



**San Francisco
County Transportation
Authority**

BD090926

RESOLUTION NO. 26- 15

RESOLUTION PROGRAMMING \$1,374,000 OF THE TRANSPORTATION
AUTHORITY'S SHARE OF SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM FORMULA
FUNDS FOR THE YERBA BUENA ISLAND MULTI-USE PATHWAY SEGMENT 4 -
TREASURE ISLAND ROAD IMPROVEMENTS PROJECT

WHEREAS, The Transportation Authority leads the Yerba Buena Island Multi-Use Pathway (YBI MUP) Project and seeks to develop a safe and accessible bicycle and pedestrian connection between the terminus of the existing multi-use pathway on the East Span of the Bay Bridge and the new ferry terminal via Treasure Island Road and Hillcrest Road; and

WHEREAS, The YBI MUP Project is integrated with various roadway projects and is being constructed in four segments, each with its own schedule, as shown in Attachment 1; and

WHEREAS, Transportation Authority staff are currently in the process of securing the full funding plan for construction of the YBI MUP Segment 4 - Treasure Island Road Improvements Project (Project), which includes the multi-use pathway, a dedicated transit-only lane, and reconstruction of the roadway to meet current safety standards; and

WHEREAS, On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill 1 (SB1); and

WHEREAS, SB1 created the Local Partnership Program (LPP) and appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of, or imposed fees solely dedicated to transportation; and

WHEREAS, Among other requirements, LPP Formulaic Program funds are available to fund most phases of a capital project, require a dollar-for-dollar match and a full funding plan, and have strict timely-use-of funds requirements; and



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WHEREAS, On August 15, 2025, the CTC approved the revised 2022 LPP Cycle formulaic distribution for San Francisco at \$8,875,000, which is available to program to eligible projects in Fiscal Years (FY) 2023/24 through FY 2025/26; and

WHEREAS, The Transportation Authority is responsible for making recommendations for \$8,475,000 of these funds as the taxing authority for Prop L (and formerly Prop K) and Prop AA, and the City and County of San Francisco (CCSF) is responsible for making recommendations for \$400,000 of these funds as the taxing authority for the Prop D TNC Tax; and

WHEREAS, Through prior actions, the Transportation Authority has programmed \$7,101,000 of its share of LPP funds, leaving \$1,374,000 remaining to program (Attachment 2); and

WHEREAS, Transportation Authority staff recommend programming the remaining \$1,374,000 of the Transportation Authority's share of LPP formula funds to the subject Project, and

WHEREAS, Transportation Authority staff have been working with the San Francisco Mayor's Office to concurrently request that the CTC program the available \$400,000 in LPP formula funds based on the Prop D TNC Tax to the Project; and

WHEREAS, The recommended funds, along with the aforementioned \$400,000 in CCSF LPP funds, are needed to demonstrate a full funding plan for the construction phase of the Project as shown in Attachment 3 and avoid potentially losing \$16,250,000 in Regional Measure 3 funds to the YBI MUP and San Francisco; and

WHEREAS, Securing full funding in Fall/Winter 2025 will allow the Transportation Authority to advertise the Project's construction contract in Spring 2026 and start construction in July 2026 while a portion of Treasure Island Road is already closed for construction access for the West Side Bridges and Hillcrest Road Improvement projects, thereby achieving cost efficiencies and minimizing construction disruption; and



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WHEREAS, Transportation Authority staff have determined that the Project can meet the requirements of the LPP Formulaic Program and recommend programming the subject funds to the Project to avoid losing the Regional Measure 3 funds and to achieve construction and cost efficiencies, and minimize disruptions to the public as noted above; and

WHEREAS, The LPP funds would be reflected in the mid-year budget revision to the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2025/26 budget and in future budgets to correspond to anticipated project cash flows; and

WHEREAS, At its September 3, 2025 meeting, the Community Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby programs \$1,374,000 of the Transportation Authority's share of LPP Formulaic funds for the construction phase of the Project; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to the CTC and all other relevant agencies and interested parties.

Attachments:

1. Attachment 1 – Maps of Interim Multimodal Bay Skyway and YBI MUP
2. Attachment 2 – Previously Approved and Proposed 2022 Cycle LPP Formulaic Program Priorities - San Francisco Share
3. Attachment 3 – YBI MUP Segment 4 – Treasure Island Road Improvements Project Funding Plan



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The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 30th day of September 2025, by the following votes:

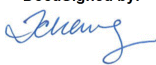
Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, and Sauter, (9)

Absent: Commissioners Sherrill and Walton (2)

DocuSigned by:

C3882B7D874248C... 10/9/2025
Myrna Melgar Date
Chair

ATTEST:

DocuSigned by:

FFD2528AB8BE49B... 10/9/2025
Tilly Chang Date
Executive Director

Attachment 1. Interim Multimodal Bay Skyway

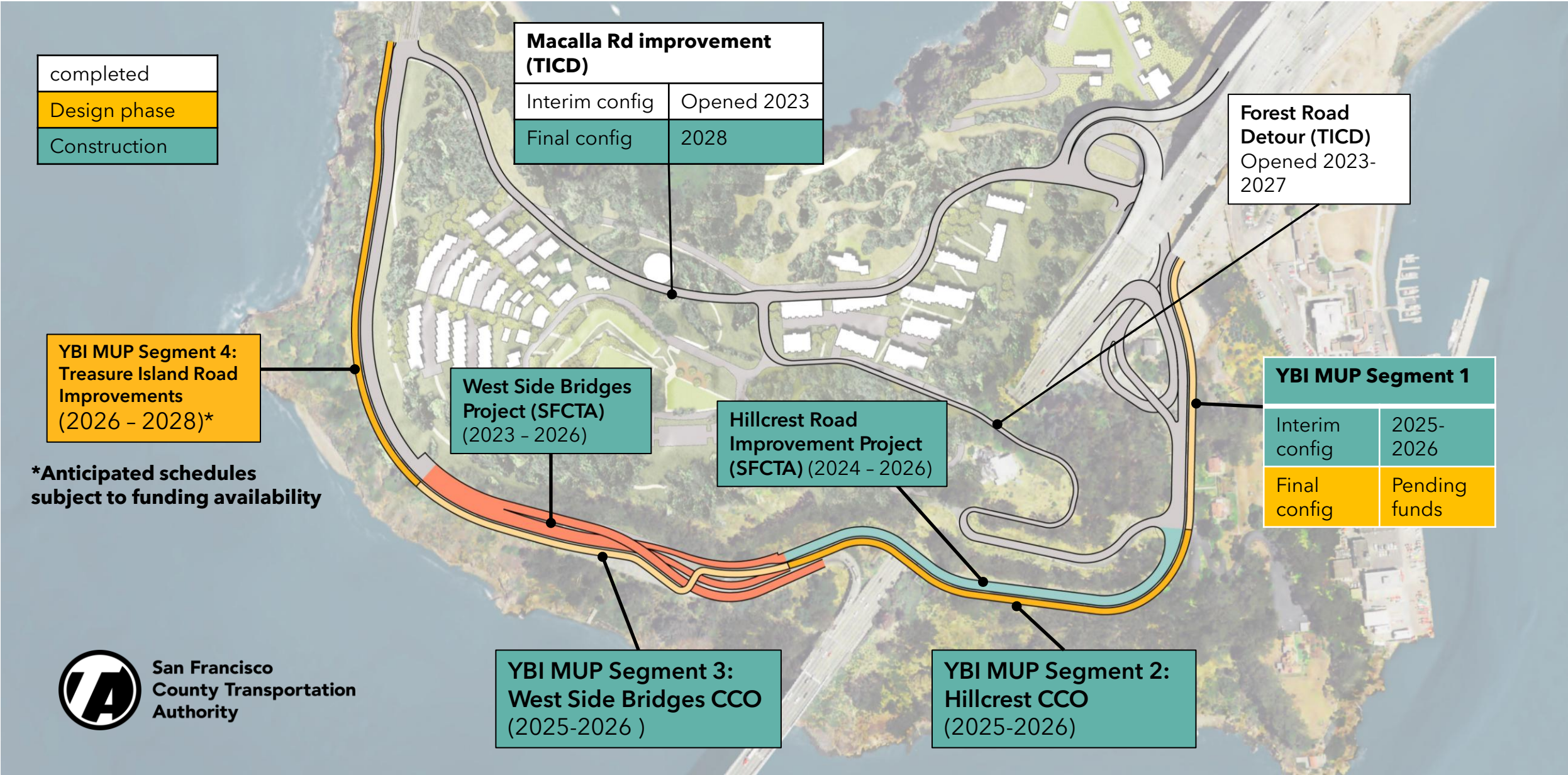
(Interim West Oakland Link (WOL) + Interim Yerba Buena Island Multi-Use Path (YBI MUP))



Attachment 1. Interim Yerba Buena Island Multi-Use Pathway (YBI MUP)



Attachment 1. YBI MUP Segments



Attachment 2.

Previously Approved and Proposed 2022 Cycle Local Partnership Program (LPP) Formulaic Program Priorities - San Francisco Share

Fiscal Year	Sponsor ¹	Project Name	Project Description	Phase(s)	District(s)	Cost of Phase Requested	LPP-F Funds Requested
Previously Programmed (Resolution 24-19, approved 11.28.23)							
23/24	SFCTA	Yerba Buena Island Hillcrest Road Improvements Project	This project will widen Hillcrest Road providing two travel lanes, wider shoulders, improved sight distance, and a Class II bicycle lane. The improvements are a connecting segment located between the under-construction West Side Bridges Project and the recently opened Southgate Realignment Project. To accommodate the future YBI Multi-Use Path (Class I), the scope of the Hillcrest project is proposed to be expanded to include a wider shoulder area and a taller retaining wall built further into the hill.	Construction	6	\$ 33,500,000	\$ 2,600,000
23/24	SFCTA	Yerba Buena Island Multi-Use Pathway (YBI MUP)	This project will provide new pedestrian and bicycle facilities that extend from the existing San Francisco-Oakland Bay Bridge (SFOBB) East Span Bicycle and Pedestrian Path's Yerba Buena Island terminus to the new Treasure Island Ferry Terminal. This path would also tie into the planned SFOBB West Span bicycle and pedestrian facility currently being developed by the Bay Area Toll Authority (BATA) and Metropolitan Transportation Commission. The project area is a planned segment of the San Francisco Bay Trail.	Design	6	\$ 6,801,000	\$ 1,000
Previously Programmed (Resolution 25-20, approved 11.19.24)							
24/25	Caltrans	West Side Bridges Seismic Retrofit Project - Retaining Walls to Accommodate YBI MUP (Fund Exchange)	SFCTA worked with BATA to program LPP-F funds to a project of BATA's choice, identified as Caltrans' San Francisco-Oakland Bay Bridge (SFOBB) West Span Superstructure Paint Project. In exchange, SFCTA received an equivalent amount in BATA funds for the West Side Bridges Project to construct retaining walls to accommodate the YBI MUP. This fund exchange addressed LPP eligibility issues for the West Side Bridges project. The West Side Bridges Project will improve safety by seismically retrofitting or replacing eight existing bridge structures along Treasure Island Road to meet current state seismic safety standards and constructing a Class II westbound bicycle lane. The improvements are a connecting segment located between the under-construction Hillcrest Road Improvements Project and the future YBI MUP Segment 4. To accommodate the future YBI MUP (Class I), the scope of the West Side Bridges Project is proposed to be expanded to include a wider shoulder area and two taller retaining walls.	Construction	6	\$ 125,900,228	\$ 4,500,000
Proposed New Programming							
25/26	SFCTA	YBI MUP Segment 4 - Treasure Island Road Improvements Project	The YBI MUP will provide a safe, emission-free, and low-cost multi-modal transportation connection between the terminus of the existing multi-use pathway on the East Span of the Bay Bridge and the new ferry terminal on Treasure Island. The YBI MUP is being constructed through a series of roadway projects that SFCTA is implementing on behalf of the Treasure Island Development Authority. The Treasure Island Road Improvements Project (MUP Segment 4) spans approximately 1,200 feet, beginning at the intersection of Treasure Island Road and Macalla Road, and continuing along Treasure Island Road. The project includes the multi-use pathway, a dedicated transit-only lane, and reconstruction of the roadway to meet current safety standards.	Construction	6	\$ 38,000,000	\$1,374,000 (SFCTA share) \$400,000 (CCSF share) ²
						Total	\$ 204,201,228
						Total LPP-F Funds Available - Prop K/L Sales Tax, Prop AA	\$ 8,475,000
						Total LPP-F Funds Available - CCSF's Prop D TNC Tax - SFCTA 50% share ²	\$ 400,000
						2022 Cycle LPP-F Funds Remaining to Program	\$ -

¹ Sponsor abbreviations: the California Department of Transportation (Caltrans), San Francisco County Transportation Authority (SFCTA).

² City and County of San Francisco (CCSF) is the taxing authority for the Prop D TNC Tax. By mutual agreement, SFCTA and the San Francisco Municipal Transportation Agency (SFMTA) equally split the Prop D TNC Tax share of LPP formula funds based on the 50/50 revenue split reflected in the Prop D TNC Tax legislation. SFCTA is proposed to receive \$400,000 in LPP-F funds available from the 2022 programming cycle. SFMTA is working with the Mayor's Office to request \$407,000 in 2024 Cycle LPP-F funds for a street safety project.

Attachment 3.
Yerba Buena Island Multi-Use Pathway Segment 4 -
Treasure Island Road Improvements Project Funding Plan

Funding Source	Total Amount
Environmental (ENV)	
Priority Conservation Area	\$ 1,000,000
LPP-F (SFCTA)	\$ 250,000
ENV Subtotal (Segments 1-4)	\$ 1,250,000
Plans, Specifications, and Estimates (PS&E)	
ATP Cycle 7	\$ 3,800,000
OBAG 3	\$ 2,250,000
LPP-F (SFCTA)	\$ 751,000
Prop AA	\$ 750,000
BATA Toll Funds	\$ 750,000
PS&E Subtotal (Segments 1-4)	\$ 8,301,000
Construction (CON)	
Regional Measure 3	\$ 16,250,000
SF-TIDA- IIG backed (See note 1)	\$ 7,500,000
ITIP	\$ 4,944,000
SF-TIDA/ TICD backed	\$ 3,300,000
Housing Incentive Pool (See note 2)	\$ 2,267,000
LPP-F (SFCTA/CCSF) (See note 3)	\$ 1,774,000
Prop L	\$ 1,000,000
Other (See note 4)	\$ 965,000
CON Subtotal (Segment 4 only)	\$ 38,000,000
Total	\$ 47,551,000

Notes:

- (1) SF-TIDA- IIG backed funds are pending award to the project. Affordable Housing Sustainable Communities (AHSC) grant to complete affordable housing plan approval expected December, allowing IIG transfer to project.
- (2) Estimated amount of HIP funds for the YBI MUP that will be transferred from the West Side Bridges Project (MUP Segment 3) to the Treasure Island Road Improvements Project (MUP Segment 4).
- (3) LPP-F (SFCTA) funds are subject to programming approval by the Transportation Authority Board and programming and allocation by CTC.
- (4) Other funds may include City and County of San Francisco funds and/or savings from adjacent projects under construction.