, and whether the intersection is located on the Vision Zero High Injury Network.

Changes to Scope, Schedule, and Budget

Scope Changes

The final list for Contract 35 includes 17 locations, a change from the list of 23 locations in the original design phase Prop K allocation from 2017 (SGA 133-907060) and 22 locations in the Prop L FY 24-28 Project Information Form for the Traffic Signs and Signals Maintenance 5-Year Prioritization Program.

Taking into account the Prop K SGA that set up original design phase funding, the Prop L FY 24-28 Project Information Form, and the Prop L SGA that moved construction phase funds from Contract 35 to Contract 36 – Additional Funds project (SGA 217-907004), the number of locations included as part of the Contract 35 scope has fluctuated over the years. In the end, seven (7) intersections were removed and implemented as part of other projects as follows:

- The five (5) locations of Gough/Haight/Market, Folsom/19th St, Folsom/21st St, Folsom/22nd St, and Folsom/23rd St were moved via change order to the Contract 36 Signal Upgrade project for faster implementation. In particular, the scope for the Folsom locations was moved to Contract 36 to address expiring Affordable Housing and Sustainable Communities (AHSC) grant funding. The signal work at the 4 Folsom locations was completed in early 2025, and Gough/Haight/Market work is on track to be completed in late 2025.
- Geneva/Naples was completed as part of the Geneva Signal Upgrade project which finished construction in 2023.

- Masonic/Page was completed using city forces in 2018.

Schedule Changes

Since the design for Contract 35 started in early 2018, the project has been delayed due to various reasons including other projects/tasks being prioritized during the pandemic leading to staffing shortage for signal design engineers at SFMTA, staffing shortage at Public Works for curb ramp designers, curb ramp design process taking longer than originally expected due to an increased focus on making sure that curb ramps meet strict flat landing related guidelines for accessible pedestrian signal (APS) accessibility, and a long backlog for critical elevation surveys needed for curb ramp design. More recently, delivery of the Contract 35 scope compared to the schedule in the FY 24-28 PIF was further delayed because of the MTA/Public Works project team needing to focus on completing design for Gough/Haight/Market, Folsom/19th St, Folsom/21st St, Folsom/22nd St, and Folsom/23rd St when it was decided to move those intersections to Contract 36 for faster implementation.

Budget Changes

Due to the various scope and schedule changes described above, the Contract 35 budget needs significantly increased for design and construction phases. For design phase, an additional \$1,054,146 in MTA funds were identified to meet the increased budget needs. For construction phase, an additional \$12.3M in funding was identified from the 2024 Healthy, Safe and Vibrant San Francisco Bond.

Compared to the construction phase budget listed in the FY 24-28 Prop L PIF for Contract 35, the actual available Prop L construction phase budget decreased from \$7,104,000 to \$5,345,363, a reduction of \$1,758,637. The \$1,758,637 reduction in available Prop L funding was due to funding needing to be moved from Contract 35 to Contract 36 to allow faster implementation of Gough/Haight/Market, Folsom/19th St, Folsom/21st St, Folsom/22nd St, and Folsom/23rd St as part of a change order to Contract 36 (217-907004). The Prop L amount requested as part of this current ARF was accordingly reduced to \$5,345,363.

Location Selection Criteria

The intersections in this scope were selected after careful review by SFMTA staff of traffic operations and collision patterns on a regular basis. Locations are prioritized based on collision history, traffic volumes, benefits to roadway users including pedestrians, bicyclists, transit and motorists, proximity to schools or senior centers and any joint departmental opportunities (e.g. scheduled paving projects, corridor improvements). All supervisorial districts are represented in the Contract 35 scope except Districts 4 and 6. District 4 has only 4% of the City's traffic signals, many of which are relatively new and thus are not in need of upgrades. Ongoing projects in District 4 include a permanent signal at 41st Ave/Lincoln and new signals at 45th Ave/Lincoln and La Playa/Lincoln. District 6 has many signal upgrades being implemented by projects currently under design or construction such as Folsom Streetscape Project, 13th Street Safety Improvements, and Transbay Howard Streetscape Project.

SFMTA has received 311 requests for signal upgrades at many project locations, with the most requests occurring at 25th Ave/Clement, 25th Ave/Anza, Anza/Stanyan, Alemany/Sickles, California/Larkin, and Twin Peaks/Portola.

Implementation:

Alemany/Sickles and Baker/Hayes are the only intersections in the project that are proposing changes that require a Public Hearing. At Alemany/Sickles, two traffic islands were proposed to be removed to add a left turn pocket and improve intersection geometry. At Baker/Hayes, some minor parking removal was proposed due to widened crosswalks. The proposals were presented at a public hearing on 10/30/2020 and approved without any objections. The approved changes will be implemented during construction.

SFMTA's Sustainable Streets Division has been managing the scope of the detailed design. SFPW's Infrastructure Design and Construction (IDC) division will manage the issuance and administration of the contract for construction by a competitively bid contract.

Task:

- Construction Management
- Contract Support
- Construction Support

Work Performed By:

SFPW Infrastructure Construction Management
 SFPW Infrastructure Design and Construction
 SFMTA Sustainable Streets Division

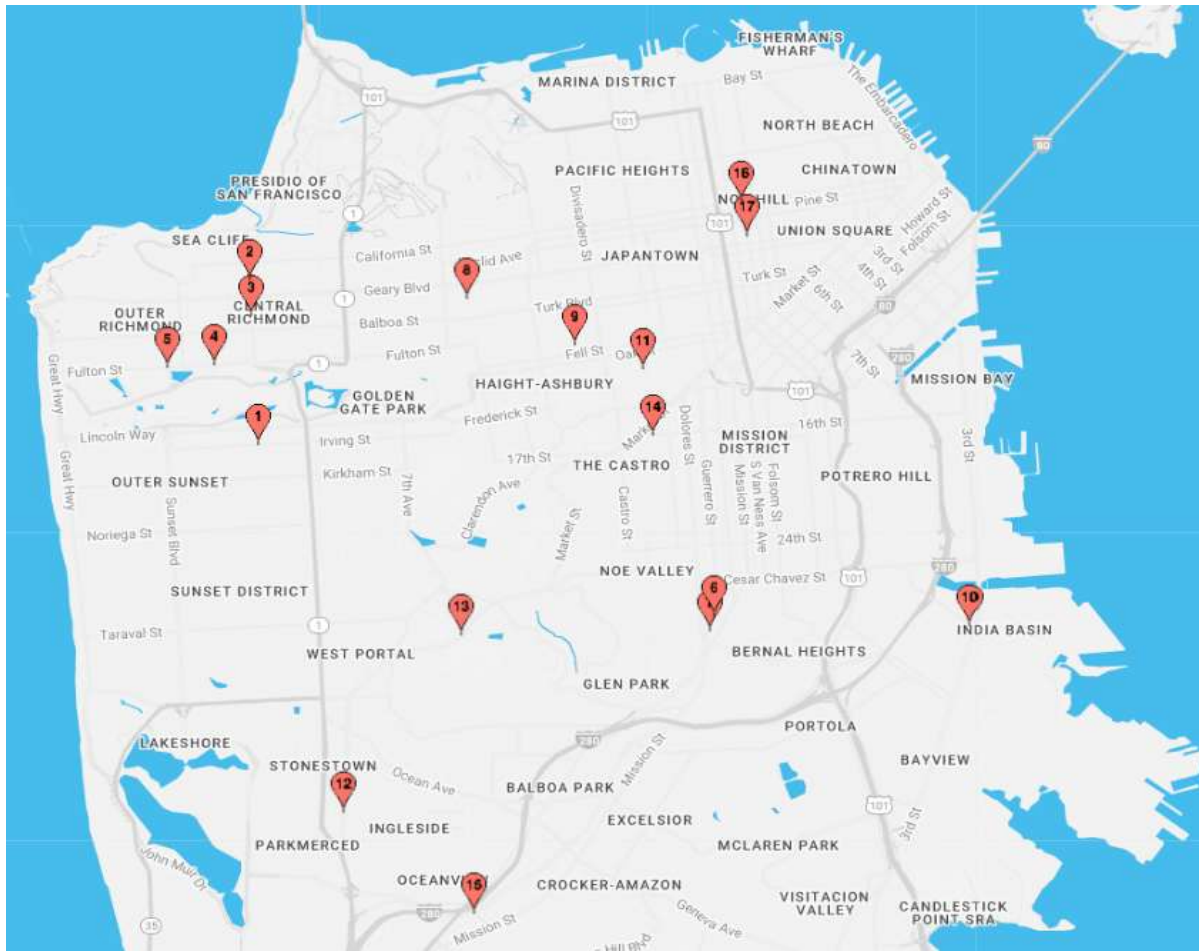
**San Francisco County Transportation Authority
Prop L/Prop AA Allocation Request Form**

TABLE 1. CONTRACT 35 LOCATIONS

#	Intersection	SFCTA Equity Priority Communities	2022 Vision Zero High Injury Network	PCS upgrades planned	Upgraded Streetlighting	Curb Ramps (Upgraded/New per location)	New APS	Signal Visibility Upgrades	Muni Lines	Supervisor District
1	6th Avenue & Irving Street	--	--	PCS missing at all crosswalks	Yes	8 Upgraded	Yes	Yes	N	7
2	25th Avenue & Clement Street	Yes	--	PCS missing at all crosswalks	Yes	6 Upgraded/2 New	Yes	Yes	29	1
3	25th Avenue & Anza Street	--	--	PCS missing at all crosswalks	Yes	6 Upgraded/2 New	Yes	Yes	29	1
4	30th Avenue & Fulton Street	--	Yes	PCS missing crossing 30th Ave	Yes	8 Upgraded	Yes	Yes	5, 5R	1
5	36th Avenue & Fulton Street	--	Yes	PCS missing crossing 36th Ave	Yes	8 Upgraded	Yes	Yes	5, 5R	1
6	29th Street & San Jose Avenue	--	Yes	PCS missing crossing 29th St	Yes	8 Upgraded	Yes	Yes	--	8, 9
7	30th Street & San Jose Avenue	--	Yes	PCS missing crossing 30th St	--	5 Upgraded/2 New	Yes	Yes	J, 24, 36	8, 9
8	Anza Street & Stanyan Street	--	--	PCS missing at all crosswalks	Yes	8 Upgraded/2 New	Yes	Yes	--	1, 2
9	Baker Street & Hayes Street	--	--	PCS missing at all crosswalks	Yes	--	Yes	Yes	6	5
10	Evans Avenue & Phelps Street	--	Yes	--	Yes	--	--	Yes	19	10
11	Haight Street & Steiner Street	--	--	PCS missing at all crosswalks	Yes	--	Yes	Yes	7	5
12	Holloway Avenue & Junipero Serra Boulevard	Yes	--	PCS missing crossing Holloway	Yes	--	Yes	Yes	29	7, 11
13	Portola Drive & Twin Peaks Boulevard	--	--	PCS missing crossing Twin Peaks	Yes	--	Yes	Yes	48, 52	7, 8
14	16th Street & Sanchez Street	--	--	PCS missing crossing Sanchez	Yes	8 Upgraded	Yes	Yes	--	8
15	Alemany Boulevard & Sickles Avenue	Yes	Yes	PCS missing crossing Sickles	Yes	6 Upgraded/2 New	Yes	Yes	--	11
16	California Street & Larkin Street	--	Yes	PCS missing at all crosswalks	Yes	8 Upgraded	Yes	Yes	Cable Car	3
17	Larkin Street & Post Street	Yes	Yes	PCS missing at all crosswalks	--	8 Upgraded	Yes	Yes	2	3

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

MAPS AND DRAWINGS



#	Location
1	6th Avenue & Irving Street
2	25th Avenue & Clement Street
3	25th Avenue & Anza Street
4	30th Avenue & Fulton Street
5	36th Avenue & Fulton Street
6	29th Street & San Jose Avenue
7	30th Street & San Jose Avenue
8	Anza Street & Stanyan Street
9	Baker Street & Hayes Street

#	Location
10	Evans Avenue & Phelps Street
11	Haight Street & Steiner Street
12	Holloway Avenue & Junipero Serra Boulevard
13	Portola Dr & Twin Peaks Blvd
14	16th Street & Sanchez Street
15	Alemany Boulevard & Sickles Avenue
16	California Street & Larkin Street
17	Larkin Street & Post Street





75



1500 →

Laguna

10

JapantownSF

San Francisco

Japan Center

East Mall

Daiso

Uji Time

Seoul Garden

Union Bank

On Post Street

Nari

Daeho Kalbijjim

& Beef Soup

Soko Hardware

California Bank

& Trust



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	West Broadway Tunnel Safety [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Neighborhood Transportation Program
Current PROP L Request:	\$261,000
Supervisory District	District 03

REQUEST

Brief Project Description

The West Broadway Tunnel Safety project will improve safety and slow traffic speeds at the west end of the Robert C. Levy (Broadway) Tunnel. The project will design and implement a series of safety improvements to roadway markings, signage, and traffic signals on Broadway between Polk and Powell streets, while maintaining two lanes in each direction. The project also includes bike corrals at Broadway and Polk streets.

Detailed Scope, Project Benefits and Community Outreach

At the request of District 3 Supervisor Danny Sauter, SFMTA is requesting Prop L Neighborhood Program funds to design and construct safety the West Broadway Tunnel Safety Project. This project is located on Broadway between Polk Street and Powell Street. Broadway is the primary arterial street between North Beach/Chinatown and the western parts of the city. The segment between Larkin Street and Stockton Street has been identified as a Vision Zero High Injury Corridor. The project aims to address vehicle speeds and pedestrian safety concerns through a series of improvements to roadway markings, signage and existing traffic signals. Specific improvements include the following:

- Restripe vehicle traffic lanes to a narrower width to encourage lower vehicle speeds while maintaining two traffic lanes in each direction.
- Install a speed feedback radar sign facing westbound traffic at Larkin Street to increase awareness of vehicle speeds. There is a similar sign currently posted at Powell Street facing eastbound traffic.
- Add PLAYGROUND warning signs and speed limit signs between Polk Street and Larkin Street.
- Upgrade the traffic signals at the intersection of Broadway and Larkin Street with larger more visible lenses and adjust the timing to slow the progression of traffic entering the tunnel.
- Add bike parking at Broadway and Polk Street, and turn calming at Broadway and Larkin Street.

Community outreach will be conducted in partnership with District 3 Supervisor Sauter's office, who recently coordinated a community walkthrough to inform this funding request. Additional outreach to the community will be performed by SFMTA staff during the design and construction phases through online surveys and informational mailers.

The West Broadway Tunnel Safety Project will be designed and implemented by SFMTA engineering and operations staff. By funding both phases now, the project can proceed seamlessly from design engineering to project approval and construction. Many of the improvements can be implemented by SFMTA operations staff within a relatively short time frame, however the larger traffic signals and speed feedback radar sign have long lead times for equipment procurement, which are reflected in the proposed schedule.

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.

Project Location

Broadway, from Polk Street to Powell Street

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

Project Phase(s)

Design Engineering (PS&E), Construction (CON)

Justification for Multi-phase Request

Multi-phase allocation is recommended given short duration of design phase and potential for concurrent implementation of various project elements. Striping and signage improvements can be implemented by SFMTA staff within a relatively short time frame, however the larger traffic signals and speed feedback radar sign have long lead times for equipment procurement. Requesting funding for both phases of work will ensure that the project can be implemented as quickly as the project can be designed.

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	\$948,355.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	West Broadway Tunnel Safety [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2025	Jul-Aug-Sep	2025
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2026	Apr-May-Jun	2026
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2026		
Operations (OP)				
Open for Use			Apr-May-Jun	2027
Project Completion (means last eligible expenditure)			Apr-May-Jun	2027

SCHEDULE DETAILS

Community Outreach is planned as informational mailers and coordination with the District 3 Supervisor's Office in early 2026. No online surveys are planned at this time.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	West Broadway Tunnel Safety [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	\$261,000	\$0	\$0	\$261,000
Phases In Current Request Total:	\$261,000	\$0	\$0	\$261,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$75,000	\$75,000	SFMTA Staff estimate based on similar work
Construction	\$186,000	\$186,000	SFMTA Staff estimate based on similar work
Operations	\$0		
Total:	\$261,000	\$261,000	

% Complete of Design:	0.0%
As of Date:	09/11/2025
Expected Useful Life:	30 Years

San Francisco County Transportation Authority

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

MAJOR LINE ITEM BUDGET

DESIGN PHASE - SUMMARY BY MAJOR LINE ITEM		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 63,330	
2. Consultant	\$ 5,000	
3. Other Direct Costs *	\$ -	
4. Contingency	\$ 6,670	10%
TOTAL PHASE	\$ 75,000	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 63,330
TOTAL	\$ 63,330

CONSTRUCTION PHASE - SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	SFMTA	Contractor
1. Roadway Markings	\$ 82,818	\$ 82,818	
2. Traffic Signal Retiming	\$ 5,455	\$ 5,455	
3. Traffic Signs	\$ 2,000	\$ 2,000	
4. Traffic Signal Lens Upgrade	\$ 25,455	\$ 25,455	
5. Speed Feedback Sign	\$ 45,455	\$ 45,455	
6. Bike Corrals	\$ 7,250	\$ 7,250	
7. Contingency	\$ 17,568	\$ 17,568	
TOTAL CONSTRUCTION PHASE	\$ 186,000	\$ 186,000	\$ -

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	West Broadway Tunnel Safety [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$261,000	Total PROP L Recommended	\$261,000

SGA Project Number:		Name:	West Broadway Tunnel Safety [NTP]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2026
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	Total
PROP L EP-225	\$75,000	\$75,000

Deliverables

- Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
- With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
- 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).

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.

Notes

- Progress reports will be shared with the District 3 Commissioner.

SGA Project Number:		Name:	West Broadway Tunnel Safety [NTP]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2027
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-201	\$136,000	\$50,000	\$186,000

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. Upon completion of the project Sponsor shall provide 2-3 photos of completed work.

Special Conditions

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.

Notes

1. Progress reports will be shared with the District 3 Commissioner.

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

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%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	West Broadway Tunnel Safety [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$261,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

JT

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jeffrey Tom	Kathryn Studwell
Title:	Engineer	Grant Administration Manager
Phone:	(415) 646-4315	(415) 517-7015
Email:	jeffrey.tom@sfmta.com	kathryn.studwell@sfmta.com

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Japantown Buchanan Mall Improvements
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP AA Expenditure Plans	Prop AA Pedestrian Projects
Current PROP AA Request:	\$1,100,000
Supervisory District	District 05

REQUEST

Brief Project Description

In the cultural heart of Japantown, this project will implement improvements to the Japantown Buchanan Mall, a culturally significant public plaza on Buchanan St, between Post St and Sutter St. Improvements include repaving the uneven walkways, three new curb ramps, new trees, landscaping with culturally relevant plants, enhancing the existing historic public art, and installing new energy efficient pedestrian lighting.

Detailed Scope, Project Benefits and Community Outreach

The Japantown Buchanan Mall is a publicly-owned plaza located at the geographic and cultural heart of Japantown, lined with shops, and maintained by the Nihonmachi Parking Corporation. Despite its importance, the community perceives the space to be difficult to walk on, and that it could be further activated – this project seeks to revitalize the space through pedestrian safety as well as artistic and landscaping improvements including those listed below. See the attached renderings.

- Repaving the mall, rehabilitating the Post St intersection and crosswalk, constructing three new ADA compliant curb ramps
- Constructing new planters and seating, planting more trees, landscaping, and irrigation system
- New pedestrian lighting and catenary lighting
- Repairing the Ruth Asawa Origami Fountains, rehabilitating the Ruth Asawa benches, upgrading the "cobblestone river" to be ADA compliant
- Sewer main and water main replacement/repairs
- Encouraging businesses to provide outdoor seating and displays along the storefronts
- Utilizing new energy- and water-efficient technologies to light the plaza and maintain the fountains

Prop AA funds would supplement the California Natural Resources Agency Grant funding programmed for this project. Coordination will take place with the adjacent Japantown Peace Plaza project with work just south of the proposed project limits.

This project has worked with the community every step of the way and comes at the recommendation of the Japantown Cultural Heritage & Economic Sustainability Strategy (JCHESS) report. The project held three community open house events and have been meeting with stakeholders from prominent community groups, including the Japantown Taskforce, Japantown Community Benefit District, Nihonmachi Parking Corp., and the Ruth Asawa Lanier, Inc. from project initiation. This stakeholder group has been actively involved in the support, planning, and community outreach of the project.

In 2022, the Transportation Authority programmed \$100,000 for the design phase and \$400,000 for the construction phase of the project. The Transportation Authority allocated design funds In 2024. Since the original budget was developed, however, the construction estimate has increased by \$2.6 million due to several key changes, including the following:

- Post St intersection/crosswalk ADA rework (high crown, new concrete)
- Increased pavement thickness based on updated structural analysis
- Expanded lighting scope (more poles, catenary lighting)
- Utility coordination (PUC sewer/water replacements)
- Historic preservation requirements (fountain, cobblestone, planter layout)
- Community-requested amenities (additional seating, cobblestone reuse)

SFPW has secured \$1.36 million of the additional funds from SFPUC. This request includes Prop AA funds previously programmed to the project's construction phase, and an additional \$700,000 in Prop AA funds to help cover the cost increase and fully fund the project. The remainder of the funding gap will be funded with SFPW funds.

Project Location

Buchanan St, between Post St and Sutter St

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

Project Phase(s)

Construction (CON)

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?	Greater than Programmed Amount
PROP AA Amount	\$400,000.00

Justification for Necessary Amendment

This request includes an amendment to reprogram \$700,000 from the Oakdale Lighting Improvements Phase 1, which was completed under budget, to the subject project. The Japantown Buchanan Mall project is at 99% design completion, and SFPW is prepared to advertise the construction contract as soon Prop AA funds are secured. In Spring 2026, Transportation Authority staff plan to advance a request for the design phase of Oakdale Lighting Improvements Phases 2 and 3, estimated to cost \$615,000, with Prop L funds from the Equity Priority Community Program.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Japantown Buchanan Mall Improvements
Primary Sponsor:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2023	Jan-Feb-Mar	2024
Environmental Studies (PA&ED)	Jul-Aug-Sep	2024	Apr-May-Jun	2025
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2024	Jul-Aug-Sep	2025
Advertise Construction	Oct-Nov-Dec	2025		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2026		
Operations (OP)				
Open for Use			Apr-May-Jun	2027
Project Completion (means last eligible expenditure)			Apr-May-Jun	2028

SCHEDULE DETAILS

Public Works has ongoing coordination with the Japantown Peace Plaza team including regular meetings between project managers. The Peace Plaza project has recently announced a delay in their construction completion to Summer 2026 but it is currently anticipated to have no or minimal overlap, barring further delays.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Japantown Buchanan Mall Improvements
Primary Sponsor:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-702: Prop AA Pedestrian Projects	\$700,000	\$400,000	\$0	\$1,100,000
California Natural Resources Agency grant (CNRA)	\$0	\$0	\$4,200,000	\$4,200,000
Certificates of Participation (COP)	\$0	\$0	\$1,000,000	\$1,000,000
SFPUC - CDD (Community Designated Development Funds)	\$830,000	\$0	\$0	\$830,000
SFPUC - WWE (Water and Wastewater Enterprise Funds)	\$530,000	\$0	\$0	\$530,000
SFPW Addback	\$0	\$150,000	\$0	\$150,000
SFPW General Fund	\$0	\$100,000	\$0	\$100,000
SFPW RMRA Fund (Road Maintenance and Rehabilitation Account)	\$0	\$100,000	\$0	\$100,000
Phases In Current Request Total:	\$2,060,000	\$750,000	\$5,200,000	\$8,010,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	\$700,000	\$400,000	\$100,000	\$1,200,000
California Natural Resources Agency grant (CNRA)	\$0	\$0	\$5,000,000	\$5,000,000
Certificates of Participation (COP)	\$0	\$0	\$2,000,000	\$2,000,000
SFPUC - CDD (Community Designated Development Funds)	\$830,000	\$0	\$0	\$830,000
SFPUC - WWE (Water and Wastewater Enterprise Funds)	\$530,000	\$0	\$0	\$530,000
SFPW Addback	\$0	\$150,000	\$0	\$150,000
SFPW General Fund	\$0	\$100,000	\$0	\$100,000
SFPW RMRA Fund (Road Maintenance and Rehabilitation Account)	\$0	\$100,000	\$0	\$100,000

Funding Plan for Entire Project Total:	\$2,060,000	\$750,000	\$7,100,000	\$9,910,000
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COST SUMMARY

Phase	Total Cost	PROP AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$578,000		Actual expense
Environmental Studies	\$7,000		Actual expense
Right of Way	\$0		
Design Engineering	\$1,315,000		Actual expense + estimate to finalize
Construction	\$8,010,000	\$1,100,000	Engineer's estimate at 99% design
Operations	\$0		
Total:	\$9,910,000	\$1,100,000	

% Complete of Design:	99.0%
As of Date:	08/18/2025
Expected Useful Life:	20 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 (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	SFMTA	SFAC	Contractor
1. Contract						
Task 1: General	\$ 450,000					\$ 450,000
Task 2: Roadway	\$ 200,000					\$ 200,000
Task 4: Landscape/Furnishing	\$ 3,100,000					\$ 3,100,000
Task 5: Sewer	\$ 360,000					\$ 360,000
Task 6: Water	\$ 320,000					\$ 320,000
Task 7: Electrical	\$ 500,000					\$ 500,000
Task 8: Structural	\$ 250,000					\$ 250,000
Task 9: Fountain System	\$ 270,000					\$ 270,000
<i>Subtotal</i>	<i>\$ 5,450,000</i>					<i>\$ 5,450,000</i>
2. SFAC Sculpture De/Re-Install	\$ 50,000				\$ 50,000	
3. Construction Management/Support	\$ 1,635,000	30%	\$ 1,560,600	\$ 74,400		
4. Other Direct Costs *	\$ 55,400		\$ 18,000	\$ 37,400		
5. Contingency	\$ 819,600.00	15%				\$ 819,600.00
TOTAL CONSTRUCTION PHASE	\$ 8,010,000		\$ 1,578,600	\$ 111,800	\$ 50,000	\$ 6,269,600

* Striping, signage, survey monuments

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Japantown Buchanan Mall Improvements
Primary Sponsor:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP AA Requested:	\$1,100,000	Total PROP AA Recommended	\$1,100,000

SGA Project Number:		Name:	Japantown Buchanan Mall Improvements
Sponsor:	Department of Public Works	Expiration Date:	06/30/2028
Phase:	Construction	Fundshare:	13.73%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP AA EP-702	\$275,000	\$825,000	\$1,100,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, 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 (January 2026), Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of work, Sponsor shall provide a photo documenting compliance with the Prop AA attribution requirements as described in the SGA; and upon completion of the project, Sponsor shall provide 2-3 photos of completed work.

Special Conditions

1. Recommendation is conditioned upon concurrent amendment of the Prop AA 5-Year Project List to increase the amount programmed for the construction phase of the Japantown Buchanan Mall Improvements project from \$400,000 to \$1,100,000 with funds reprogrammed from the completed Oakdale Lighting Improvements Project Phase 1. See attached Prop AA 5-Year Project List for details.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	86.27%	No TNC TAX	No PROP L
Actual Leveraging - This Project	87.89%	No TNC TAX	No PROP L

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Japantown Buchanan Mall Improvements
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP AA Request:	\$1,100,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

JLY

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Trent Tieger	Victoria Chan
Title:	Project Manager	Budget Manager
Phone:	(415) 558-4045	(415) 205-6316
Email:	trent.tieger@sfdpw.org	victoria.w.chan@sfdpw.org

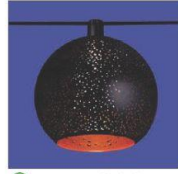
92 UPDATED PLAN



8 pedestrian scale pole lighting (16ft)



9 garden gate lighting & entry sign



10 catenary lighting (see options)



11 36"x18" pole banners



12 reinstall (5) lamp posts



13 cherry tree plaques



1 precast seat walls



2 restored fountains w/ drainage basin, plumbing, and signage



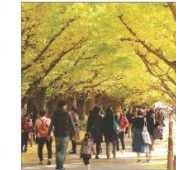
3 ADA compliant granite cobble river



4 exposed aggregate concrete



5 refurbished Ruth Asawa benches

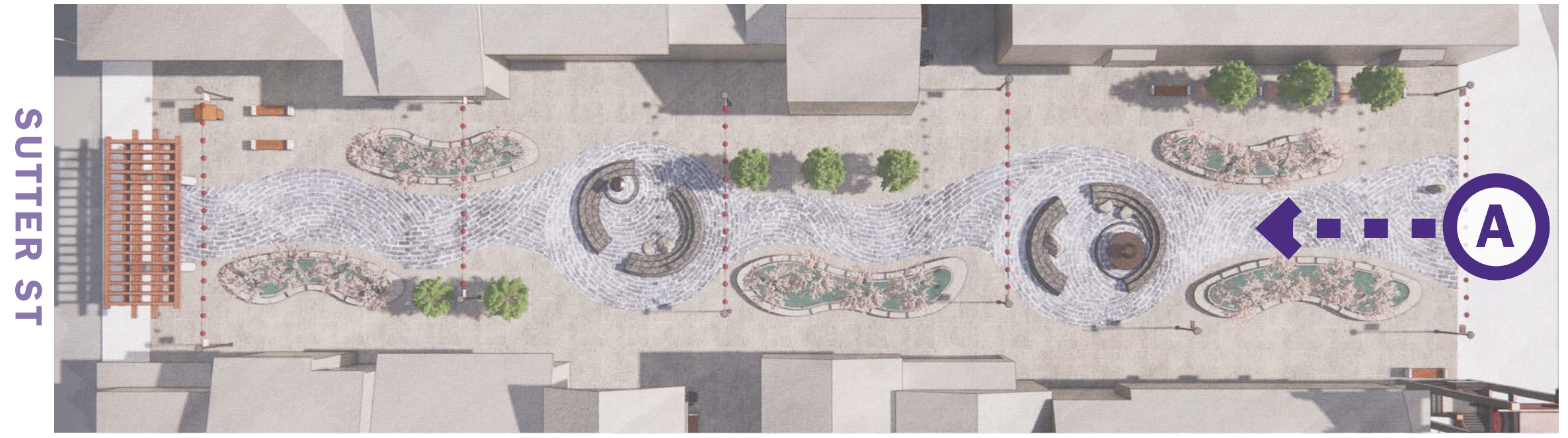


6 ginkgo trees



7 cherry trees

POST ST ENTRY



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JTF
Japantown
Task Force, Inc.

UCBD

Japantown Community
Benefit District

Nihonmachi
Parking Corporation

Community Briefing
JANUARY 21, 2025

JAPTANTOWN
OSAKA WAY (BUCHANAN MALL)
UPGRADES PROJECT

ジャパントウン
大阪道 (ブキャナン・モール)
アップグレードプロジェクト

2022 Prop AA 5-Year Project List (FY 2022/23 - FY 2026/27)
 Programming and Allocations to Date
 Pending October 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total		
				2022/23	2023/24	2024/25	2025/26	2026/27			
Street Repair and Reconstruction				Total Funds Available in Category		\$2,686,679	\$2,409,525	\$2,409,525	\$2,409,525	\$2,409,525	\$12,324,780
SFPW	Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation	CON	Allocated	\$2,882,492						\$2,882,492	
SFPW	8th St, Clay St and Levenworth St Pavement Renovation	CON	Allocated		\$2,360,572					\$2,360,572	
SFPW	Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation ³	CON	Programmed			\$0				\$0	
SFPW	Front St, Sansome St, 1st St and Montgomery St Pavement Renovation	CON	Programmed				\$1,860,572			\$1,860,572	
SFPW	Fillmore St Pavement Renovation	CON	Programmed					\$2,360,572		\$2,360,572	
SFPW	Various Locations Pavement Renovation No. 90 ³	CON	Allocated				\$2,360,572			\$2,360,572	
Total Programmed in 2022 5YPP				\$2,882,492	\$2,360,572	\$0	\$4,221,144	\$2,360,572		\$11,824,780	
Total Allocated and Pending				\$2,882,492	\$2,360,572	\$0	\$2,360,572	\$0		\$7,603,636	
Total Unallocated				\$0	\$0	\$0	\$1,860,572	\$2,360,572		\$4,221,144	
Deobligated Funds				\$0	\$0	\$0	\$0	\$0		\$0	
Cumulative Remaining Programming Capacity				(\$195,813)	(\$146,860)	\$2,262,666	\$451,047	\$500,000		\$500,000	
Pedestrian Safety				Total Funds Available in Category		\$1,182,359	\$1,060,389	\$1,060,389	\$1,060,389	\$1,060,389	\$5,423,915
SFPW	Japantown Buchanan Mall Improvements	PS&E	Allocated	\$100,000						\$100,000	
SFPW	Japantown Buchanan Mall Improvements ⁴	CON	Pending			\$1,100,000				\$1,100,000	
SFPW	Oakdale Lighting Improvements Project Phase 1	PS&E	Allocated	\$324,000						\$324,000	
SFPW	Oakdale Lighting Improvements Project Phase 1	CON	Allocated		\$1,200,000					\$1,200,000	
SFPW	Oakdale Lighting Improvements Project Phase 1 ⁴	CON	Programmed		\$0					\$0	
SFPW	Innes Avenue Sidewalk Improvements	PS&E	Allocated	\$179,000						\$179,000	
SFPW	Innes Avenue Sidewalk Improvements	CON	Allocated		\$672,000					\$672,000	
SFMTA	Central Embarcadero Safety Project	CON	Programmed		\$1,000,000					\$1,000,000	
SFMTA	Howard Streetscape Pedestrian Safety Project	CON	Programmed		\$1,000,000					\$1,000,000	
SFMTA	Bayview Community Multimodal Corridor Project	CON	Programmed					\$598,915		\$598,915	
Total Programmed in 2022 5YPP				\$603,000	\$3,872,000	\$1,100,000	\$0	\$598,915		\$6,173,915	
Total Allocated and Pending				\$603,000	\$1,872,000	\$1,100,000	\$0	\$0		\$3,575,000	
Total Unallocated				\$0	\$2,000,000	\$0	\$0	\$598,915		\$2,598,915	
Deobligated Funds				\$106,070	\$38,948	\$90,720	\$250,000	\$0		\$485,738	
Cumulative Remaining Programming Capacity				\$685,429	(\$2,087,234)	(\$2,036,125)	(\$725,737)	(\$264,263)		(\$264,263)	
Transit Reliability and Mobility Improvements				Total Funds Available in Category		\$1,251,540	\$1,122,433	\$1,122,433	\$1,122,433	\$1,122,433	\$5,741,270

2022 Prop AA 5-Year Project List (FY 2022/23 - FY 2026/27)
Programming and Allocations to Date
 Pending October 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2022/23	2023/24	2024/25	2025/26	2026/27	
SFMTA	M Ocean View Transit Reliability and Mobility Improvements	PS&E	Allocated	\$1,000,000					\$1,000,000
SFMTA	29 Sunset Transit Reliability and Mobility Improvements ¹	PS&E	Programmed	\$0					\$0
SFMTA	29 Sunset Improvement Project (Phase 1) ¹	PS&E	Allocated	\$1,000,000					\$1,000,000
BART	Elevator Modernization Project, Phase 1.3, Powell Street and Civic Center/UN Plaza Stations	CON	Programmed				\$3,441,270		\$3,441,270
TJPA	Salesforce Transit Center Wayfinding Phase 1	CON	Allocated	\$300,000					\$300,000
SFCTA	Yerba Buena Island Multi-Use Path - Transit Lane Project ²	PS&E	Appropriated			\$750,000			\$750,000
Total Programmed in 2022 5YPP				\$2,300,000	\$0	\$750,000	\$3,441,270	\$0	\$6,491,270
Total Allocated and Pending				\$2,300,000	\$0	\$750,000	\$0	\$0	\$3,050,000
Total Unallocated				\$0	\$0	\$0	\$3,441,270	\$0	\$3,441,270
Deobligated Funds				\$0	\$0	\$591,123	\$0	\$0	\$591,123
Cumulative Remaining Programming Capacity				(\$1,048,460)	\$73,972	\$1,037,528	(\$1,281,310)	(\$158,877)	(\$158,877)
Total Available Funds				\$5,120,578	\$4,592,347	\$4,592,347	\$4,592,347	\$4,592,347	\$23,489,965
Total Programmed				\$5,785,492	\$6,232,572	\$1,850,000	\$7,662,414	\$2,959,487	\$24,489,965
Cumulative Remaining Capacity				(\$558,844)	(\$2,160,121)	\$1,264,068	(\$1,555,999)	\$76,861	\$76,861

FOOTNOTES:

Allocated Pending Allocation

¹ To accommodate funding of 29 Sunset Improvement Project (Phase 1) (Resolution 2023-021 - 12/13/22)

29 Sunset Transit Reliability and Mobility Improvements: Reduced from \$1,000,000 to \$0

29 Sunset Improvement Project (Phase 1): Added project with \$1,000,000 for design in FY2022/23

² Yerba Buena Island Multi-Use Path - Transit Lane Project: project added with \$750,000 in FY2024/25 for design drawing programming from programwide de-obligated funds (Resolution 2025-021 - 11/19/24)

Programwide Cumulative Remaining Capacity at end of 5-year period reduced from \$824,825 to \$74,825

³ To accommodate funding of Various Locations Pavement Renovation No. 90 (Resolution 2026-004 - 7/22/25)

Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation: Reduced from \$2,360,572 to \$0

Various Locations Pavement Renovation No. 90: Added project with \$2,360,572 for construction in FY2025/26

⁴ To accommodate cost increase for construction of Japantown Buchanan Mall Improvements (Resolution 2026-XX - 10/X/25)

Oakdale Lighting Improvements Project Phase 1: Reduced from \$450,000 to \$0 (project completed with cost savings)

Programwide Cumulative Remaining Capacity: Reduced from \$326,861 to \$76,861

Japantown Buchanan Mall Improvements: Increased from \$400,000 to \$1,100,000 for construction in FY2025/26

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 7

DATE: September 15, 2025

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 10/7/2025 Board Meeting: Amend the One Bay Area Grant Cycle 2 Project List and the Prop K Standard Grant Agreement for the Bay Area Rapid Transit District's Embarcadero Station: New Northside Platform Elevator Project to Reflect a New Phased Approach to Project Delivery

RECOMMENDATION ☐ Information ☒ Action

- Amend the One Bay Area Grant (OBAG) Cycle 2 Project List for the Bay Area Rapid Transit District's (BART's) Embarcadero Station: New Northside Platform Elevator (Project) to reflect a phased project delivery approach due to cost increases and other factors.
- Amend the Prop K Standard Grant Agreement (SGA) for the Project, consistent with the requested amendment to the OBAG Cycle 2 Project List.

SUMMARY

In September 2017, the Transportation Authority Board approved \$2,000,000 in OBAG Cycle 2 funds for construction of BART's Embarcadero Station: New Northside Platform Elevator project, and in July 2019, the Board allocated \$1,000,000 in Prop K funds for construction of the project. The original scope included, among other elements, installation of a new elevator at the north end of the BART/Muni Station between the BART platform and the mezzanine area. Due to several factors including significantly higher than expected contract bids, location-specific restrictions, and the COVID pandemic, BART has restructured the project into two phases to enable delivery of benefits to the public sooner, while seeking additional funding for the full scope. Phase 1

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



prioritizes renovation of the existing elevator and widening the south stairs. BART expects Phase 1 to be open for use by Fall 2029. The new north-side elevator will be constructed in Phase 2, subject to future funding availability. BART staff will attend the meeting to answer any questions the Board may have.	
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BACKGROUND

As San Francisco's Congestion Management Agency, the Transportation Authority is responsible for prioritizing San Francisco projects for the OBAG county program. In 2017 and 2018, the Transportation Authority Board programmed \$42,286,000 in OBAG 2 funds to the six projects shown in Attachment 1, including \$2,000,000 for construction of BART's Embarcadero Station: New Northside Platform Elevator project (Project). In 2019, the Board allocated \$1,000,000 in Prop K funds to help fully fund the Project, consistent with the OBAG 2 funding plan. The original scope included a new elevator at the north end of the Embarcadero BART/Muni Station, in between the BART platform and the mezzanine area, as well as expansion of the paid area to include the new elevator, relocation of the east staircase, and expansion of the south staircase. The construction phase cost estimate at the time of approval of OBAG 2 was \$15,000,000.

DISCUSSION

BART has requested amendment of the OBAG Cycle 2 Project List and of the aforementioned Prop K SGA to reflect that the Project will be delivered in two phases to enable the public to enjoy benefits sooner while BART continues to look for additional funds to cover the cost increase for the full project scope. Under the proposed phased approach, BART will use existing Project funds, including OBAG and Prop K, to construct Phase 1 which includes modernization of the existing elevator, widening of the south stairs, and relocation of the existing machine room. BART estimates Phase 1 total project cost (planning through construction) at \$24,817,461 compared to \$15,000,000 estimated for the original Project scope, which was more expansive.

Phase 2, to be built when funds are secured, encompasses construction of the new north-side elevator, development of a new machine room for the new elevator, demolition and reconstruction of the wider north stairs, and implementation of a Muni stair option (to be funded by Muni), at an estimated cost of \$30 million.



The updated allocation request form for the proposed amended project (Attachment 3) provides a timeline and history of the project, detailing the various factors contributing to cost increases and scope modifications over time, as well as lessons learned by BART.

Recommendation. We recommend amending the OBAG Cycle 2 Project List and Prop K SGA, as requested by BART. Attachment 2 summarizes the proposed OBAG Cycle 2 Project List and Prop K amendment, and Attachment 3 includes detailed information on the updated phased scope, schedule, budget, funding, and deliverables.

BART has concurrently submitted an amendment to the Transportation Improvement Program to reflect the phased approach to the project. Metropolitan Transportation Commission (MTC) staff is supportive of this request and the MTC Commission is expected to approve the amendment on October 22, 2025.

If the proposed amendments are approved, BART anticipates advertising the construction contract by the end of the 2025 calendar year, awarding the construction contract by June 2026, and opening the Project for use by Fall 2029.

FINANCIAL IMPACT

The recommended action would amend the aforementioned Prop K SGA to allow the previously allocated \$1,000,000 to be applied to the revised scope as described above. The expenditure of those funds would be subject to the amended Fiscal Year Cash Flow Distribution Schedule contained in the attached Allocation Request Form (Attachment 3).

There is no impact to the Transportation Authority's Fiscal Year 2025/26 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 September 24, 2025 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Proposed Amended OBAG Cycle 2 List
- Attachment 2 – Proposed Prop K Standard Grant Agreement (120-902064) Amendment
- Attachment 3 – Allocation Request Form

Attachment 1
San Francisco One Bay Area Grant Cycle 2 (OBAG 2)
Proposed Amended Project List

Sponsor Agency¹	Project Name	Recommended Phase(s)	District(s)	Total Project Cost	Approved OBAG 2 Funds
SFPW	Better Market Street ^{2,3}	Design	3, 5, and 6	\$ 603,720,000	\$ 15,980,000
PCJPB	Peninsula Corridor Electrification Project	Construction	6, 10	\$ 1,980,253,000	\$ 11,187,736
SFMTA	Geary Bus Rapid Transit Phase 1	Construction	1, 2, 3, 5, and 6	\$ 64,656,000	\$ 6,939,000
SFPW	John Yehall Chin Elementary Safe Routes to School ³	Construction	3	\$ 4,200,000	\$ 3,366,000
SFMTA	San Francisco Safe Routes to School Non-Infrastructure Project (2019-2021)	Construction (Non-Infrastructure)	all	\$ 3,177,752	\$ 2,813,264
BART	Embarcadero Station: New Northside Platform Elevator and Faregates Embarcadero Station Platform Elevator Phase 1	Construction	3, 6	\$15,000,000 \$24,817,461	\$ 2,000,000

TOTAL	\$ 2,680,824,213	\$ 42,286,000
TOTAL OBAG 2 FUNDS \$ 42,286,000		

¹ Sponsor abbreviations include: Bay Area Rapid Transit (BART), Peninsula Corridor Joint Powers Board (PCJPB), San Francisco Municipal Transportation Agency (SFMTA), and San Francisco Public Works (SFPW).

² On November 27, 2018, the Transportation Authority Board approved a Prop K fund exchange with Better Market Street to help backfill the Central Subway RIP commitment. See Resolution 19-22 for more detail.

³ On July 23, 2019, the Transportation Authority Board approved a Prop K/OBAG fund exchange between Better Market Street and John Yehall Chin to assist with project delivery. See Resolution 20-02 for more detail.

Proposed Grant Amendment - BART: Embarcadero Station New Northside Platform Elevator

Resolution	Prop K SGA Number	Project Name (Project Sponsor)	Need for Amendment and Project Description	Recommendations
20-03	120-902064	Embarcadero Station: New Northside Platform Elevator (Amendment)	BART requests concurrent amendment of the One Bay Area Grant Cycle 2 Project List and Prop K Standard Grant Agreement (SGA) to reflect a phased project delivery approach for the subject project due to cost increases and other factors. The original scope included a new elevator at the north end of the Embarcadero BART/Muni Station, in between the BART platform and the mezzanine area, as well as expansion of the paid area to include the new elevator, relocation of the east staircase, and expansion of the south staircase. Due to several factors, including higher than expected contract bids, location-specific restrictions, and the COVID-19 pandemic, BART has restructured the project into two phases. The subject Prop K grant will be used for the Embarcadero Station Platform Elevator Phase 1 and includes renovation and modernization of the existing elevator, demolition and rebuilding of wider south stairs, and relocation of the existing machine room. Phase 1 is expected to be open for use by Fall 2029. Phase 2 will include the procurement and installation of the new elevator, subject to funding availability. See proposed amended allocation request form (Attachment 3 to the memo) for additional details.	

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Embarcadero Station: New Northside Platform Elevator (Amendment)
Primary Sponsor:	Bay Area Rapid Transit District

EXPENDITURE PLAN INFORMATION

Supervisory Districts	District 03, District 06
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REQUEST

Brief Project Description

Phase 1 will modernize an existing elevator at Embarcadero Station to improve reliability and accessibility for BART riders, including people with disabilities, seniors, families with strollers, and bicyclists. The work will also expand the south stairs and relocate the machine room. The project directly addresses accessibility needs, ensuring that people with disabilities and other riders who rely on elevators have safe, reliable access to one of the system's busiest stations. Phase 2 to install a new platform elevator will proceed in the future, subject to funding availability.

Detailed Scope, Project Benefits and Community Outreach

See attachment.

Project Location

Embarcadero BART Station

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

Project Phase(s)

Construction (CON)

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Embarcadero Station: New Northside Platform Elevator (Amendment)
Primary Sponsor:	Bay Area Rapid Transit District

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2022	Jan-Feb-Mar	2024
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2022	Oct-Nov-Dec	2025
Advertise Construction	Oct-Nov-Dec	2025		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2026		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2029
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2030

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Embarcadero Station: New Northside Platform Elevator (Amendment)
Primary Sponsor:	Bay Area Rapid Transit District

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
BART	\$225,996	\$0	\$0	\$225,996
CCSF CFD	\$0	\$0	\$2,429,348	\$2,429,348
FTA 5307	\$903,985	\$0	\$4,928,388	\$5,832,373
Measure RR	\$0	\$0	\$434,117	\$434,117
OBAG 2	\$0	\$0	\$2,000,000	\$2,000,000
Prop K	\$0	\$0	\$1,000,000	\$1,000,000
SFMTA JMA	\$0	\$0	\$7,928,503	\$7,928,503
Phases In Current Request Total:	\$1,129,981	\$0	\$18,720,356	\$19,850,337

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
BART	\$225,996	\$0	\$250,000	\$475,996
CCSF CFD	\$0	\$0	\$4,417,754	\$4,417,754
FTA 5307	\$903,985	\$0	\$4,928,388	\$5,832,373
Measure RR	\$0	\$0	\$1,250,000	\$1,250,000
OBAG 2	\$0	\$0	\$2,000,000	\$2,000,000
Prop K	\$0	\$0	\$1,000,000	\$1,000,000
SFMTA JMA	\$0	\$0	\$9,841,338	\$9,841,338
Funding Plan for Entire Project Total:	\$1,129,981	\$0	\$23,687,480	\$24,817,461

COST SUMMARY

Phase	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$412,731	Actual cost
Environmental Studies	\$0	N/A
Right of Way	\$0	N/A

Phase	Total Cost	Source of Cost Estimate
Design Engineering	\$4,554,393	Actuals plus estimate to complete
Construction	\$19,850,337	Engineer's estimate as of August 2025
Operations	\$0	
Total:	\$24,817,461	

% Complete of Design:	100.0%
As of Date:	09/30/2025
Expected Useful Life:	25 Years

San Francisco County Transportation Authority

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

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of phase	BART	Contractor
1. Contract				
Task 1: Construction	\$ 10,793,240			\$ 10,793,240
Subtotal	\$ 10,793,240			\$ 10,793,240
2. Construction				
Management/Support	\$ 5,429,093	27%	\$ 2,469,091	\$ 2,960,002
3. Contingency	\$ 3,628,003.66	18%		\$ 3,628,004
TOTAL CONSTRUCTION PHASE	\$ 19,850,336		\$ 2,469,091	\$ 17,381,245

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Embarcadero Station: New Northside Platform Elevator (Amendment)
Primary Sponsor:	Bay Area Rapid Transit District

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$1,000,000	Total PROP K Recommended	\$1,000,000

SGA Project Number:	120-902064	Name:	Embarcadero Station Platform Elevator Phase 1
Sponsor:	Bay Area Rapid Transit District	Expiration Date:	03/31/2030
Phase:	Construction	Fundshare:	5.04%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	FY2028/29	Total
PROP K EP-120U	\$400,000	\$500,000	\$100,000	\$1,000,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, 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. Upon completion of the project Sponsor shall provide 2-3 photos of completed work.

Metric	PROP AA	TNC TAX	PROP K
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	94.96%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	95.97%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Embarcadero Station: New Northside Platform Elevator (Amendment)
Primary Sponsor:	Bay Area Rapid Transit District

EXPENDITURE PLAN SUMMARY

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

Initials of sponsor staff member verifying the above statement:

RA

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Michael Gerbracht	Aileen Hernandez
Title:	Senior Manager of Engineering Programs	Principal Grants Officer
Phone:		(510) 464-6564
Email:	MGerbra@bart.gov	ghernan@bart.gov



Embarcadero Station Platform Elevator Project

PROPOSITION K AND OBAG 2 AMENDMENT REQUEST
AUGUST 2025



Contents

Project Scope 2

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 Conclusion..... 7

Summary

The San Francisco Bay Area Rapid Transit District (BART) requests amending grant number OBA-902012 (OBAG 2) and 120-902064 (Prop K) which fund the Embarcadero Station Platform Elevator project. The requested amendment includes a **revised scope of work** as well as a **new requested end date for Prop K from 12/31/2026 to 6/30/2027** to align with the end date for OBAG 2.

Project Scope

Details

This project will renovate an existing elevator at Embarcadero Station to improve reliability and accessibility for BART riders, including people with disabilities, seniors, families with strollers, travelers with luggage, and bicyclists. The work will also expand the south stairs and relocate the machine room.

The original plan called for a new elevator connecting the BART platform and concourse at the north end of the Embarcadero BART/Muni Station. As part of the Embarcadero and Montgomery Capacity Implementation Plan and Modernization Study, BART conducted extensive community outreach through open houses, surveys, fliers, news stories, email alerts, and social media. The outreach aimed to inform riders about the planning process, build understanding of station capacity challenges, gather feedback on potential solutions, and gauge preferences for improvements. Elevators were identified as a top capital priority in BART's 2019 Short Range Transit Plan and Capital Improvement Plan.

In 2019, the project went out to bid, but all proposals came in 75–100% above the engineer's estimate. Although BART secured additional funding, all bids were ultimately rejected, and the project approach was re-evaluated.

During redesign, several new challenges emerged. A limited pool of qualified contractors and location-specific restrictions complicated delivery. One key lesson learned was that materials could only be moved below grade during non-revenue hours, adding complexity and cost. These factors led to extensive internal reviews and schedule delays. To improve efficiency, BART consolidated elevator modernization and new elevator projects under a single management team.

The COVID-19 pandemic further disrupted progress. Staffing shortages, leadership transitions, and retirements slowed project momentum, while rising construction and material costs drove expenses higher. Together, these factors have significantly increased the project's overall cost and extended its delivery timeline.

Year	SOW	Cost Est.
2012-2017	Construct new traction elevator system within paid area to improve customer access to station with access to concourse and BART and Muni platforms	\$10 M
2018-2021	Construct new elevator in north side of the station Renovate and modernize existing hydraulic elevator currently serving concourse and BART and Muni platforms Demolish and rebuild wider south and north stairs, from 33" to 44" to improve egress Develop new machine room for new elevator Option to construct stairs for Muni specific access (to be paid by SFMTA)	\$20.64M - \$24.45M
2022	Phase I Renovate and modernize hydraulic elevator #63 Demolish and rebuild wider south stairs Relocate existing machine room Phase II Construct new elevator in north side of the station Construct new machine room for new elevator Demolish and rebuild wider north stairs Implement option for Muni stairs	Phase I - \$24M-\$25 M Phase II - \$30 M

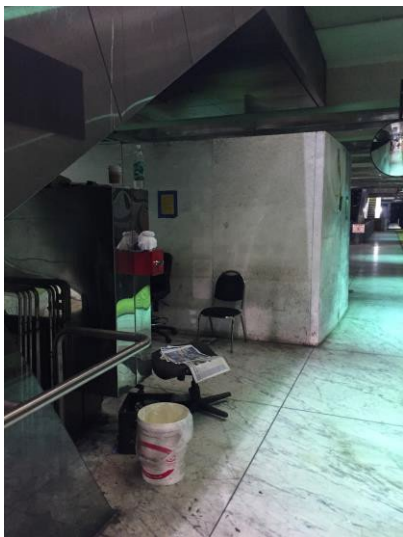
From 2012 to 2017, the project scope focused on constructing a new elevator on the north side of the station within the station's paid area to improve customer access between the concourse and both BART and Muni platforms. At that time, the estimated cost was \$10 million.

In 2017, Disability Rights Advocates and Legal Aid at Work sued BART, alleging systemic discrimination against riders with mobility disabilities due to broken, dirty, or inaccessible elevators, as well as non-functioning escalators and fare gates. In April 2024, a federal judge approved a class settlement requiring BART to improve accessibility systemwide. The agreement mandates elevator and escalator renovations and preventative maintenance, timely repairs and cleaning, improved outage communication, emergency preparedness protocols, staff training, and a complaint process for accessibility issues. The lawsuit was brought on behalf of Senior and Disability Action, the Independent Living Resource Center of San Francisco, and two individual plaintiffs with disabilities.

Between 2018 and 2021, the scope expanded significantly. In addition to constructing a new elevator on the north side of the station, plans included renovating and modernizing the existing hydraulic elevator, demolishing and rebuilding both the south and north stairs to widen them from 33 inches to 44 inches for improved egress, and developing a new machine room for the new elevator. An optional component was also introduced for Muni-specific stairs, to be funded by SFMTA. With these additions, the cost estimate rose to between \$24 and \$26 million. The project was advertised in September of 2019, with bid opening in November of 2019 and all bids rejected in January 2020. COVID lock-down (California Stay at Home Order) occurred in March of 2020 leading to additional challenges and delays.

In 2022, the project was **restructured into phases** to prioritize renovation of the existing platform elevator and widening the south stairs only. Construction of a new north side elevator and widening of the north stairs was deferred to a subsequent phase. **Phase I** includes renovating and modernizing elevator #63, demolishing and rebuilding the wider south stairs, and relocating the existing machine room, with an updated estimate of \$24.8M. **Phase II** encompasses construction of the new north-side elevator, development of a new machine room, demolition and reconstruction of the wider north stairs, and implementation of the Muni stair option, at an estimated cost of \$30 million.

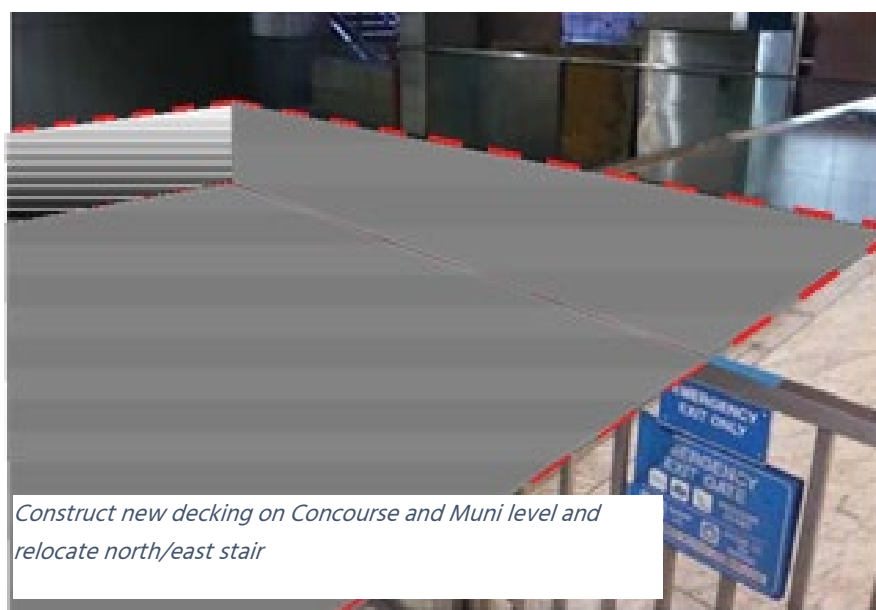
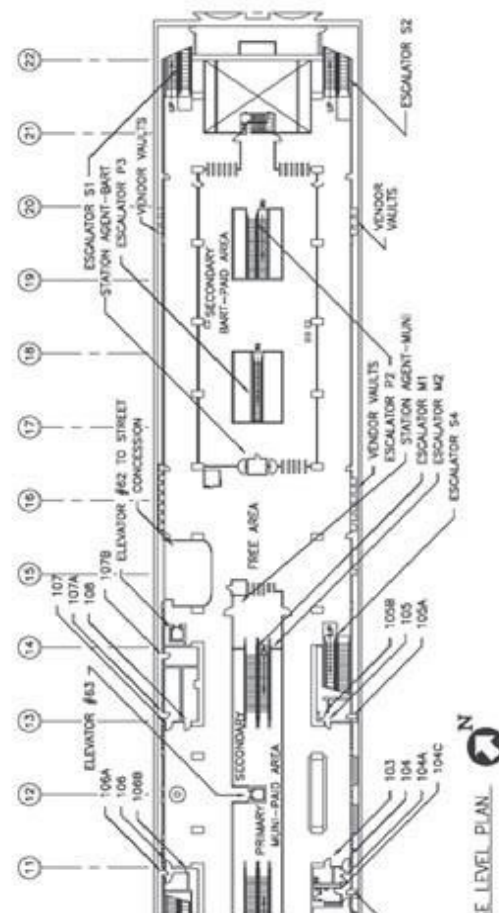
This phased approach allows work to proceed in a logical sequence while managing funding availability, but also reflects the expanded scope and increased costs over time.



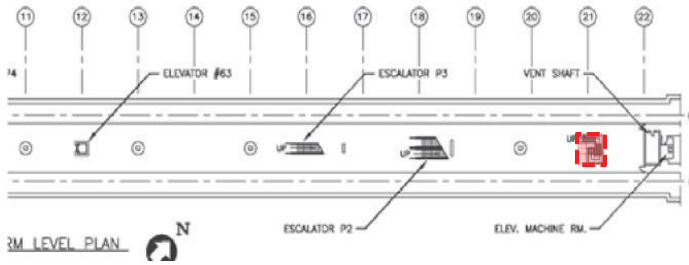
Construct machine room on MUNI Level and connect to the existing elevator



Relocate existing utilities and reconfigure platform areas

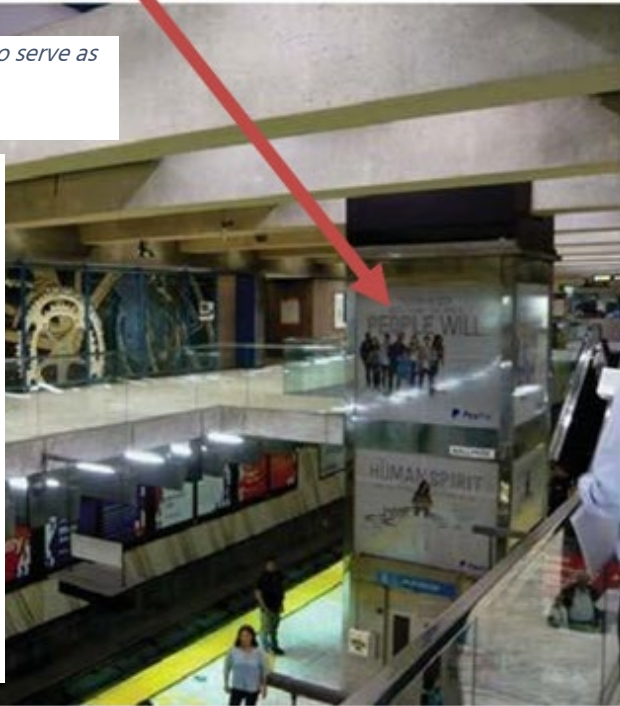


Construct new decking on Concourse and Muni level and relocate north/east stair



Install new elevator cab and connect to new machine room

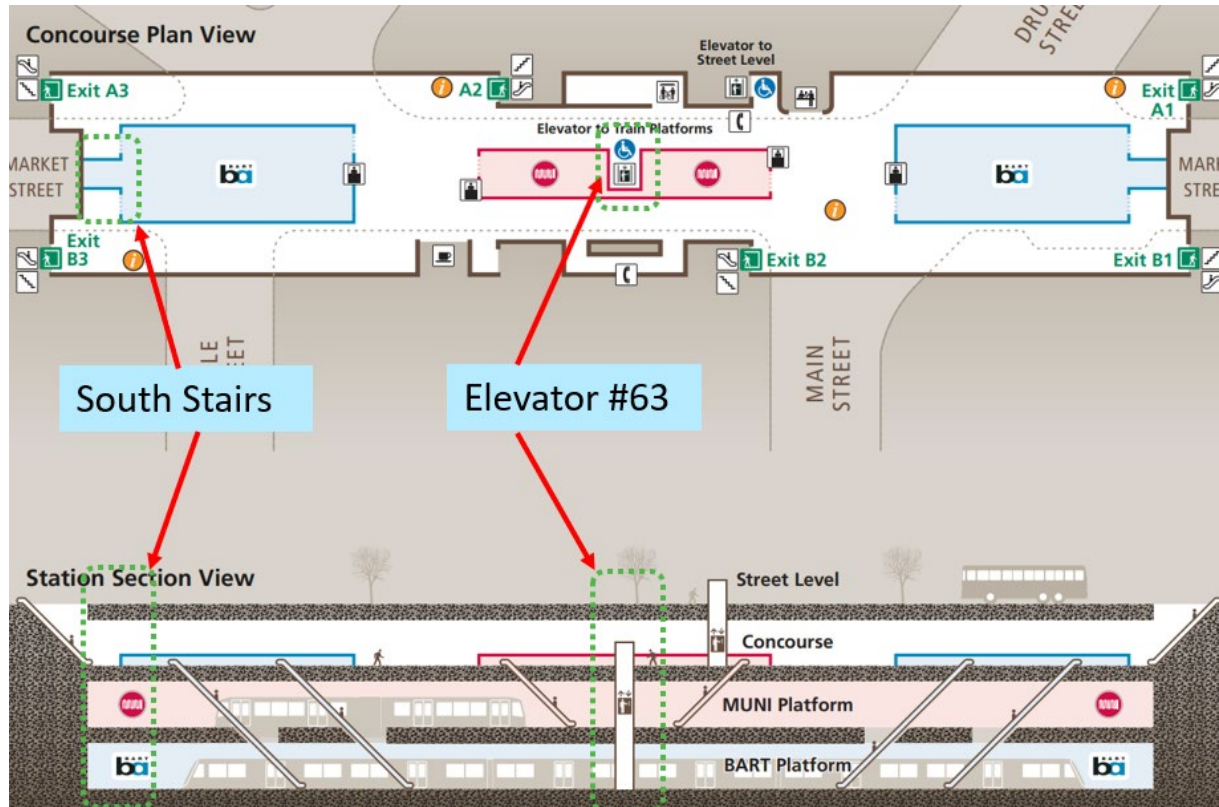
Modify current elevator to serve as Muni's primary elevator



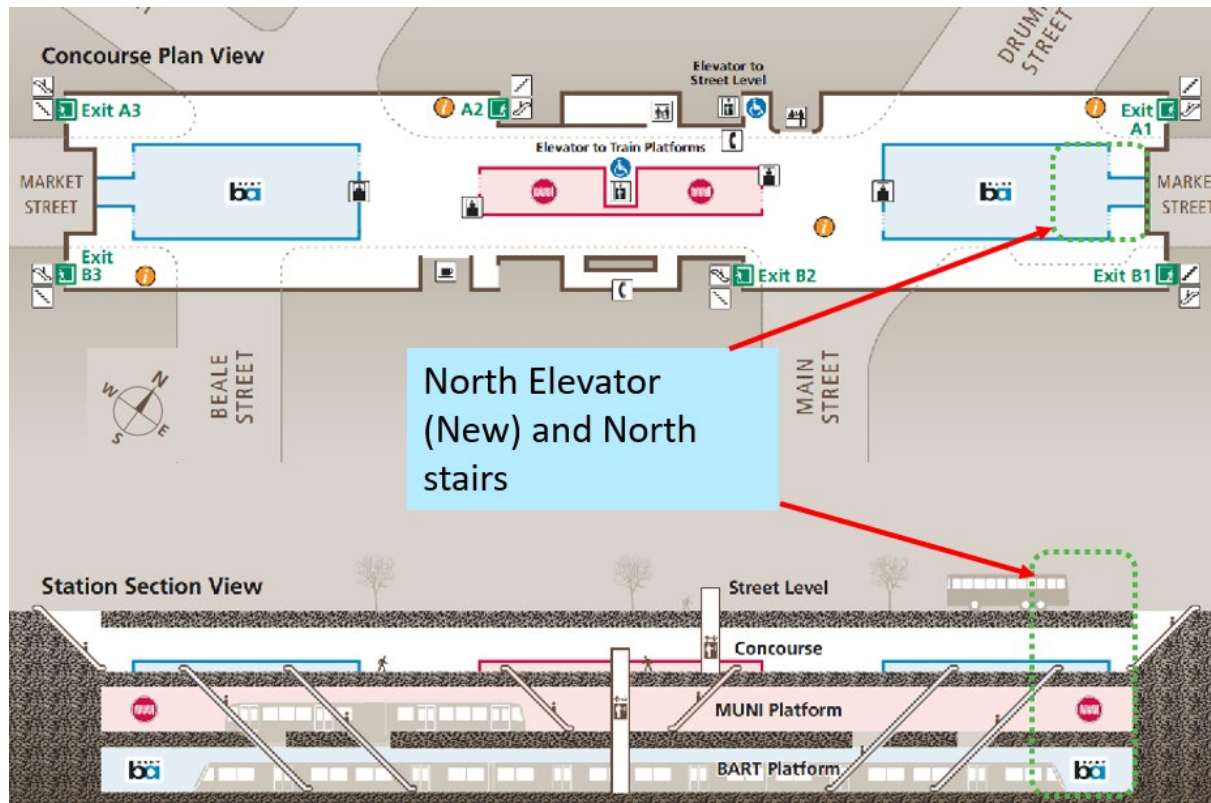
Construct new elevator and machine room at current stairway location

Project Location

Phase 1 Project Location



Phase 2 Project Location



Despite the project's evolving scope, updated costs, and pandemic-related delays, the Embarcadero Station Platform Elevator improvements remain a critical and appropriate use of Prop K and OBAG funds. The project directly addresses accessibility needs identified in BART's capital priorities and reinforced by the 2024 ADA settlement, ensuring that people with disabilities and other riders who rely on elevators have safe, reliable access to one of the system's busiest stations.

By modernizing a key station elevator, widening stairs to improve passenger flow, and upgrading supporting infrastructure, the project advances regional goals of equity, safety, and system modernization. Leveraging Prop K and OBAG to deliver these improvements maximizes local and regional investment in a project that is not only legally mandated but also essential for maintaining BART's role as a dependable, inclusive transit system.

It is for this reason that BART requests amending grant number OBA-902012 (OBAG 2) and 120-902064 (Prop K) to include this revised scope of work as well as a new requested end date for Prop K to 6/30/2027. Approval of this amendment will ensure consistent funding, allow the project to remain on schedule, and enable BART to deliver critical accessibility and capacity improvements at one of the system's busiest stations.





Memorandum

AGENDA ITEM 8

DATE: September 18, 2025
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 10/7/2025 Board Meeting: Approve San Francisco's Program of Projects for the 2026 Regional Transportation Improvement Program, Totaling \$9,887,000

RECOMMENDATION ☐ Information ☒ Action

Approve San Francisco's Program of Projects for the 2026 Regional Transportation Improvement Program (RTIP) programming \$9,887,000 in RTIP funds to:

1. Metropolitan Transportation Commission (MTC): Planning, Programming, and Monitoring (\$196,000)
2. Transportation Authority: Planning, Programming, and Monitoring (\$298,000)
3. MTC: Project to be Determined (\$9,393,000)

SUMMARY

As San Francisco's Congestion Management Agency (CMA), the Transportation Authority is responsible for programming San Francisco's county share RTIP funds. The Board has long-standing RTIP priorities (Attachment 1) which currently reflect remaining commitments of \$15,699,654 for SFMTA's Central Subway and \$31,000,000 for MTC's Advance for Presidio Parkway, to be programmed to an eligible project or projects of SFMTA's and MTC's choice, respectively. These commitments are of equal standing and have first call on RTIP project funds until the commitments are fulfilled. Due to an overcommitment of near-term RTIP funds, the California Transportation Commission (CTC) has advised that new RTIP programming is almost exclusively

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



available in Fiscal Years (FYs) 2029/30 and 2030/31. SFMTA was unable to identify a project that would meet eligibility and timely use of funds requirements for the RTIP funds this cycle; thus, we recommend directing \$9,393,000 in RTIP funds to a project of MTC's choosing. MTC will identify a project by December 2025 to meet its own deadline for programming actions. For the 2028 RTIP, SFMTA would have priority for the first \$9,393,000 in RTIP funds with MTC and SFMTA having equal priority for any remaining funds. San Francisco's proposed remaining RTIP commitments are shown in Attachment 4. RTIP programming is subject to approval by the MTC (anticipated in December) and the CTC (anticipated in March 2026).	
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BACKGROUND

The State Transportation Improvement Program (STIP) is a five-year investment plan for certain state transportation money that is updated every two years by the CTC. Regional spending plans, developed by the MTC for the nine county Bay Area region and by other agencies elsewhere in California, account for 75% of the STIP. These are known as Regional Transportation Improvement Programs or RTIPs. The RTIPs can fund a broad range of capital projects from bike paths to highway redesigns or rail line extensions. The remaining 25% of the STIP is a statewide spending plan known as the Interregional Transportation Improvement Program, which is developed by the state department of transportation (Caltrans) to fund projects that connect metro areas or cross regional boundaries.

The CTC's RTIP guidelines include strict timely use of funds deadlines. For instance, RTIP funds must be allocated by the CTC in the year they are programmed, and sponsors may not incur costs against RTIP funds or advertise a contract for work to be performed prior to allocation. Further, projects must have a fully funded phase (e.g. construction) to receive an allocation and must be ready to award a contract within six months of allocation. As in previous RTIP programming cycles, these and other eligibility requirements significantly narrowed the list of potential projects that are good candidates for the 2026 RTIP.



San Francisco's Remaining RTIP Commitments. In 2005, the Transportation Authority Board adopted a list of San Francisco RTIP priorities to help fund some of the major capital projects in the Prop K Expenditure Plan. Attachment 1 shows the two remaining RTIP priorities with commitments totaling over \$46 million: SFMTA's Central Subway and payback to MTC of an advance for Presidio Parkway (Doyle Drive). Since the Central Subway and Presidio Parkway contracts have all been awarded, we cannot program RTIP funds directly to those projects and are meeting the commitments instead by funding other RTIP-eligible SFMTA and MTC projects, as RTIP funds become available.

DISCUSSION

Funds Available. MTC has initiated development of the 2026 RTIP, providing guidance based on CTC-adopted guidelines and the 2026 Fund Estimate. For the 2026 RTIP, San Francisco has \$9,887,000 in new RTIP funds that can be programmed in FYs 2028/29 through 2030/31 to RTIP-eligible projects (Attachment 2). These funds are split into two categories: \$494,000 for planning, programming and monitoring and \$9,393,000 for capital projects. Due to an overcommitment of near-term RTIP funds, CTC has advised that new RTIP programming is almost exclusively available in FYs 2029/30 and 2030/31.

Staff Recommendation. Our staff recommendations for 2026 RTIP programming are summarized in Attachment 3 and described below.

- **Planning, Programming and Monitoring (PPM)(\$196,000 MTC, \$298,000 SFCTA).** CTC guidelines allow up to 5% of RTIP funds to be used for PPM activities such as regional transportation planning, program development, and oversight of state and federally funded projects. MTC and the CMAs have a long-standing arrangement to split the PPM funds in recognition of the role each agency plays in advancing the state's transportation goals. We have primarily used our PPM funds to support project delivery oversight of regionally significant major capital projects such as The Portal and Caltrain Electrification. Per CTC guidelines, \$494,000 in new PPM programming is available to be split between MTC (\$196,000) and the Transportation Authority (\$298,000). The CTC's required Project Programming Request form for the recommended Transportation Authority PPM funds is included as Attachment 5.



- **MTC Project TBD (\$9,393,000).** Our recommendation for the 2026 RTIP capital project funds is to program all \$9,393,000 to a project of MTC's choosing. As mentioned in the memo summary, while the Board's long-standing RTIP priorities (Attachment 1) assigned equal standing to the remaining SFMTA Central Subway (\$15,699,654) and MTC Advance for Presidio Parkway (\$31,000,000) commitments, the SFMTA was not able to identify an eligible project that would be able to meet all timely use of funds requirements associated with this funding source for the 2026 RTIP cycle. Therefore, we recommend programming all of the 2026 RTP project funds to a project of MTC's choosing and giving SFMTA priority for the first \$9,393,000 of available funds in the 2028 RTIP. SFMTA and MTC would have equal priority for any additional RTIP funds until our outstanding commitments are fulfilled. MTC will identify the specific project to be funded prior to the MTC Commission adoption of the RTIP priorities later this calendar year.

Next Steps. After the Board adopts San Francisco's 2026 RTIP Program of Projects, we will submit the Program of Projects to MTC by its October 31, 2025 deadline. The MTC Commission is expected to consider the 2026 RTIP on December 17, 2025. The CTC will consider adopting the 2026 RTIP at its March 19, 2026, meeting. Provided that our nominated projects adhere to MTC and CTC RTIP guidelines, we do not anticipate any issues with securing those approvals.

FINANCIAL IMPACT

The recommended action would not have an impact on the Fiscal Year 2025/26 budget. The proposed PPM funds, following approval by the CTC, would be included in the agency's FY 2029/30 budget.

CAC POSITION

The CAC will consider this item at its September 24, 2025 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Current Remaining RTIP Commitments
- Attachment 2 - 2026 RTIP New Funds Available for San Francisco
- Attachment 3 - 2026 Proposed Program of Projects
- Attachment 4 - Proposed Remaining RTIP Commitments
- Attachment 5 - Project Programming Request Form - SFCTA PPM (1)

Attachment 1.
San Francisco County Transportation Authority
Current Remaining Regional Transportation Improvement Program (RTIP) Commitments¹

Project ²	Initial RTIP Commitment	Current Remaining RTIP Commitment
Central Subway ³	\$92,000,000	\$15,699,654
MTC STP/CMAQ Advance for Presidio Parkway ⁴	\$34,000,000	\$31,000,000
Caltrain Downtown Extension [Fulfilled]	\$28,000,000	\$0
Caltrain Electrification [Fulfilled]	\$24,000,000	\$0
Presidio Parkway [Fulfilled]	\$84,101,000	\$0
Total	\$262,101,000	\$46,699,654

¹ Based on Transportation Authority Board-adopted RTIP priorities last amended by Resolution 24-15, approved October 24, 2023. Per Resolution 24-15, repayment of remaining RTIP commitments to MTC and SFMTA have equal priority in the 2026 RTIP.

² Acronyms include Congestion Mitigation and Air Quality (CMAQ), Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA), and Surface Transportation Program (STP).

³ Since sufficient RTIP funds were unavailable when SFMTA was awarding the Central Subway construction contracts, we are honoring this commitment by programming new Regional Improvement Program (RIP) funds when they become available to other SFMTA eligible projects to comply with RTIP guidelines.

⁴ Through Resolution 12-44, the SFCTA accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RTIP funds. On September 22, 2021 as part of its approval of the 2022 RTIP guidelines, the MTC reduced the Transportation Authority's remaining commitment by \$3 million, contingent on the Transportation Authority allocating \$3 million in local funds to serve as MTC's contribution to the next phase of project development for the Caltrain Downtown Extension project.

Attachment 2.

2026 Regional Transportation Improvement Program (RTIP)

New Funds Available for San Francisco

The 2026 RTIP covers five years (Fiscal Years (FYs) 2026/27 – 2030/31). However, the California Transportation Commission has advised that new project programming is almost exclusively available only in the last two years, FY 2029/30 and FY 2030/31, with very small amounts in FY 2026/27 and FY 2028/29.

Programming Category	San Francisco County Share - New Programming	Eligible Activities
Planning, Programming, and Monitoring (PPM)	SFCTA: \$298,000	Up to 5% allowable per 3-year county share period, FY 2028/29 – 2030/31, (different than 5-year range of the RTIP) for PPM activities including regional transportation planning, program development, and project monitoring. MTC and the Congestion Management Agencies have a long-standing arrangement to split the PPM in recognition of the role each agency plays in advancing the state's transportation goals.
	MTC: \$196,000	
	PPM subtotal: \$494,000	
Capital Projects	New formula distribution: \$9,393,000	Capital projects to improve transportation, including highways, local roads, bicycle and pedestrian facilities, and transit projects. For the 2026 RTIP, transit projects must be State Constitution Article XIX compliant (e.g. no rolling stock) or must seek federal-only funding and provide required matching funds if no state Public Transportation Account funds are available. Can fund environmental, design, right of way and construction phases.
	Capital Projects subtotal: \$9,393,000	
Total:	\$9,887,000	

Attachment 3.

Proposed San Francisco 2026 Regional Transportation Improvement Program (RTIP) Programming Priorities

		Project Totals by Fiscal Year (\$ 1,000's) CTC has advised that new project programming is almost exclusively available in the last two years, FY 2029/30 and FY 2030/31						
Agency ¹	Project	Total	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	Phase
2024 RTIP Programming Priorities								
SFMTA	New Flyer Midlife Overhaul - Phase III	\$45,569		\$45,569				Construction
SFCTA	Planning, programming, and Monitoring	\$927	\$326	\$327	\$274			n/a
MTC	Planning, Programming, and Monitoring	\$279	\$91	\$93	\$95			n/a
Funds Programmed to 2024 RTIP Priorities		\$46,775	\$417	\$45,989	\$369			
2025 MTC RTIP Programming - Fund Exchange ²								
SFMTA	New Flyer Midlife Overhaul - Phase III	\$18,270		\$18,270				
MTC RTIP Fund Exchange		\$18,270		\$18,270				
New 2026 RTIP Programming Priorities								
MTC	Project TBD	\$9,393				\$9,393		TBD
SFCTA	Planning, programming, and Monitoring	\$298				\$298		n/a
MTC	Planning, Programming, and Monitoring	\$196				\$98	\$98	n/a
Proposed 2026 RTIP Programming		\$9,887				\$9,789	\$98	
Total RTIP Funds Available		\$9,887						
Surplus/(Shortfall)		\$0						

¹ Acronyms include the Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), and San Francisco Municipal Transportation Agency (SFMTA).

² MTC programmed \$18.27 million in MTC RTIP funds reserved for the Housing Incentive Pool (HIP) program to the SFMTA's New Flyer Mid-Life Overhauls Phase III project in exchange for a like amount of Prop L funds for a HIP-eligible SFMTA project or projects. The benefits of this fund exchange include: earlier availability of the HIP funds than if they were in the RTIP (FY31 for RTIP funds); ability for SFMTA to use flexible Prop L funds instead of RTIP funds, which are much more restrictive; and, the mid-life overhauls project would become a top priority for RTIP programming in the region. The \$18.27 million in MTC RTIP funds are in addition to the \$45.569 million in San Francisco RTIP funds that the SFCTA Board recommended programming to the bus overhauls in October 2023.

Attachment 4
San Francisco County Transportation Authority
Proposed Remaining Regional Transportation Improvement Program (RTIP) Commitments^{1, 5}
Proposed October 2025

Project²	Initial RTIP Commitment	Current Remaining RTIP Commitment	Proposed New Funds 2026 RTIP	Proposed Remaining RTIP Commitment
Central Subway ³	\$92,000,000	\$15,699,654	\$0	\$15,699,654
MTC STP/CMAQ Advance for Presidio Parkway ⁴	\$34,000,000	\$31,000,000	\$9,393,000	\$21,607,000
Caltrain Downtown Extension [Fulfilled]	\$28,000,000	\$0	\$0	\$0
Caltrain Electrification [Fulfilled]	\$24,000,000	\$0		\$0
Presidio Parkway [Fulfilled]	\$84,101,000	\$0		\$0
Total	\$262,101,000	\$46,699,654	\$9,393,000	\$37,306,654

¹ Based on Transportation Authority Board-adopted RTIP priorities last amended by Resolution 24-15 approved October 24, 2023. Per Resolution 2024-15, remaining RTIP commitments to MTC and SFMTA have equal priority in the 2026 RTIP recommendations.

² Acronyms include Congestion Mitigation and Air Quality (CMAQ), Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA), and Surface Transportation Program (STP).

³ Since sufficient RTIP funds were unavailable when SFMTA was awarding the Central Subway construction contracts, SFCTA is honoring this commitment by programming new RTIP funds when they become available to other SFMTA eligible projects to comply with RTIP guidelines.

⁴ Through Resolution 12-44, the SFCTA accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RTIP funds. On September 22, 2021 as part of its approval of the 2022 RTIP guidelines, the MTC reduced the Transportation Authority's remaining commitment by \$3 million, contingent on the Transportation Authority allocating \$3 million in local funds to serve as MTC's contribution to the next phase of project development for the Caltrain Downtown Extension project.

⁵ Proposed 2026 RTIP would program \$9.393 million from San Francisco's share of available project funds to partially paydown the remaining commitment to MTC. For the 2028 RTIP, SFMTA would have priority for the first \$9.393 million in RTIP project funds to go toward the Central Subway RTP commitment. MTC and SFMTA would have equal priority for any remaining project funds in the 2028 RTIP beyond the first \$9.393 million.

Amendment (Existing Project) ☐ YES ☒ NO				Date 09/11/2025 17:43:14	
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
04				San Francisco County Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Francisco Count					
				MPO	Element
				MTC	Local Assistance
Project Manager/Contact			Phone	Email Address	
Mike Pickford			415-522-4822	mike.pickford@sfcta.org	

Project Title

Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, Programming and Monitoring

Component	Implementing Agency
PA&ED	San Francisco County Transportation Authority
PS&E	
Right of Way	
Construction	San Francisco County Transportation Authority

Legislative Districts

Assembly:	17,19	Senate:	11	Congressional:	12,14
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 09/11/2025 17:43:14

Purpose and Need

The purpose and need of the funds include monitoring STIP project implementation, including timely use of funds, project delivery, and compliance with State law and the California Transportation Commissioners guidelines.

NHS Improvements	☐ YES ☒ NO	Roadway Class	NA	Reversible Lane Analysis	☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals	☒ YES ☐ NO	Reduce Greenhouse Gas Emissions	☐ YES ☒ NO		

Project Outputs

Category	Outputs	Unit	Total

Date 09/11/2025 17:43:14

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
04	San Francisco County				

Project Title
Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									San Francisco County Transportation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									San Francisco County Transportation
R/W									
CON									San Francisco County Transportation
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	579	326	327	274	298			1,804	
TOTAL	579	326	327	274	298			1,804	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									2026 STIP
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					298			298	
TOTAL					298			298	

Fund #2:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									2024 STIP
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		326	327	274				927	
TOTAL		326	327	274				927	
Fund #3:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									2020 STIP and 2022 STIP
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	579							579	
TOTAL	579							579	



Memorandum

AGENDA ITEM 9

DATE: September 19, 2025

TO: Transportation Authority Board

FROM: Cynthia Fong – Deputy Director for Finance and Administration

SUBJECT: 10/07/2025 Board Meeting: Authorize Borrowing of up to \$60 million under the Amended and Restated Revolving Credit Agreement with U.S. Bank National Association

RECOMMENDATION ☐ Information ☒ Action

Authorize Borrowing of up to \$60 million from the Amended and Restated Revolving Credit Agreement with U.S. Bank National Association

SUMMARY

The purpose of this memo is to brief the Board on our debt management strategy for the sales tax program and to request authorization to borrow up to an additional \$60 million, bringing the total authorized borrowing amount up to \$125 million, from our \$185 million Amended and Restated Revolving Credit Agreement (Revolver) with U.S. Bank National Association (U.S. Bank). We anticipate needing to draw on available funds under the Revolver to meet capital reimbursement requests for the sales tax program. The Revolver is a short-term variable rate financing vehicle through a direct loan with a commercial bank. As of September 19, 2025, we have fully drawn on \$65 million of available funds previously approved by the Board to reimburse light rail vehicle procurements and \$120 million remains available to draw upon to fund upcoming sales tax capital expenditures. Through ongoing discussions with our sponsors (particularly San Francisco Municipal Transportation Agency (SFMTA)) and financial advisor, KNN Public Finance, we have conducted cash flow analyses and anticipate the need to borrow \$60 million over the next several months from the Revolver to meet

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



our financial commitments. We have been tracking some of the largest sales tax projects and programs in terms of the amount of the funds allocated and remaining to be reimbursed (Attachment 1), most of which are in active construction phases or reaching other milestones that will trigger large sales tax reimbursement requests. Among the major cash driver projects are the purchase of new SFMTA light rail vehicles and motor coaches and BART Fleet of the Future rail cars. Consistent with our debt management approach, we would use the Revolver to meet short-term cash needs, providing time for us to prepare to issue long-term debt (e.g., bonds) over the next few years, if needed.	
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BACKGROUND

We receive revenues from the one-half of one percent sales tax which are dedicated toward financing transportation improvements in the voter approved sales tax Expenditure Plan (Prop L, approved in 2022, which superseded Prop K, approved in 2003). In Fiscal Year (FY) 2024/25 our sales tax revenues were \$110.1 million, and we budgeted FY 2025/26 sales tax revenue collections at approximately the same level. To fund transportation projects under the Prop K and Prop L Expenditure Plans, we have relied on pay-go sales tax revenues and interim financing under the Amended and Restated Revolving Credit Agreement Loan (Revolver) program. The Revolver is an alternative variable rate financing vehicle to traditional commercial paper notes and is a loan directly from a commercial bank. From time to time, we have utilized available funding under our interim borrowing program to fund peak capital expenditures that could not be met with available sales tax revenues.

In 2017, we issued our first and only long-term bond issuance to date - the Senior Sales Tax Revenue Bond, Series 2017 (the Senior Lien Bonds), which provided approximately \$200 million in bond proceeds for projects as well as repaying amounts previously drawn under a prior revolving credit agreement and paying related costs. Currently, \$164,515,000 of the Senior Lien Bonds are outstanding and we pay approximately \$21.3 million of annual principal and interest payments through FY 2033/34.

On October 31, 2024, we entered into a Revolver with U.S. Bank for \$185 million. Borrowed amounts under the Revolver carry a rate of interest equal to the sum of Securities Industry and Financial Markets Association (SIFMA) Index plus a fixed credit spread (subject to adjustment if our credit rating changes). Unborrowed



amounts under the Revolver are subject to a commitment fee of 0.20%. The Revolver expires on October 29, 2027. The Revolver is secured by a lien on our sales tax revenues subordinate to the Senior Lien Bonds.

DISCUSSION

We anticipate drawing on a portion of the subject \$60 million in funds available under the Revolver as soon as November 2025 to meet the anticipated capital reimbursement requests for the sales tax program. Through ongoing discussions with our sponsors (particularly the SFMTA) and analysis conducted with our financial advisor, KNN Public Finance, we have conducted the necessary cash flow review that confirms our budget assumption of needing to borrow \$60 million over the next several months from the Revolver. Further, if the pace of project delivery and reimbursements ramps up as anticipated, we may return to the Board for permission to draw additional funds over the next 6 months. Currently, the Revolver has funding capacity of \$120 million. Following the requested additional borrowing of \$60 million, funding capacity of \$60 million would remain.

The need to address a rapid spike in reimbursement requests is precisely why we have a flexible debt instrument like the Revolver in place and it is why we have been closely tracking some of the largest projects (largest in terms of the amount of sales tax funds allocated and remaining to be reimbursed), most of which are in active construction phases or reaching other milestones that will trigger large sales tax reimbursement requests. Some of the major cash driver projects for FYs 2024/25 and 2025/26 are the SFMTA's Light Rail Vehicles procurement, Motor Coaches procurement, L-Taraval Transit Enhancements, various signals and signs projects, and Van Ness Bus Rapid Transit; the Transbay Joint Powers Authority's The Portal/Caltrain Downtown Extension; and BART's Next Generation Fare Gates and Core Capacity Fleet of the Future vehicles. Attachment 1 shows that in aggregate, if project sponsors were to seek the maximum reimbursement allowable per the grant agreement as amended, reimbursements could total \$133.6 million just for the major cash drivers by the end of FY 2025/26. While we do not anticipate that this full amount is likely to be requested for reimbursement in FY2025/26, we are expecting to see a significant portion requested for reimbursement in the next six months.

We will receive first quarter reimbursements requests in November. Typically, capital reimbursements from sponsors ramp up over the course of the fiscal year, with the fourth quarter resulting in the highest level of capital reimbursements paid by our agency.



We expect to continue to utilize an interim borrowing program in tandem with pay-go sales tax revenues to meet our near-term transportation expenditure needs. Concurrently, we are working on a schedule that calls for our agency to be ready to potentially issue our second long-term bond within the next several years. The intrinsic flexibility of the Revolver, in combination with a long-term bond, supports our long-term financing plan to advance funds for projects to deliver the benefits sooner to the public, while minimizing financing costs. We will continue to monitor sales tax revenues and capital spending closely through a combination of cash flow needs for allocation reimbursements, progress reports, and conversations with project sponsors.

FINANCIAL IMPACT

The proposed FY 2025/26 budget already incorporates the need to borrow \$60 million under the Revolver to help pay for anticipated capital project reimbursement requests. Amounts borrowed under the Revolver bear a rate of interest equal to the sum of SIFMA, a tax-exempt variable rate index, plus a fixed credit spread (subject to adjustment if our credit rating changes). As of September 10, 2025, our cost of borrowing (interest rate) under the current Revolver facility is 3.18% and its cost of maintaining the facility on an unutilized basis is 0.20%. If we identify the need for additional borrowing from the Revolver, we would seek Board approval to do so and would reflect the additional amount in the mid-year Fiscal Year 2025/26 budget amendment as well as the budget for future fiscal years, as appropriate. The outstanding loan balance is required to be paid off or transferred to a long-term bond at the expiration date of the current Revolver, October 29, 2027, unless certain conditions are met. The interest rate on amounts not paid by October 29, 2027 would be substantially higher.

PUBLIC NOTICE – GOVERNMENT CODE, SECTION 5852.1

The following information is made available in accordance with Government Code, Section 5852.1 to provide certain public disclosures related to the proposed borrowing. All figures represent good faith estimates based on the current U.S. Bank Revolver terms and assume i) a drawn facility up to the proposed total amount of \$125 million, ii) a variable rate of interest based on the current U.S. Bank Revolver rate, iii) our current credit ratings, and iv) a borrowing term through the term of the current Revolver facility of October 29, 2027.



- 1)** True Interest Cost of the Revolver. Based on the current SIFMA variable rate index, a good faith estimate of the true interest cost of borrowing an additional \$60 million plus the currently outstanding \$65 million under the Revolver is 3.15%. The unutilized cost of the remaining \$60 million undrawn on the Revolver is 0.20%. On a weighted average basis, the True Interest Cost of the Revolver is 2.19%.
- 2)** Finance Charge of the Revolver. The sum of all fees and charges paid to third parties (or costs associated with the issuance of the Bank Note), is \$45,266.
- 3)** Revolver Proceeds to be Received. The amount of proceeds expected to be received by the Transportation Authority for borrowings under the Revolver less the finance charge to third parties described in 2 above and any reserves or capitalized interest paid or funded with proceeds of the Revolver, is \$60 million. The finance charge to third parties described in #2 above is not expected to be paid from Revolver proceeds.
- 4)** Total Payment Amount. Assuming an aggregate borrowed principal amount of \$125 million of borrowings under the Revolver and based on an assumed current variable rate of interest over the remaining term of the current Revolver, a good faith estimate of the total payment amount, which means the sum total of all payments the Transportation Authority will make to pay interest only debt service on the Revolver plus the unutilized cost associated with the \$60 million remaining undrawn amount, calculated to the term of the current Revolver, is \$8,115,000.

CAC POSITION

The CAC will consider this item at its September 24, 2025 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Revolver Loan Cash Drivers

Transportation Sales Tax Capital Expenditures - Largest Cash Flow Drivers FY 2024/25-FY 2025/26¹

Name	Reimbursed in FY 2024/25	Reimbursed in FY 2025/26 (as of September 10, 2025)	Remaining Approved Cash Flow Through FY 2025/26	FY 2024/25 Reimbursed + FY 2025/26 Approved Cash Flow
Muni Light Rail Vehicles	\$35,949,430	\$0	\$766,234	\$36,715,664
Paratransit	\$14,158,429	\$6,114,068	\$8,985,874	\$29,258,372
BART Core Capacity (Fleet of the Future Train Cars)	\$0	\$0	\$27,127,866	\$27,127,866
Muni Motor Coaches	\$6,105,702	\$176	\$17,876,834	\$23,982,712
The Portal/Caltrain Downtown Extension	\$7,782,236	\$891,196	\$13,711,865	\$22,385,297
Caltrain State of Good Repair	\$8,568,444	\$1,777,660	\$11,815,576	\$22,161,680
Muni Facilities	\$2,196,626	\$25,485	\$17,335,041	\$19,557,151
Pavement Renovation	\$5,353,262	\$1,372,264	\$10,266,694	\$16,992,220
Van Ness Bus Rapid Transit	\$3,281,519	\$4,304,864	\$5,760,790	\$13,347,173
L-Taraval Transit Enhancements	\$10,855,513	\$0	\$1,617,743	\$12,473,256
BART Fare Gates	\$3,466,638	\$1,657,813	\$7,249,266	\$12,373,717
Signals and Signs	\$4,226,113	\$1,469,246	\$6,018,660	\$11,714,019
Better Market Street	\$6,187,299	\$0	\$5,048,493	\$11,235,792
Totals	\$108,131,211	\$17,612,771	\$133,580,935	\$259,324,917

¹These project categories represent 81% of FY 2024/25 reimbursements, and about 60% of possible FY 2025/26 reimbursements of currently active Prop K and Prop L grants.