



# Memorandum

## AGENDA ITEM 7

**DATE:** November 20, 2025

**TO:** Transportation Authority Board

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

**SUBJECT:** 12/09/2025 Board Meeting: Amend the Prop K Standard Grant Agreement for the District 7 Ocean Ave Safety & Bike Access [NTIP Capital] to Allow \$237,000 in Funds Held in Reserve for Implementation of the Ocean Ave Mobility Action Plan to be Used for the Ocean Ave Multi-Use Path Feasibility Study (Project); Release \$237,000 on Reserve; and Appropriate \$237,000 in Prop K Funds, with conditions, for the Project

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Amend the Prop K Standard Grant Agreement (SGA) for the District 7 Ocean Ave Safety &amp; Bike Access [NTIP Capital] to allow \$237,000 held in reserve for implementation of the Ocean Ave Mobility Action Plan to be used for the Ocean Ave Multi-Use Path Feasibility Study (Project).</p> <p>Release \$237,000 on reserve.</p> <p>Appropriate \$237,000 in Prop K funds, with conditions, for the Project.</p> <p><b>SUMMARY</b></p> <p>In March 2023, the Board allocated \$237,000 in District 7 Neighborhood Program funds to the San Francisco Municipal Transportation Agency (SFMTA) for the District 7 Ocean Ave Safety &amp; Bike Access [NTIP Capital] project. This funding was for implementation of near- and mid-term pedestrian safety, bicycle access, and other upgrades along and adjacent to the Ocean Avenue business district and western Balboa Park Station area as identified through the Transportation Authority’s Ocean Ave Mobility Action Plan (Action Plan). Because of the relatively small scale and straightforward nature of the recommended improvements, SFMTA was able</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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to implement the scope through a separately funded quick-build project. With SFMTA's support, we are seeking Board release of the \$237,000 on reserve to study the technical feasibility and cost of implementing a Class I multi-use path along Ocean Avenue between the I-280 southbound off-ramp intersection at Howth Street and the Frida Kahlo/Ocean/Geneva intersection, which is one of the larger, longer-term recommendations of the Action Plan. The Transportation Authority will lead the study in coordination with key stakeholders including the SFMTA and the City College of San Francisco. We expect to present the final report to the Board for adoption by December 2026.	
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## **BACKGROUND**

In March 2023 through approval of Resolution 23-37, the Board allocated \$237,000 in Prop K sales tax Neighborhood Program funds to the SFMTA for implementation of near- and mid-term pedestrian safety, bicycle access, and other upgrades along and adjacent to the Ocean Avenue business district and western Balboa Park Station area as identified through the Action Plan. These funds were held in reserve pending completion of the Action 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.

In June 2023 through Resolution 23-54, the Board approved the Action Plan. The Action Plan identifies five project concept recommendations: three smaller, near- and mid-term projects including pedestrian safety and speed management improvements on Ocean Avenue and bike connectivity via Holloway - and two larger, longer-term projects, the K Ingleside Muni Forward and a shared pedestrian and bike path with removal of the pedestrian bridge.

## **DISCUSSION**

Because of the relatively small scale and straightforward nature of the near- and mid-term recommended improvements in the Action Plan, SFMTA was able to implement those recommendations as part of the Frida Kahlo Way Quick-Build and Muni Forward projects (funded by previously allocated sales tax and TNC tax funds) and did not need to draw upon the aforementioned \$237,000 reserve set aside for implementation of Action Plan recommendations. With SFMTA's support, we are requesting an amendment of the Prop K SGA to use the reserved funds for further



planning and engineering analysis of the feasibility of a multi-use path on Ocean Avenue, which is also a recommendation of the Action Plan.

The proposed Project will evaluate extending pedestrian and bike path improvements along Ocean Avenue from the southbound off-ramp intersection at Howth Street to the Frida Kahlo/Ocean/Geneva intersection. This study will build upon the work conducted as part of the Transportation Authority's I-280 Southbound Ocean Ave Off-Ramp Project which will install a Class II bike lane that can accommodate a future Class I multi-use path between Howth Street and the Ocean Avenue Bridge.

The proposed feasibility study is to determine the technical feasibility and conceptual cost estimate for reconstructing the retaining wall on the north side of Ocean Avenue across the City College of San Francisco frontage. The retaining wall would need to be relocated to provide room along Ocean Avenue to accommodate a 12- to 16-foot Class I multi-use path along the north side of Ocean Avenue that will enhance pedestrian and bicyclist safety.

This study will analyze available as-built retaining wall plans to determine the existing wall's structural system and review the existing Ocean Avenue pedestrian overcrossing (POC) which provides non-ADA compliant grade-separated access to the median running K Ingleside line on Ocean Avenue. The initial efforts of the feasibility study will investigate how the existing wall could be replaced and if the POC could remain while the wall is replaced or if the POC must be demolished. In addition, the study will investigate utility lines along Ocean Avenue to assess the difficulty of relocating these lines if necessary. A traffic study will also look at ways to improve traffic circulation along Ocean Avenue with updated traffic counts.

Attachment 1 includes a summary of the recommended release of funds from the District 7 Ocean Ave Safety & Bike Access [NTIP Capital] reserve and corresponding proposed SGA amendment to the Standard Grant Agreement for the Plan, as requested by Transportation Authority staff. Attachment 2 includes an updated allocation request form with detailed information on the scope, schedule, budget, funding, deliverables, and special conditions.

**CAC Feedback.** While the CAC ultimately supported the staff recommendation, there was a lengthy discussion of the item. Staff appreciated the CAC input, noting that some feedback was more applicable to a future phase of work beyond the subject feasibility study. For instance, some CAC comments conveyed an interest in traffic signals and other pedestrian safety features in the corridor. Other CAC comments urged staff to look into ways to develop a multi-use path that segregated



(higher speed) bikes from pedestrians, expressing concern about safety given speed differentials. Staff noted that these were design details for a future phase, but the subject feasibility study and accompanying traffic study may inform relevant recommendations for future work.

Another CAC comment expressed concern about the high price tag to fit in a bike facility in such a constrained space, especially given the current fiscal environment. Staff acknowledged the feedback and also referenced prior community input expressing an interest in adding an east-west bike connection, noting the feasibility study was a step to further evaluate the possibility of a MUP.

The CAC also asked staff to return to the CAC to provide and progress update on the feasibility study and seek additional input. Staff confirmed that was the intention as specified in the allocation request form.

## **FINANCIAL IMPACT**

The recommended action would release \$237,000 in previously allocated Prop K funds for implementation of the Action Plan recommendations and enable them to be spent on further planning and engineering analysis. The expenditure of those funds would be subject to the amended Fiscal Year Cash Flow Distribution Schedule contained in the attached allocation request form.

Sufficient funds will be included in the Transportation Authority's FY 2025/26 budget amendment, anticipated in Spring 2026. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution in those fiscal years.

## **CAC POSITION**

The CAC had a lengthy discussion on this item at its November 19, 2025 meeting with feedback summarized in the Discussion Section above. The CAC unanimously approved a motion of support for the staff recommendation.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Proposed SGA Amendment for District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
- Attachment 2 - Allocation Request Form
- Attachment 3 - Resolution

**Attachment 1**  
**Proposed Standard Grant Agreement (SGA) Amendment - District 7 Ocean Ave Safety Bike Access [NTIP Capital]**

Resolution	Prop K SGA Number	Project Name (Project Sponsor)	Need for Amendment and Project Description	Recommendations
23-37	139-907167	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment) (SFCTA)	<p>In March 2023, the Board allocated \$237,000 in District 7 Neighborhood Program (NTP) funds to the SFMTA to support implementation of near- and mid-term pedestrian safety, bicycle access, and other upgrades along and adjacent to the Ocean Avenue business district and western Balboa Park Station area as identified through the SFCTA's Ocean Avenue Mobility Action Plan (Action Plan). The SFMTA has implemented the recommended near- and mid-term improvements as a part of the Frida Kahlo Way Quick-Build project, and the Prop K NTP funds are no longer required for that scope.</p> <p>With SFMTA's support, SFCTA staff requests to use the \$237,000 NTP reserve to advance another recommendation in the Action Plan to explore a shared bicycle and pedestrian path along Ocean Avenue between Howth Street and the Frida Kahlo/Ocean/Geneva intersection. The proposed Ocean Ave Multi-Use Path Feasibility Study will determine the technical feasibility and conceptual cost estimate for reconstructing the retaining wall on the north side of Ocean Avenue in front of City College of San Francisco to allow for construction of a Class I multi-use pathway. This study will investigate how the existing wall could be replaced, and assess if the pedestrian overcrossing could remain while the wall is replaced or if it must be demolished. The study will also consider construction of the new wall behind the existing wall while maintaining structural integrity. In addition, a traffic study will look at ways to improve traffic circulation along Ocean Avenue with updated traffic counts.</p> <p>See proposed amended allocation request form on following pages for additional details. Chair Melgar is supportive of this amendment that would redirect District 7 NTP funds.</p>	<p>1. Our recommendation is contingent upon deobligation of \$237,000 allocated to the SFMTA under SGA 139-907167.</p> <p>2. The Transportation Authority shall present a project update to the Community Advisory Committee to share progress and seek feedback prior to seeking approval of the final report.</p> <p>3. Upon completion, anticipated December 2026, the Transportation Authority shall present the final report to the Board for approval.</p>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN INFORMATION

<b>PROP K Expenditure Plans</b>	
<b>Current PROP K Request:</b>	\$237,000
<b>Supervisory District</b>	District 07

## REQUEST

### Brief Project Description

This project will study and determine the technical feasibility of creating Class 1 multi-use path improvements along Ocean Avenue between the I-280 southbound off-ramp intersection at Howth Street and the Frida Kahlo/Ocean/Geneva intersection, which may require the relocation of a retaining wall to the north of Ocean Avenue. The project will also determine if a pedestrian overcrossing can remain if the wall is relocated, as well as the traffic circulation with a new street configuration.

### Detailed Scope, Project Benefits and Community Outreach

#### Background

The Ocean Avenue Mobility Action Plan recommended near- and mid-term improvements along and adjacent to Ocean Ave between approximately Ashton Street and San Jose Avenue that were prioritized by the community task force convened for the Plan and further reviewed/refined by the SFMTA. These recommendations included:

- Pedestrian safety improvements (Ocean Ave)
- New and updated traffic signal heads, striping and signage (Ocean Ave)
- Left-turn traffic-calming and arterial speed management (Ocean Ave)
- Improved bicycle connectivity (to Ocean Ave business district and citywide bikeway network)

In March 2023, the Transportation Authority Board allocated \$237,000 in District 7 Prop K NTIP funds to the SFMTA to support the implementation/construction of near- and mid-term pedestrian safety, bicycle access, and other upgrades along and adjacent to the Ocean Avenue business district and western Balboa Park Station area as identified through the SFCTA's Ocean Avenue Mobility Action Plan [NTIP Planning] process. Because of the relatively small scale and straightforward nature of the recommended improvements, SFMTA was able to implement the recommendations as part of the Frida Kahlo Way Quick-Build project, which was funded by previously allocated sales tax and TNC tax funds. This amendment would allow the SFCTA to use the Prop K funds for further planning and engineering analysis of the feasibility of a multi-use path on Ocean Avenue, which is also a recommendation of the Ocean Avenue Mobility Action Plan.

#### Scope of Ocean Avenue Multi-Use Path Feasibility Study:

This study is to determine the feasibility and conceptual cost estimate for reconstructing the retaining wall on the north side of Ocean Avenue between Howth Street and Frida Kahlo Way across the City College of San Francisco frontage. The retaining wall would need to be relocated to widen Ocean Avenue to construct a 12- to 16-foot-wide Class I multi-use pathway along the north side of Ocean Avenue.

This study will analyze available as-built retaining wall plans to determine the existing design system and review the existing Ocean Avenue pedestrian overcrossing which provides non-ADA compliant grade-separated access to the median running Ocean Avenue Muni Street Car. The initial efforts of the feasibility study will investigate how the

existing wall could be replaced and if the pedestrian overcrossing could remain while the wall is replaced or it must be demolished. The study will also need to consider how to construct the new wall behind the existing wall while maintaining structural integrity.

**Tasks:**

1. Project Management inclusive of team meetings, inter-agency coordination, and planning level cost estimation of proposed retaining wall relocation.
2. Retaining Wall Investigation to understand work required to relocate existing structure on the north side of Ocean Ave to enable room for new Class I path along City College Campus.
3. Pedestrian Crossing Investigation to determine viability of bridge structure without adjacent retaining wall.
4. Utility Investigation and coordination
5. Traffic Analysis along Ocean Avenue inclusive of pedestrian crossing, bike crossing and recent SFMTA transit projects

**Deliverables:**

1. Structural Condition of Retaining Wall and Pedestrian Overcrossing bridge
2. Feasibility Study including potential relocation of retaining wall and demolition of pedestrian overcrossing bridge
3. Utility and Right-of-Way investigation
4. Planning Level Cost Estimate
5. Updated Synchro Traffic Model with new traffic counts

The Ocean Avenue Mobility Action Plan, which was developed in collaboration between the Transportation Authority and SFMTA, recommended a new shared pedestrian and bike path along Ocean Avenue. The plan conducted three rounds of outreach and convened a 14 member task force of community stakeholders. Additional information can be found at: <https://www.sfcta.org/projects/ocean-avenue-mobility-action-plan>

The Transportation Authority's Neighborhood Program (NTP) is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Equity Priority Communities and other neighborhoods with high unmet needs. Commissioner Melgar has expressed support for this amendment.

**Project Location**

Ocean Avenue between Howth Street and the Frida Kahlo/Ocean/Geneva intersection

<b>Is this project in an Equity Priority Community?</b>	Yes
<b>Does this project benefit disadvantaged populations?</b>	Yes

**Project Phase(s)**

Planning/Conceptual Engineering (PLAN)

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	
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# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	N/A
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2026	Oct-Nov-Dec	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

This study will be coordinated with the I-280 Ocean Avenue Off-Ramp Project. The Ocean Ave Off-Ramp Project will improve Ocean Avenue between the off-ramp intersection and Howth Street. The feasibility study will analyze relocating the retaining wall on the north side of Ocean Avenue to allow for a continuous Class I path from the off-ramp intersection at Howth Street to the FOG intersection. The schedule for the tasks are:

Retaining Wall Investigation: Winter 2026 - Fall 2026  
 Pedestrian Overcrossing Investigation: Winter 2026 - Fall 2026  
 Utility Coordination: Winter 2026 - Fall 2026  
 Traffic Analysis: Winter 2026 - Fall 2026  
 Feasibility Study: December 2026



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
<b>Phases In Current Request Total:</b>	\$0	\$0	\$0	\$0

## COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$237,000	\$237,000	Engineer's Estimate based on similar projects
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$237,000	\$237,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	10/01/2025
<b>Expected Useful Life:</b>	50 Years

# San Francisco County Transportation Authority

## Allocation Request Form

### MAJOR LINE ITEM BUDGET

#### BUDGET SUMMARY

Agency	Task 1 - Project Management	Task 2 - Retaining Wall Investigation	Task 3 - Pedestrian Crossing Investigation	Task 4 - Utility & ROW Coordination	Task 5 - Planning Level Cost Estimate	Task 6 - Traffic Analysis & Signal Memo	Total
SFCTA	\$ 19,650	\$ 13,940	\$ 10,003	\$ 6,970	\$ 6,970	\$ 19,707	\$ 77,240
Consultant	\$ 23,235	\$ 26,400	\$ 18,900	\$ 10,150	\$ 17,650	\$ 63,425	\$ 159,760
<b>Total</b>	<b>\$ 42,885</b>	<b>\$ 40,340</b>	<b>\$ 28,903</b>	<b>\$ 17,120</b>	<b>\$ 24,620</b>	<b>\$ 83,132</b>	<b>\$ 237,000</b>

#### DETAILED LABOR COST ESTIMATE - BY AGENCY

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost		FTE	Total
Deputy Director	35	\$ 123.00	\$ 2.42	\$ 293.30		0.02	\$ 10,266
Highway Program Manager	124	\$ 110.19	\$ 2.42	\$ 266.35		0.06	\$ 32,921
Principal Engineer	150	\$ 93.92	\$ 2.42	\$ 227.01		0.07	\$ 34,052
<b>Total</b>	<b>309</b>					<b>0.15</b>	<b>\$ 77,240</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP K Requested:</b>	\$237,000	<b>Total PROP K Recommended</b>	\$237,000

<b>SGA Project Number:</b>		<b>Name:</b>	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
<b>Sponsor:</b>	San Francisco County Transportation Authority	<b>Expiration Date:</b>	06/30/2027
<b>Phase:</b>	Planning/Conceptual Engineering	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP K EP-139	\$120,000	\$117,000	\$237,000

### Deliverables

- 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.
- With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
- Upon completion (anticipated December 2026), SFCTA shall provide final Feasibility Study, including results of engineering and traffic studies, recommendations, cost estimates, and a funding and implementation plan. SFCTA shall present the final report to the Board for approval.

### Special Conditions

- Recommendation is contingent upon deobligation of \$237,000 allocated to the SFMTA under SGA 139-907167.
- SFCTA shall present an interim project update to the Community Advisory Committee to share progress and seek feedback prior to seeking adoption of the final report.

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

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN SUMMARY

<b>Current PROP K Request:</b>	\$237,000
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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:

## CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Yana Waldman	Mike Pickford
<b>Title:</b>	Assistant Deputy Director	Principal Transportation Planner
<b>Phone:</b>	(415) 522-4813	(415) 522-4822
<b>Email:</b>	yana.waldman@sfcta.org	mike.pickford@sfcta.org





# Ocean Avenue Bike Feasibility Study

Preliminary – Subject to Change





RESOLUTION AMENDING THE PROP K STANDARD GRANT AGREEMENT FOR THE DISTRICT 7 OCEAN AVE SAFETY & BIKE ACCESS [NTIP CAPITAL] TO ALLOW \$237,000 IN FUNDS HELD IN RESERVE FOR IMPLEMENTATION OF THE OCEAN AVE MOBILITY ACTION PLAN TO BE USED FOR THE OCEAN AVE MULTI-USE PATH FEASIBILITY STUDY (PROJECT); RELEASE \$237,000 ON RESERVE; AND APPROPRIATE \$237,000 IN PROP K FUNDS, WITH CONDITIONS, FOR THE PROJECT

WHEREAS, In March 2023, through approval of Resolution 23-37, the Transportation Authority allocated \$237,000 to the San Francisco Municipal Transportation Agency (SFMTA) in Prop K District 7 Neighborhood Program funds held in reserve for implementation of near- and mid-term recommendations from the Ocean Avenue Mobility Access Plan (Action Plan); and

WHEREAS, The SFMTA implemented the recommended near- and mid-term improvements as a part of the Frida Kahlo Way Quick-Build project, and the Prop K NTIP funds are no longer required for that scope; and

WHEREAS, Transportation Authority staff, with the support of SFMTA staff, is recommending amendment of the Prop K Standard Grant Agreement (SGA) for the Plan (SGA 139-907167) to release \$237,000 from the reserve for further planning and engineering analysis of the technical feasibility of a multi-use path on Ocean Avenue between Howth Street and the Frida Kahlo/Ocean/Geneva intersection through the Ocean Ave Multi-Use Path Feasibility Study (Project), which is also a recommendation of the Action Plan as summarized in Attachment 1; and

WHEREAS, The attached revised allocation request form (Attachment 2) for the Project updates the scope, schedule, budget and funding plan to reflect the proposed SGA amendment and also includes updated deliverables, timely use of funds requirements, and Fiscal Year Cash Flow Distribution Schedules; and



WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2025/26 budget to cover the proposed actions; and

WHEREAS, At its November 19, 2025 meeting, the Community Advisory Committee was briefed on the subject SGA amendment request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K SGA for the Project, releases \$237,000 in funds held in reserve to advance another recommendation in the Action Plan to implement further planning and engineering analysis of the technical feasibility of a multi-use path on Ocean Avenue through the Project, and appropriates \$237,000 in Prop K funds, with conditions, for the Project, as detailed in Attachment 2; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in Attachment 2; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized.

**Attachments:**

- Attachment 1 - Proposed SGA Amendment for District 7 Ocean Ave Safety & Bike Access [NTIP Capital] (Amendment)
- Attachment 2 - Allocation Request Form