

Prop L Allocation Request Forms
February Board Action
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9	Prop L	SFMTA	Neighborhood Transportation Program	District 5 Traffic Calming and Pedestrian Improvements [NTP]	Design, Construction	\$ 582,500	107
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Total Requested						\$ 21,417,500	

¹ Acronyms: SFMTA (San Francisco Municipal Transportation Agency), PCJPB (Peninsula Corridor Joint Powers Board), TIMMA (Treasure Island Mobility Management Agency), and SFCTA (San Francisco County Transportation Authority)

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San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Muni Forward Five-Minute Network Corridor Quick-Build
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Muni Reliability and Efficiency Improvements
Current PROP L Request:	\$1,549,000
Supervisoral District	Citywide

REQUEST

Brief Project Description

This project will implement quick builds for the next generation of Muni Forward corridor projects to support the Five-Minute Network. Improvements will include a variety of Muni reliability, speed, and safety enhancements, including stop spacing adjustments, signal retiming and transit signal priority, turn restrictions, and curb changes. The four project corridors were identified as priorities in the sales tax funded Muni Forward Five-Minute Network Corridor Development grant: 1 California; 22 Fillmore (Fillmore Street); T Third surface route; and 28 19th Avenue.

Detailed Scope, Project Benefits and Community Outreach

Scope

The Five-Minute Network is a core component of prioritizing the SFMTA's next generation of Muni Forward transit priority capital projects focused on improving transit reliability. Over the past decade, Muni Forward has built over 100 miles of transit reliability and pedestrian safety improvements, benefiting routes carrying 93% of current Muni riders. Going forward, the most intensive Muni Forward improvements will focus on the Five-Minute Network, a set of high-ridership corridors with capacity to support combined five-minute headways or better, that serve major regional destinations and transit hubs. Improvements would also be made to routes that provide critical connections to the Five-Minute Network. These capital improvements will support faster, more frequent and more reliable transit service systemwide.

The requested funds would support the quick build implementation of the next generation of Muni Forward corridor projects developed through the Muni Forward Five-Minute Network Corridor Development Prop L grant for planning phase work approved last year (Resolution 2025-015). The requested funds would be used for the most critical investments on the Five-Minute Network, identified as Group 1 corridors in the planning grant. Funds would support quick build implementation in the construction phase, allowing Muni Forward benefits to be delivered more immediately. Quick build elements will be delivered by city agencies, such as the SFMTA shops, and would remain until their useful life was completed. For this grant, quick build elements primarily consists of paint, signage, and signal timing adjustments. The SFMTA will also pursue capital grants to deliver longer term construction elements, with this grant used towards local match for future funding opportunities. Longer term construction elements include improvements such as transit bulbs, new signals, that could not be delivered by city agencies. For each project corridor listed below, quick build improvements would be implemented at approximately 10-15 intersections per corridor.

Project corridors (see attached map):

- 1 California Transit Priority Project - Full Route
- 22 Fillmore Transit Priority Project - Fillmore Street

- T Third Transit Priority Project - Bayview, Dogpatch, Mission Bay and SoMa
- 28 19th Avenue - 19th Avenue from Lincoln Ave to Junipero Serra Blvd

Note: Scope for the T Third and 28 19th Ave is expected to consist of signal timing changes and other signal improvements to reduce delay. Scope for the 1 California and 22 Fillmore corridors is still being developed through the planning process but at a minimum will include implementing travel time reduction improvements. This may include but is not limited to treatments such as stop spacing adjustments, signal retiming and transit signal priority, turn restrictions, and curb changes.

The SFMTA is fully committed to delivering the quick build implementation of the project corridors within the proposed grant budget. However, if a corridor must be halted due to unforeseen technical, political, or regulatory factors, the SFMTA would work with the SFCTA to identify a substitute project to advance in its place.

Background and Benefits

This work builds upon the existing Muni Forward program, a proven initiative designed to improve reliability and reduce delay, with about 100 miles of projects delivered since 2014 at a fraction of the time and cost of traditional transit capital projects such as BRT and light rail. These projects address the root causes of delay and passenger frustration such as traffic congestion, stops that are spaced too closely together, narrow travel lanes, frequent stop signs or red-light delays, and slow boarding times.

The SFMTA has seen impressive results from past Muni Forward projects, with time savings typically ranging from 10-30%. Project elements draw from a toolkit of transit priority street design improvements such as transit lanes, stop consolidation, transit bulbs and islands, traffic signals with transit priority, turn pockets and restrictions, curb management and more.

The Five-Minute Network concept was developed as part of a multiyear, regional planning effort called the ConnectSF Transit Strategy, in partnership with the SFCTA. The Five-Minute Network encompasses a larger vision, where street and transit priority improvements enable a network of bus and rail routes running every five minutes to provide quick, convenient access to all parts of San Francisco, including commercial districts, jobs and housing. Transit priority capital improvements would allow buses and trains to operate efficiently in congested areas and make reliable service possible at five-minute frequencies, which in turn would provide additional capacity to support growth in a cost-effective manner. This approach was vetted by community outreach for the ConnectSF Transit Strategy, and is reaffirmed by the 2023 SFMTA Community Survey, which affirmed that a majority of riders want faster, more reliable service, even if stops are a bit farther away. These improvements would especially benefit riders who depend on public transportation, including in eight communities that are part of SFMTA's Muni Service Equity Strategy. These communities have high concentrations of households with low incomes, low private vehicle ownership rates, and more people of color than the city as a whole.

Since initiating the planning grant last year, planning phase work for the project corridors has begun. Planning and public outreach is underway for the 22 Fillmore (Fillmore Street) and project staff are conducting planning and technical analyses for the other three project corridors.

Public Engagement and Community Support

The SFMTA is committed to involving the people of San Francisco in the decisions that shape the city's transportation system. This commitment is expressed in the Agency's Strategic Plan and through our ongoing investment in the Public Outreach and Engagement Team Strategy (POETS). It is based on an understanding that:

- Those who are affected by government decisions should be informed and have an opportunity to participate in the decision-making process
- The community's trust in the public process directly affects our ability to deliver projects
- The agency's approach to working with the communities we serve is reflected in our core values

The outreach for quick build implementation of Five Minute Network corridors will build upon the earlier outreach efforts conducted during the project development planning and preliminary engineering phases. Outreach for the 22 Fillmore project corridor is currently underway, beginning with a listening tour to understand community priorities as proposals are developed. Outreach for the 1 California will take a similar approach. For the T Third, outreach will focus on keeping people informed of signal changes (a project website has already been launched). Staff are still studying the 28 19th Avenue project corridor and will develop an outreach strategy based on what types of enhancements are considered.

Every SFMTA project, including each project under the Five-Minute Network, must develop a Public Outreach and Engagement Plan at the outset of the project, and the project team must evaluate the plan at each subsequent project phase. The POETS plan for each project includes identification of project community-based organizations and partners, community-appropriate language and translations, and measurable outreach objectives for each phase of the project. The plan includes methods for soliciting feedback that engage and are accessible to those who have historically been underrepresented in the public process, including low-income households, people of color, youth, seniors, and people with disabilities.

The Five-Minute Network concept was identified and vetted through community outreach during the ConnectSF process and was reaffirmed by the 2021 SFMTA Community Survey, which confirmed that most customers want faster, more reliable service. Focusing investment on our most used routes, which carry 80% of Muni riders, including riders who depend on transit, would ensure investments benefit the most people given limited resources. A high-quality citywide network would provide convenient access from communities identified by the Muni Service Equity Strategy to all parts of San Francisco.

As part of the approved Bayview Community Based Transportation Plan (CBTP), SFMTA heard from riders that the T Third train service is often too slow and unreliable. Policy recommendations from the Bayview CBTP included numerous transit priority improvements to reduce delay on the T Third. This feedback serves as the launching off point for the T Third transit priority improvements proposed in the Muni Forward Five-Minute Network planning process, as well as the improvements proposed in the Third Street Dynamic Traffic Signal Optimization Project. Improvements for the T Third and 28 19th Avenue projects will primarily focus on signal retiming and outreach related to those projects will focus on informing riders of the changes and benefits.

Coordination

Muni Forward projects have a strong focus on partnering, and this will continue with the corridors identified here. Planning and design work for each corridor is being coordinated with other efforts wherever there are opportunities to do so. Many of the corridors overlap with the Vision Zero High-Injury Network, and improvements to address pedestrian and bike safety will be incorporated into the plans. Where there is existing paving, utility, or streetscape work, planning and design will be coordinated so that the improvements may be delivered through a single construction contract or process where feasible. Similarly, for quick-build phase implementation funded through this grant, we will coordinate the timing and approach of project delivery with any existing projects or programs that impact the street.

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Project Location

Citywide

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

Project Phase(s)

Construction (CON)

SYPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	New Project
PROP L Amount	\$1,549,000.00

Justification for Necessary Amendment

SFMTA is requesting an amendment to the Muni Reliability and Efficiency Improvements 5-Year Prioritization Program (5YPP) to reprogram \$1,549,000 in Prop L funds from the Geneva/San Jose M-Line Terminal project to the subject project.

These funds are programmed to the construction phase of transit reliability and pedestrian safety improvements at the M-Line terminal at Geneva/San Jose, as recommended in the SFMTA's Geneva-San Jose Intersection Study (2020). This scope for the M-Line terminal will be implemented with funds from the state Transit and Intercity Rail Capital Program and federal FTA All Stations Access Program, so Prop L funds are no longer required to implement the project. The only change to the scope is that a boarding island would be constructed at the stop instead of a previously planned sidewalk bulbout.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Muni Forward Five-Minute Network Corridor Quick-Build
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)	Jul-Aug-Sep	2023	Oct-Nov-Dec	2027
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Apr-May-Jun	2026		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2028
Project Completion (means last eligible expenditure)			Apr-May-Jun	2029

SCHEDULE DETAILS

This project is comprised of multiple corridors, which will advance on different timelines based on factors such as outreach, planning complexity, partnering opportunities, construction funding deadlines, etc. The schedule provided above reflects the overall project schedule, but individual corridors may reach these milestones at different times. There is not a design phase included for this quick build grant. Due to the straight forward nature of the quick build treatments in this grant (i.e. paint, signage, and signal timing), these elements do not require a design phase. Anticipated schedule for Construction for project corridors (subject to change): April 2026 - December 2028

1 California Transit Priority Project - California Street
Construction: March 2027 - December 2028

22 Fillmore Transit Priority Project - Fillmore Street
Construction: Jan 2027 - September 2028

T Third Transit Priority Project - Bayview, Dogpatch, Mission Bay and SoMa
Construction: April 2026 - December 2027

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28 19th Avenue - 19th Avenue enhancements

Construction: April 2026 - June 2027

Note: 19th Avenue is undergoing repaving, though we do not expect that the repaving will impact our implementation. We will stay aware of the work and coordinate to make sure that any signal crews do not conflict with repaving.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Muni Forward Five-Minute Network Corridor Quick-Build
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-201: Muni Reliability and Efficiency Improvements	\$1,549,000	\$0	\$0	\$1,549,000
Phases In Current Request Total:	\$1,549,000	\$0	\$0	\$1,549,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$1,549,000	\$0	\$5,000,000	\$6,549,000
Funding Plan for Entire Project Total:	\$1,549,000	\$0	\$5,000,000	\$6,549,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$5,000,000		Actual costs to date + est. cost to complete planning for quick-build and long-term capital improvements
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$1,549,000	\$1,549,000	Prior experience with SFMTA labor and materials
Operations	\$0		
Total:	\$6,549,000	\$1,549,000	

% Complete of Design:	0.0%
As of Date:	11/18/2025
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	SFMTA
1. SFMTA Shops		
Materials	\$ 355,472	\$ 355,472
Labor	\$ 829,441	\$ 829,441
Subtotal	\$ 1,184,913	\$ 1,184,913
2. SFMTA Engineering/Planning support for implementation	\$ 193,384	\$ 193,384
3. SFMTA Outreach support for implementation	\$ 120,703	\$ 120,703
5. Other Direct Costs *	\$ 50,000	\$ 50,000
TOTAL CONSTRUCTION PHASE	\$ 1,549,000	\$ 1,549,000

* e.g. PUC sewer inspection

Quick-Build Activities (Construction Phase)

Muni Forward Quick-Build Activities	Cost Estimate
Paint and signage for stop changes – stop relocation/removal, curb management, pedestrian safety	\$710,948
Signal retiming	\$473,965
Engineering & Planning Support for Implementation	\$193,384
Outreach & Communications Support	\$120,703
Other Direct Costs	\$50,000
TOTAL	\$1,549,000

Note: This is our anticipated cost per activity but could shift funds between activities should certain quick build work cost more than anticipated.

Paint, Signage, and Signal Quick Build Tasks By Project Corridor

Project	Supervisorial District	Anticipated Scope Details	Approximate Quantity	SFMTA Shops - Labor	SFMTA Shops - Materials	Funds Requested
22 Fillmore – Fillmore Street	Various	Stop changes	10-15 intersections	\$248,832	\$106,642	\$355,474
T Third	Various	Signal retiming	10 intersections	\$124,416	\$53,321	\$177,737
28-19 th Ave	Various	Signal retiming	10 intersections	\$207,360	\$88,868	\$296,228
1 California	Various	Stop changes	10-15 intersections	\$248,832	\$106,642	\$355,474
				\$829,441	\$355,472	\$1,184,913
				Total Labor	Total Materials	Total

Note: This is our anticipated cost per corridor but could shift funds between corridors should certain quick build work cost more than anticipated.

Notes

- Unit costs do not include contingency. Contingency will be added to project construction cost estimates.
- Unit costs do not include escalation.
- Specific elements of individual project may be higher or lower than typical costs based on field conditions.
- Quick-build projects may include other elements not listed below, based on specific project needs.

Typical Unit Costs - SFMTA Paint Shop (Materials Only)

Item #	Description	Unit	Typical Unit Cost
1	12" Crosswalk Lines / Stop Bars	Lin Ft	\$8.96
2	4" Broken White or Yellow	Lin Ft	\$2.55
3	4" Solid White or Yellow	Lin Ft	\$4.49
4	6" Broken White	Lin Ft	\$3.69
5	6" Solid White	Lin Ft	\$5.61
6	8" Broken White or Yellow	Lin Ft	\$5.05
7	8" Solid White or Yellow	Lin Ft	\$6.57
8	24" Solid White or Yellow	Lin Ft	\$9.14
9	Double Yellow	Lin Ft	\$8.79
10	Two Way Left Turn Lanes (ea line)	Lin Ft	\$5.84
11	Raised Pavement Markers (White or Yellow)	Each	\$20.55
12	Per Block Fees	Each	\$1,421.06
13	Parking Stalls (Angle Stalls or "T"'s)	Each	\$49.41
14	Bus Zones	Lin Ft	\$10.88
15	a. Ped Ramp Painting (inside Metro Dist.)	Int.	\$536.73
16	b. Ped Ramp Painting (outside Metro Dist.)	Int.	\$359.52
17	Color Curb Painting	Lin Ft	\$14.31
18	Wheel Stops (4" x 6" x 48" - Rubber)	Each	\$434.50
19	3.5" x 5.5" x 18" Pavement Bars (concrete)	Bar Ft	\$86.90
20	4' turn restriction black & yellow raised bumps	Each	\$434.50
21	Khaki paint for Painted Safety Zones	Sq Ft	\$22.43
22	Flexible delineator posts	Each	\$150.00
23	Methacrylate pavement legends	Sq Ft	\$17.04
24	Red transit lane - thermoplastic	Sq Ft	\$2.85

Typical Unit Costs - SFMTA Sign Shop (Materials Only)

Item #	Description	Unit	Typical Unit Cost
1	Street Name Signs	Each	\$300.00
2	Street Cleaning Signs	Each	\$300.00
3	TANSAT	Each	\$300.00
4	Blue Zone Signs	Each	\$300.00
5	Lane Assignments	Each	\$300.00
6	Safe-Hit Posts	Each	\$100.00

Typical Unit Costs - SFMTA Signal Shop (Materials Only)

Item #	Description	Unit	Typical Unit Cost
1	Extinguishable NTOR	Each	\$4,000.00
2	Transit signal head	Each	\$1,000.00
3	Gridsmart	Each	\$35,000.00

Typical Unit Costs – SFPW (Materials Only)

Item #	Description	Unit	Typical Unit Cost
1	Protected corner median island	Each	\$15,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Muni Forward Five-Minute Network Corridor Quick-Build
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$1,549,000	Total PROP L Recommended	\$1,549,000

SGA Project Number:		Name:	Muni Forward Five-Minute Network Corridor Quick-Build
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2030
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-201	\$164,000	\$658,000	\$587,590	\$139,410	\$1,549,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, overall and for each corridor, photos of work being performed, improvements completed 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. With the first QPR (3/31/26) Sponsor shall provide 2-3 photos of typical before conditions for each corridor; 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 for each corridor.

3. Prior to starting construction work for each corridor, SFMTA shall submit a list of improvements by location and improvement type, as well as a final total cost estimate for that corridor based on the number of improvements by type.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Muni Reliability and Efficiency Improvements 5YPP. See attached 5YPP amendment for details.

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:	Muni Forward Five-Minute Network Corridor Quick-Build
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$1,549,000
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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:

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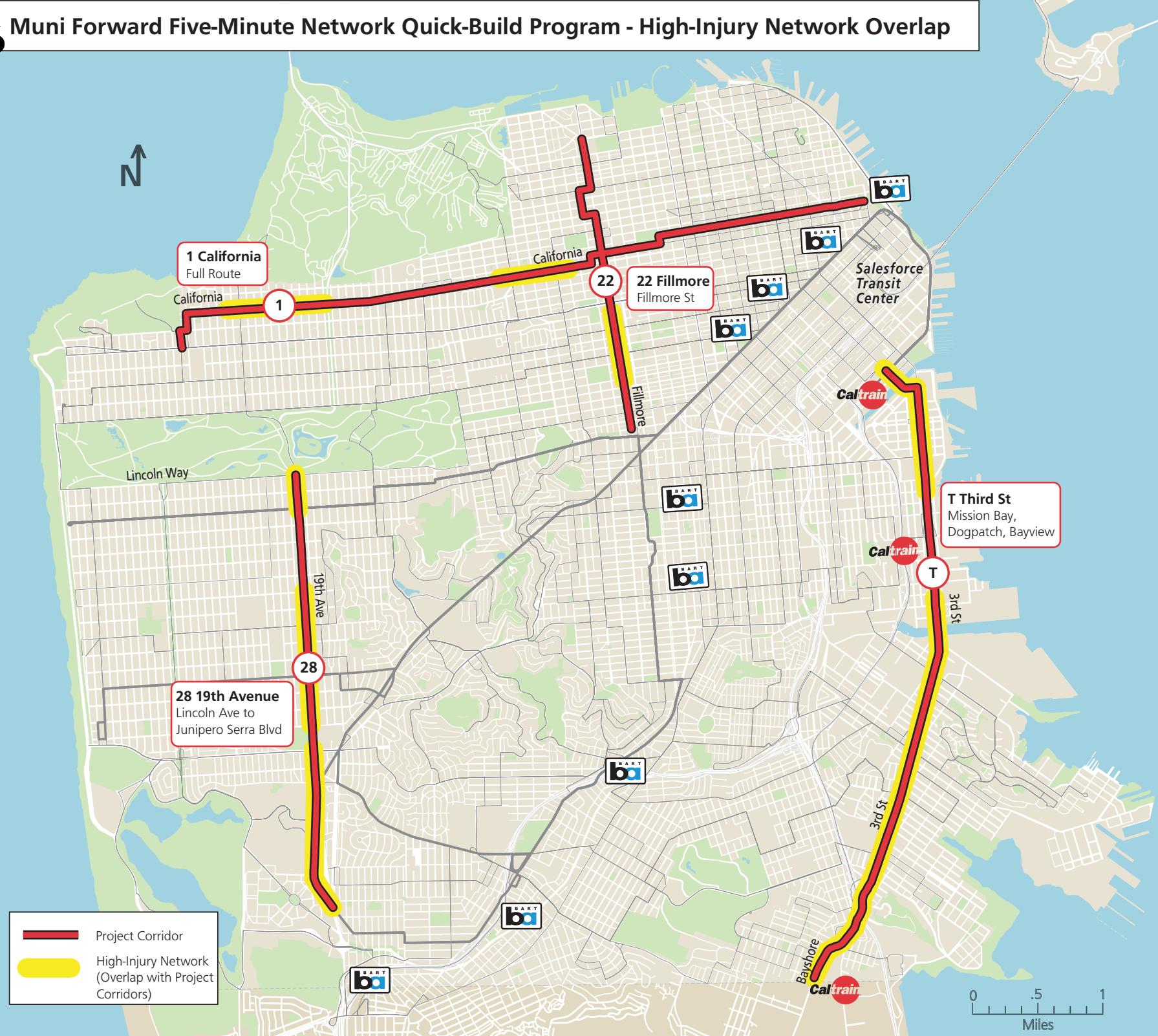
CONTACT INFORMATION

	Project Manager	Grants Manager
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Muni Forward Five-Minute Network Quick-Build Program - Equity Priority Communities

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2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Muni Reliability and Efficiency Improvements (EP 1)

Programming and Allocations to Date

Pending February 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Program: Bus Transit Priority (TSP)	CON	Allocated		\$1,500,000				\$1,500,000
SFMTA	Program: Bus Transit Priority (TSP)	CON	Programmed			\$3,152,000			\$3,152,000
SFMTA	Program: Bus Transit Priority (TSP)	CON	Programmed				\$2,152,000		\$2,152,000
SFMTA	Program: Bus Transit Priority (TSP)	CON	Programmed					\$2,152,000	\$2,152,000
SFMTA	Geneva/San Jose M-Line Terminal	1	CON	Pending		\$0			\$0
SFMTA	Muni Forward Five-Minute Network Corridor Quick-Build	1	CON	Pending			\$1,549,000		\$1,549,000
SFMTA	Mission Street SoMa Transit Improvements	PS&E	Allocated	\$1,200,000					\$1,200,000
SFMTA	Muni Forward Five-Minute Network Corridor Development	PLAN	Allocated	\$5,000,000					\$5,000,000
SFMTA	Muni Forward Five-Minute Network Corridor	PLAN	Programmed			\$6,000,000			\$6,000,000
Total Programmed in 2023 5YPP				\$6,200,000	\$1,500,000	\$10,701,000	\$2,152,000	\$2,152,000	\$22,705,000
Total Allocated and Pending				\$6,200,000	\$1,500,000	\$1,549,000	\$0	\$0	\$9,249,000
Total Unallocated				\$0	\$0	\$9,152,000	\$2,152,000	\$2,152,000	\$13,456,000
Total Programmed in 2023 Strategic Plan				\$6,200,000	\$3,049,000	\$9,152,000	\$2,152,000	\$2,152,000	\$22,705,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$1,549,000	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ 5YPP amendment to fund Muni Forward Five-Minute Network Corridor Quick-Build (Resolution 2026-XX, 2/XX/2026)
- Geneva/San Jose M-Line Terminal: Reduced FY24/25 programming from \$1,549,000 to \$0
- Muni Forward Five-Minute Network Corridor Quick-Build: Added project with \$1,549,000 in FY25/26 for construction

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San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Caltrain Central Equipment Maintenance and Operations Facility SOGR - FY26
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Caltrain Maintenance
Current PROP L Request:	\$200,000
Supervisorial Districts	District 06, District 10

REQUEST

Brief Project Description

The State of Good Repair program for facilities covers the work required for the continued reliability and safety of the Caltrain Central Equipment Maintenance and Operations Facility. This project will support inspections, maintenance, repairs, train washing, and equipment storage, facilitating safe and efficient operations.

Detailed Scope, Project Benefits and Community Outreach

The State of Good Repair program for facilities at the Caltrain Central Equipment Maintenance and Operations Facility (CEMOF) encompasses the work necessary to maintain its reliability and safety, including inspections, maintenance, repairs, train washing, and storage of Caltrain's Passenger Rail equipment. Additionally, the project involves resurfacing and applying epoxy to the CEMOF shop floor to protect it and extend its lifespan.

Project Location

Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties

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?	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	\$5,000,000.00

Justification for Necessary Amendment

This request includes an amendment to the Caltrain Maintenance 5YPP to add the subject project with funds from the Caltrain Maintenance TBD Placeholder in Fiscal Year 2025/26.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Caltrain Central Equipment Maintenance and Operations Facility SOGR - FY26
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

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)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Apr-May-Jun	2026		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2027
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Caltrain Central Equipment Maintenance and Operations Facility SOGR - FY26
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-208: Caltrain Maintenance	\$200,000	\$0	\$0	\$200,000
Federal (FTA 5337)	\$0	\$1,600,000	\$0	\$1,600,000
State (AB664)	\$0	\$200,000	\$0	\$200,000
Phases In Current Request Total:	\$200,000	\$1,800,000	\$0	\$2,000,000

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	\$2,000,000	\$200,000	Caltrain Operations cost estimate
Operations	\$0		
Total:	\$2,000,000	\$200,000	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	75 Years

PROJECT: SOGR Program - CEMOF

Project Cost	Project Phase	Original Estimate	Revised Estimate
	Planning/CD/Env PE/Env/PSE ROW Acq/Utilities Relo. Procurement Construction Closeout	\$2,000,000	
	TOTAL	\$2,000,000	\$0

Milestones	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design PE/Env/PSE ROW Acquisition/Utilities Relo. Bid and Award Procurement Construction Closeout		
		04/01/26	12/30/27

Cost Summary	FY2026	Prior Year	Future Budget	Total Request
	\$200,000	\$0	\$0	\$200,000

FY26 Funding Plan	Funding Source	Proposed
	Federal Section 5337	\$1,600,000
	State (AB664)	\$200,000
	Local Match JPB Member: <i>San Francisco</i>	\$200,000
	<i>San Mateo</i>	\$0
	<i>Santa Clara</i>	\$0
	Regional/Other	\$0
	TOTAL	\$2,000,000

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Caltrain Central Equipment Maintenance and Operations Facility SOGR - FY26
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$200,000	Total PROP L Recommended	\$200,000

SGA Project Number:		Name:	Caltrain Central Equipment Maintenance and Operations Facility SOGR - FY26
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	Expiration Date:	12/31/2028
Phase:	Construction	Fundshare:	10.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-208	\$134,000	\$66,000	\$200,000

Deliverables

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

Special Conditions

1. The recommended allocation is contingent upon amendment of the Caltrain Maintenance 5YPP. See attached 5YPP amendment for details.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	90.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	90.0%

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Caltrain Central Equipment Maintenance and Operations Facility SOGR - FY26
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$200,000
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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:

MS

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Perry Chavez	Perry Chavez
Title:	Principal Grants Analyst	Principal Grants Analyst
Phone:	(650) 730-7716	(650) 730-7716
Email:	chavezp@samtrans.com	chavezp@samtrans.com

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Caltrain Maintenance (EP 8)

Programming and Allocations to Date

Pending February 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
PCJPB	Right of Way Fencing	CON	Allocated	\$462,000					\$462,000
PCJPB	SOGR MOW Track - Track Equipment	CON	Allocated	\$2,113,000					\$2,113,000
PCJPB	Station SOGR	CON	Allocated	\$1,227,000					\$1,227,000
PCJPB	Next Generation Visual Messaging Signs (VMS)	CON	Allocated	\$1,200,000					\$1,200,000
PCJPB	SOGR MOW Track	CON	Allocated		\$2,600,000				\$2,600,000
PCJPB	Next Generation Visual Messaging Signs (VMS)	¹ CON	Programmed		\$0				\$0
PCJPB	San Francisco Caltrain Maintenance - TBD	² CON	Programmed			\$0			\$0
PCJPB	San Francisco Caltrain Maintenance - TBD	CON	Programmed				\$5,000,000		\$5,000,000
PCJPB	San Francisco Caltrain Maintenance - TBD	CON	Programmed					\$5,000,000	\$5,000,000
PCJPB	Predictive Arrival/Departure System	¹ CON	Allocated		\$2,400,000				\$2,400,000
PCJPB	Guadalupe River Bridge Replacement and Extension	² CON	Pending			\$2,500,000			\$2,500,000
PCJPB	Maintenance of Way Track Equipment SOGR	² CON	Pending			\$1,000,000			\$1,000,000
PCJPB	Maintenance of Way Track SOGR	² CON	Pending			\$1,000,000			\$1,000,000
PCJPB	Caltrain Central Equipment Maintenance and Operations Facility SOGR	² CON	Pending			\$200,000			\$200,000
PCJPB	Tunnel 1, 2, 3, and 4 Weephole Rehabilitation and Drainage Improvements	² PS&E	Pending			\$80,000			\$80,000
PCJPB	Tunnel 1, 2, 3, and 4 Weephole Rehabilitation and Drainage Improvements	² CON	Pending			\$220,000			\$220,000
Total Programmed in 2023 5YPP				\$5,002,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,002,000
Total Allocated and Pending				\$5,002,000	\$5,000,000	\$5,000,000	\$0	\$0	\$15,002,000
Total Unallocated				\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$10,000,000
Total Programmed in 2023 Strategic Plan				\$5,002,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,002,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ 5YPP amendment to fund Predictive Arrival/Departure System (2025-029, 2/25/25):

Next Generation Visual Messaging Signs (VMS): Reduced from \$2,400,000 to \$0.

Predictive Arrival/Departure System: Added project with \$2,400,000 for Construction in FY25.

² 5YPP amendment to program the FY26 San Francisco Caltrain Maintenance Placeholder (2026-XX, 2/XX/26):

San Francisco Caltrain Maintenance - TBD (FY26): Reduced from \$5,000,000 to \$0.

Guadalupe River Bridge Replacement and Extension: Added project with \$2,500,000 for Construction in FY26.

Maintenance of Way Track Equipment SOGR: Added project with \$1,000,000 for Construction in FY26.

Maintenance of Way Track SOGR: Added project with \$1,000,000 for Construction in FY26.

Caltrain Central Equipment Maintenance and Operations Facility SOGR: Added project with \$200,000 for Construction in FY26.

Tunnel 1, 2, 3, and 4 Weephole Rehabilitation and Drainage Improvements: Added project with \$80,000 for Design and \$220,000 for Construction in FY26.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Guadalupe River Bridge Replacement
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Caltrain Maintenance
Current PROP L Request:	\$2,500,000
Supervisorial Districts	District 06, District 10

REQUEST

Brief Project Description

This project aims to address the vulnerabilities of two bridges supporting Caltrain tracks (MT1 and MT2) over the Guadalupe River in San Jose. It involves upgrading and extending these structures for safety and reliability, including widening and stabilizing the river channel. MT1, damaged by fires and outdated, will be replaced with a new 265-foot bridge meeting current standards. MT2 will be partially replaced and extended to 250 feet for better resilience. The project also relocates communication and fiber optic lines and stabilizes the channel.

Detailed Scope, Project Benefits and Community Outreach

The two rail bridges over the Guadalupe River have exceeded their useful life and are in need of replacement to avoid slow orders and weight limits for Caltrain and freight operations. Scope of work on the northbound bridge (MT-1) consists of a full demolition of the existing 187-foot bridge, built in 1935, including wooden piles, piers, and sub-structure, and replacement with a new 265-foot bridge. Work on the southbound bridge (MT-2) consists of replacing sections of the existing bridge, built in 1990, from 195 feet to 250 feet in length and constructing a new abutment with a new pier at approximately 55 feet south of the existing abutment. Improvements also include upgrades of the existing piles and pile-caps to comply with current seismic requirements. Additionally, the project will enhance surrounding aquatic and upland habitats on the project site, will purchase habitat credits from the Santa Clara Valley Habitat Agency and will partner with the Midpeninsula Regional Open Space District on a restoration project at Hick's Creek to satisfy mitigation requirements resulting from the environmental impact arising from the project.

In the month of October, Walsh completed the 2025 dry season scope of work, removed the river diversion and restored flow to the Guadalupe River prior to October 15th, as required by regulatory permits. In early October, work was performed to backfill temporary excavations, install erosion control measures within the river channel and install temporary sheet pile walls. Temporary sheet pile walls, installed in accordance with regulatory permits, will allow work to continue in the wet season while isolating the constructing from the river flows. Throughout the month of October, construction continued behind the sheet piles on MT1 pier 4 and abutments 1 and 5. The remaining work for reconstruction of the MT1 bridge, installation of seismic retrofit piles for the MT2 bridge, widening the Guadalupe River channel, and implementing environmental mitigation in the form of habitat restoration and enhancements as part of HMMP on-site work will continue through the completion date of March 2027.

See the attached JPB Board of Directors materials for additional details and project update.

Project Location

The rail bridges are located over the the Guadalupe River in San Jose, California, between State Route 87 and the Willow Street overpasses.

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?	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	\$5,000,000.00

Justification for Necessary Amendment

This request includes an amendment to the Caltrain Maintenance 5YPP to add the subject project with funds from the Caltrain Maintenance TBD Placeholder in Fiscal Year 2025/26.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Guadalupe River Bridge Replacement
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

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)	Jul-Aug-Sep	2017	Oct-Nov-Dec	2021
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2017	Oct-Nov-Dec	2021
Advertise Construction	Apr-May-Jun	2022		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2022		
Operations (OP)				
Open for Use			Apr-May-Jun	2027
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2027

SCHEDULE DETAILS

Bus bridge service is being provided between Diridon and Tamien. This will allow Caltrain to de-energize the OCS. Existing South County Connector service will be maintained but the bus bridge will replace hourly EMU service between San Jose Diridon and Tamien during peak construction months. The bus bridge is anticipated to be in place for 8-10 months.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Guadalupe River Bridge Replacement
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-208: Caltrain Maintenance	\$2,500,000	\$0	\$0	\$2,500,000
AB664	\$0	\$0	\$901,525	\$901,525
Capital Reserve	\$0	\$0	\$10,008,444	\$10,008,444
FTA 5337	\$0	\$0	\$42,990,857	\$42,990,857
Future Prop L	\$7,500,000	\$0	\$0	\$7,500,000
LPP	\$0	\$0	\$4,605,500	\$4,605,500
Measure RR	\$0	\$0	\$308,756	\$308,756
SFCTA Prop K	\$0	\$0	\$2,300,241	\$2,300,241
SJRRRC Contribution	\$0	\$0	\$1,330,430	\$1,330,430
SMCTA	\$10,000,000	\$0	\$12,501,286	\$22,501,286
STA	\$0	\$0	\$1,592,433	\$1,592,433
TIRCP Bond Fund	\$0	\$0	\$45,537,930	\$45,537,930
UPRR Settlement Agreement	\$0	\$0	\$4,174,800	\$4,174,800
VTA	\$0	\$0	\$15,382,935	\$15,382,935
Phases In Current Request Total:	\$20,000,000	\$0	\$141,635,137	\$161,635,137

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$2,500,000	\$0	\$0	\$2,500,000
AB664	\$0	\$0	\$901,525	\$901,525
Capital Reserve	\$0	\$0	\$10,008,444	\$10,008,444
FTA 5337	\$0	\$0	\$50,754,236	\$50,754,236
Future Prop L	\$7,500,000	\$0	\$0	\$7,500,000
LPP	\$0	\$0	\$4,605,500	\$4,605,500
Measure RR	\$0	\$0	\$308,756	\$308,756
SFCTA Prop K	\$0	\$0	\$3,791,325	\$3,791,325
SJRRRC Contribution	\$0	\$0	\$1,330,430	\$1,330,430
SMCTA	\$10,000,000	\$0	\$12,501,286	\$22,501,286
SMCTA	\$0	\$0	\$99,999	\$99,999
STA	\$0	\$0	\$1,592,433	\$1,592,433
TIRCP Bond Fund	\$0	\$0	\$45,537,930	\$45,537,930
UPRR Settlement Agreement	\$0	\$0	\$4,174,800	\$4,174,800
VTA	\$0	\$0	\$15,382,935	\$15,382,935
VTA	\$0	\$0	\$399,999	\$399,999
Funding Plan for Entire Project Total:	\$20,000,000	\$0	\$151,389,598	\$171,389,598

Guadalupe River Bridges Replacement Project*Funding Sources per Phase*

Preliminary Engineering & Environmental	2,299,982	
FTA 5337	1,799,984	78%
SMCTA	99,999	4%
VTA	399,999	17%
Final Design	7,454,479	
FTA 5337	5,963,395	80%
SFCTA Prop K	1,491,084	20%
Construction	161,635,138	
<i>TA Contributions</i>		
SMCTA	22,501,286	14%
VTA	15,382,935	10%
SFCTA Prop K	2,300,241	1%
SFCTA Prop L	10,000,000	6%
<i>Caltrain's Funds</i>		
Measure RR	308,756	0%
Capital Reserve	10,008,444	6%
<i>Federal</i>		
FTA Section 5337 SOGR	42,990,857	27%
<i>State</i>		
STA	1,592,433	1%
LPP	4,605,500	3%
<i>Regional</i>		
AB664	901,525	1%
<i>Other</i>		
Reallocation of TIRCP Bond funding	45,537,930	28%
SJRRCC Contribution	1,330,430	1%
UPRR Settlement Agreement	4,174,800	3%
Total Project Cost	171,389,598	

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$2,299,982		Actual Cost
Right of Way	\$0		
Design Engineering	\$7,454,479		Actual Cost
Construction	\$161,635,137	\$2,500,000	100% design plans
Operations	\$0		
Total:	\$171,389,598	\$2,500,000	

% Complete of Design:	100.0%
As of Date:	N/A
Expected Useful Life:	50 Years

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Guadalupe River Bridge Replacement
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$2,500,000	Total PROP L Recommended	\$2,500,000

SGA Project Number:		Name:	Guadalupe River Bridge Replacement
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	Expiration Date:	06/30/2028
Phase:	Construction	Fundshare:	1.5%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	Total
PROP L EP-208	\$2,500,000	\$2,500,000

Deliverables

1. Monthly progress reports shall be provided through the Transportation Authority's grants portal and include the Executive Monthly Progress Reports to the Caltrain board, % complete to date, photos of work being performed, 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.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Caltrain Maintenance 5YPP. See attached 5YPP amendment for details.
2. The recommended allocation is conditioned upon Caltrain continuing to conduct quarterly oversight meetings with project funding partners, including Transportation Authority staff.

Notes

1. The funding plan for the subject project includes a total of \$10 million in Prop L funds from funds programmed in the Caltrain Transit Maintenance, Rehabilitation, and Replacement program to be provided over four years, subject to future allocation by the Transportation Authority Board.
2. In parallel to the implementation of the projects funded by this allocation (including the Guadalupe River Bridges Replacement Project), Caltrain is undertaking a program of work during calendar year 2026 to advance Caltrain governance (including recommended amendments to Caltrain's governing agreements), consistent with the motion approved by the Caltrain Joint Powers Board (JPB) on January 8, 2026.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	92.4%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	92.0%

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Guadalupe River Bridge Replacement
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$2,500,000
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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:

MS

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Perry Chavez	Perry Chavez
Title:	Principal Grants Analyst	Principal Grants Analyst
Phone:	(650) 730-7716	(650) 730-7716
Email:	chavezp@samtrans.com	chavezp@samtrans.com



JPB Board of Directors
Meeting of December 5, 2025

Supplemental Reading File

Subject

1. Guadalupe River Bridge Replacement Project (GRBRP) Board Executive Monthly Progress Report – October 2025
2. Receive Update on Battery Electric Multiple Unit (BEMU) Project – Oct 2025
3. Receive Update on Electric Multiple Unit Option Cars (EMU Option 1 and 2) Projects – October 2025

JPB Finance Committee Supplemental Reading File – November 17, 2025

Subject

1. Receive Quarterly Fuel Hedge Report Fiscal Year 2026 Quarter 1

Guadalupe River Bridge Replacement Project (GRBRP)



Executive Monthly Progress Report

October 31, 2025

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1.0 EXECUTIVE SUMMARY

1.1 Introduction

Caltrain will extend and replace two bridges over the Guadalupe River in The City of San José (Santa Clara County) just north of Caltrain Tamien Station. The Project is technically and logically complex due to the age of the existing structures, their geographical location over a river, and the need to obtain and comply with multiple permits issued by various federal, state, and regional agencies.

The Project involves the full replacement of a northbound bridge (Main Track Bridge 1 or "MT-1"), a partial replacement, including seismic improvements, of the southbound bridge (Main Track Bridge 2 or "MT-2") and modifications to the existing Guadalupe River channel. The improvements address the structural deficiencies of the MT-1 bridge and the geomorphic instability of the Guadalupe River channel in the vicinity of the MT-1 and MT-2 bridges to provide for long-term public safety and service reliability. The Project will enhance surrounding aquatic and upland habitats on the Project site, will purchase habitat credits from the Santa Clara Valley Habitat Agency and will partner with the Midpeninsula Regional Open Space District on a restoration project at Hick's Creek to satisfy mitigation requirements resulting from the environmental impact arising from the Project.

1.2 Background and Recent Accomplishments

In 2023, Caltrain completed demolition and extension of the MT2 bridge, relocation of all signaling cables from the MT1 bridge to the new MT2 bridge, relocation of all privately-owned utilities from the MT1 bridge to the new MT2 bridge and placement of the new MT2 bridge into passenger service. Due to constructability issues with the existing environmental permits, the construction work was paused in 2024 while Caltrain worked to amend the environmental permits to align with the revised approach for completing the project.

While the Construction work was paused, Caltrain issued three limited notices to proceed (LNTPs) to Walsh in February 2025. The LNTPs enabled Walsh to begin fabricating materials (e.g., rebar and casings), procure pipes for river diversion, and mobilize workers, subcontractors, and equipment to commence work on June 15. Caltrain completed a thorough assessment of all aspects of the program including cost, schedule, risks, and organization and completed a global settlement with the Construction Contractor. Caltrain received JPB board approval for the re-baselined project budget and schedule in June of 2025. Upon receipt of the amended permits, Caltrain provided notice to proceed (NTP) to Walsh to resume construction in June 2025.

In the month of October, Walsh completed the 2025 dry season scope of work, removed the river diversion and restored flow to the Guadalupe River prior to October 15th, as required by regulatory permits. In early October, work was performed to backfill temporary excavations, install erosion control measures within the river channel and install temporary sheet pile walls. Temporary sheet pile walls, installed in accordance with regulatory permits, will allow work to continue in the wet season while isolating the constructing from the river flows. Throughout the month of October, construction continued behind the sheet piles on MT1 pier 4 and abutments 1 and 5. The remaining work for reconstruction of the MT1 bridge, installation of seismic retrofit piles for the MT2 bridge, widening the Guadalupe River channel, and implementing environmental mitigation in the form of habitat restoration and enhancements as part of HMMP on-site

work will continue through the completion date of March 2027.

1.3 Resource Agency Permitting Status

The team worked with the resource agencies and secured revised permits for the Project in time to commence construction on June 15, 2025, the beginning of the 4-month “dry” construction season, followed by limited construction activities in the “wet season” (October 15, 2025 – June 15, 2026). The following permits were received including conditions and mitigation requirements:

- San Francisco Bay Regional Water Quality Control Board (RWQCB) revised 401 Water Quality Certification
- U.S. Army Corps of Engineers (USACE) Section 404 reverification and the existing 408 permit is sufficient for Caltrain to resume bridge construction
- The California Department of Fish and Wildlife (CDFW) 1600 Streambed Alteration Agreement.
- Santa Clara Valley Water District (SCVWD) bridge construction encroachment permits extension and amendment.

The Habitat Mitigation Management Plan (HMMP) was revised substantially due to comments from SCVWD. The Environmental Team is actively working toward finalizing the HMMP, which will satisfy both on-site and off-site mitigation requirements. The following are highlights of habitat mitigation effort:

- On site HMMP package was submitted for agency review and approval on July 18, 2025. In August, partial comments were received from the permitting agencies. JPB continues to coordinate with agencies on the remaining comments and gain approval of the HMMP package. While this activity has fallen behind schedule, the team remains optimistic that approval of the HMMP will be acquired in time to complete construction by March 2027.
- Upon approval of the HMMP package, JPB will seek to Amend the USACE 408 permit for on-site mitigation work.
- Obtain SCVWD HMMP Encroachment Permit #2 for approval to perform on-site habitat mitigation within the district’s land.

Offsite compensatory mitigation was selected through the Santa Clara Valley Habitat Agency (Habitat Agency) and the Mid-Peninsula Open Space District (Midpen).

- Participating in Special Entity (PSE) agreement through the Habitat Agency
- Midpen Board approved the Hick’s Creek Mitigation project on July 9th
 - A Cooperative Mitigation Agreement is currently being drafted between Midpen and JPB.
 - In August, JPB executed a contract with ICF to perform design and permitting services for the Hick’s Creek Mitigation project.
 - CEQA Addendum approval is needed for Offsite Mitigation.
 - JPB and FTA to complete NEPA evaluation for Offsite Mitigation.

1.4 Project Cost and Budget

On June 5, 2025, the JPB board approved to amend the Guadalupe River Bridge Replacement Project Budget from \$63,698,593 to \$171,389,598. As of October 2025, the project is on budget:

- The current project total cost at completion (EAC) is the same as the Board approved budget of \$171.38 million.
- As of October 2025, the project cost is on track to complete the project.
- No drawdown occurred to the Contractors Risk Allowance and project contingency of \$7.6 million.

1.5 Project Progress and Schedule

After June 2025 NTP was issued, a nesting blue bird within the project delayed the start of water diversion work. However, the project team has been working with the Contractor on resequencing to minimize the critical path impact.

As of October 31, 2025, the overall bridge construction completion is 60% and the current project schedule is still on track with the contractors' substantial completion date of March 2027 for the Guadalupe River Bridge Replacement and Habitat Mitigation work on the Guadalupe Bridge Site. Additional work will be ongoing through 2027 for completion of an offsite habitat mitigation project at the Hick's Ranch site owned by Mid-peninsula Regional Open Space District.

1.6 This Month's Accomplishments

The project team has completed the following notable activities for the month of October 2025:

- Removed land bridge and river diversion fill material from river channel
- Backfilled temporary excavations, restored grades, installed rip rap and other erosion control measures within the river channel to prepare for returning the river to flow for the wet season
- Installed temporary pump bypass for the river flow to support removal of the river diversion
- Installed exterior cofferdams, removed interior cofferdams, and removed 3 -36' river diversion piping.
- Removed temporary pump bypass and exterior cofferdams, restoring the river to flow for the wet season.
- Continued work on MT1 Piers 2 and 3
- Installed bird deterrent measures on newly installed MT1 Span 2.
- Completed installation of sheet pile walls to isolate wet season construction zones from the flowing river.
- Continued installation of CIDH Piles for MT1 Pier 4, Abutment 1 and abutment 5
- Continued temporary and final site grading activities
- Continued to coordinate with Valley Water staff on the onsite HMMP design reviews.
- Advanced design site surveys and design work with ICF for the offsite Hick's Creek project design.
- Hosted quarterly update meeting with the Environmental Permitting Agencies, including FTA.

1.7 Upcoming Work

For the next month, the GRBRP team has set additional goals as described below:

- Continue MT1 bridge construction activities that are outside of the channel.
- Continue to work with permitting agencies to gather feedback and finalize the

- onsite HMMP design
- Continue to work toward Hick's Creek offsite mitigation final design
- Ongoing work to finalize agreement with Mid-peninsula Regional Open Space District for use of Hick's Ranch for the offsite mitigation project
- Host monthly status meetings with the Environmental Permitting Agencies.
- Hold quarterly status meeting with Funding Partners
- Finalize next dry season construction schedule including additional access request.

1.8 Risk Management

As of October 2025, the top critical items and related actions are listed below.

Table 1-1. Key Risks and Actions

Risk Descriptions	Mitigation Actions
Bird nesting impact to construction work	<ul style="list-style-type: none"> Walsh provided a recovery schedule to defer some MT2 work to 2026 dry season and maintains current substantial completion date. Bird deterrents are installed on new bridge structures to prevent nesting over the 2025-2026 wet season. Walsh advanced all contract required tree removals in 2025 dry season to eliminate locations for nesting birds. Biological monitors scan sites regularly to prevent development of new nests.
Work needed to execute construction deviates from what is permitted:	<ul style="list-style-type: none"> Ongoing work with the construction contractor to review work plans and confirm alignment with permit conditions prior to work proceeding. The construction team closely coordinates with the environmental team to understand the intent of permit conditions and if needed, engage permitting agencies for clarity. Where exceptions are required, work with the contractor to come up with detailed work plans and mitigations to address agency concerns. For fueling issues, worked with the contractor to find alternate locations for fueling away from VW property and developed a fueling plan that is acceptable by Caltrain.
Unforeseen subsurface or structural conditions	<ul style="list-style-type: none"> Advanced potholing, when possible, to uncover potential utility conflicts and differing structural conditions (MT2)
Unpredictable Water or weather conditions	<ul style="list-style-type: none"> River Diversion and Temp Sheet pile for wet season work designs incorporate appropriate capacities to handle expected water levels. Monitoring forecast to allow time to sufficiently prepare for weather events Response plan was developed with Construction Contractor to mitigate "over-topping" of river diversion in case of weather event that will affect water levels in river. Adjusting schedule for river diversion removal activities to avoid forecasted weather that could result in high flows and impacts to environment.
Delays to approval of onsite HMMP	<ul style="list-style-type: none"> Worked with permitting agencies to review draft HMMP and capture edits needed in advance of permit needs. Previously set date of July 18th for submission to permitting agencies to allow for revisions to be addressed and sufficient time for permit issuance before the work needs to begin in the dry season of 2026. Engage executive staff level support to contact Permitting agencies who have been unresponsive.

	<ul style="list-style-type: none">Provided draft HMMP plans to Walsh to confirm baseline schedule assumptions and to prepare for advertisements to subcontractors. To maintain schedule, draft HMMP (90% complete) will be used to advance bidding process. Any changes resulting from agency reviews will be addressed via addendum to the subcontractor.
Reductions to onsite HMMP require additional mitigation that cannot be achieved with the current Hick's Creek Offsite mitigation project	<ul style="list-style-type: none">Working with Santa Clara Valley Water District to find mutually agreeable solutions to include as much mitigation scope on their property as possible.Evaluating Hick's Creek Offsite mitigation project for additional opportunities to satisfy requirements.Evaluating other options for offsite mitigation opportunities.

2.0 SAFETY

Walsh Construction provides a full-time safety manager on the project who oversees and implements the Health and Safety program for the project. Walsh's safety manager continues to provide relevant training, host safety meetings, safety related inspections, reporting and managing responses to safety issues. This role will continue for the duration of the project.

Walsh reports the following safety activities for the month of October 2025:

Period	Man Hours	Safety Meetings	Inspections	Observations	Close Calls	Incidents
October 2025	8,551	26	47	60	1	3
Cumulative (from June 2025)	47,016	98	104	236	6	16

Safety Event Synopsis:

- 10.02.25: First Aid: Walsh employee slipped in mud, fell and suffered a sprained right ankle.
- 10.02.25: Close Call: Walsh employee stepped on a sharp object, it punctured the boot's sole, however, it did not break the employee's skin.
- 10.03.25: First Aid: Employee suffered minor lacerations and bruises to mid-back.
- 10.29.25: Motor Vehicle Incident: Subcontract truck struck a parked piece of equipment backing into the McLellan yard.

There are no OSHA reportable incidents and no Caltrain ROW incidents.

Definitions:

Incident: Any event occurring on or in the vicinity of the Work Site involving personnel, property or equipment associated with the Work which results in personal injury to any person or damage to any property.

Close Call: Any event resulting in no injury or no damage, but which had potential to result in injury or damage to persons or property.

Observation: The act of watching and recording specific workplace activities, conditions, and behaviors as they occur. The intent is to identify safe and unsafe actions, conditions, and positive safety behaviors, with the goal of preventing incidents before they occur. The process is driven by behaviors, actions and workspace conditions observed by the person(s) conducting the observation.

Inspection: The act of conducting a specific or multiple element job site evaluation of a workplace, equipment, or operational process aimed at identifying potential hazards, ensuring compliance with safety regulations, and promoting a safe working environment. Typically, a checklist based upon regulatory standards is used during the process.

3.0 PROJECT SCHEDULE

3.1 Introduction

The JPB has approved project re-baseline schedule as part of project reset with a Substantial Completion date of March 03, 2027, and Final Acceptance of March 31, 2027. The off-site habitat mitigation work will carry through 2027 for completion at Hick's Ranch site owned by Mid-peninsula Regional Open Space District.

As of October 31, 2025, the overall delay to the critical path is 0 days. The contractor re-sequenced water division work to minimize schedule impact caused by bird nesting. Bridge Construction will be completed in two dry seasons.

Milestone 1 (MT-1 Installation of Steel Girder Span 2) was completed on time on September 25, 2025.

3.2 Re-Baseline Schedule

Guadalupe River Bridge Replacement (GRBR) project re-baseline schedule was established. The following are the status of major Milestones as of October 31, 2025.

Major Milestones	Re-Baseline Date	Forecast Date	Notes
2025 Dry Season Mobilization	06/15/2025	06/15/2025A	Completed
Interim Milestone 1 (Completion of MT1 Steel Girder)	09/27/2025	09/25/2025A	Completed
2025-2026 Wet Season (outside of river channel) <ul style="list-style-type: none"> MT1 Foundation and Super Structure MT2 Pier 4 Work 	01/23/2026	01/23/2026	
2026 Dry Season—Milestone 2 (All in-channel work) <ul style="list-style-type: none"> MT1 Deck & Finishes MT2 Finishes 	10/15/2026	10/15/2026	
2026-2027 Wet Season-Complete Final Planting – On-Site Mitigation	02/09/2027	02/09/2027	
Substantial Completion	03/03/2027	03/03/2027	
Completion of Off-Site Mitigation	12/27/2027	12/27/2027	

Table 3-1. Re-baseline Schedule

3.3 Critical Path Analysis

The critical path goes through MT1 Abutments 1 and 5 works before linking to MT2 Piers 2, 3 and 4 retrofit. The critical path continues through the 2026 dry season and includes completing the remaining MT1 and MT2 bridge work, and final HMMP work.

4.0 COST AND BUDGET

4.1 Introduction

The JPB approved a revised Project budget of \$171.38 million. Table 4-1 depicts a summary level of project budget, costs, and estimate at completion based on the latest project cost update as of October 31, 2025.

4.2 Project Budget and Cost

Table 4-1. Budget Summary by Project

Description of Work	Current Budget (A) ¹	Cost This Month (B) ²	Cost To Date (C) ³	Estimate To Complete (D)	Estimate At Completion (E) = (C) + (D)	Variance at Completion (F) = (A) – (E)
Guadalupe River Bridges Replacement	\$171,389,598	\$8,846,447	\$86,157,949	\$85,231,649	\$171,389,598	\$0
GRB TOTAL	\$171,389,598	\$8,846,447	\$86,157,949	\$85,231,649	\$171,389,598	\$0

¹. Column A "Current Budget" includes re-baseline and executed change orders and awarded contracts.

². Column B "Cost This Month" represents the cost of work performed this month.

³. Column C "Cost to Date" includes actual (amount paid) and accruals (amount of work performed) to date.

Table 4-2 depicts project budget, costs, and estimate at completion summarized by major elements of work. This budget table provides additional details for the project and is broken down by major work elements for the project, minor contracts, environmental, designer, project management oversight, HMMP and other indirect support costs.

Table 4-2. Budget Summary by Major Elements

Description of Work	Re-Baseline Budget	Current Budget	Cost This Month	Cost To Date	Estimate To Complete	Estimate At Completion
	(A)	(B)	(C)	(D)	(E)	(F) = (D) + (E)
Walsh Construction Contract	\$89,787,026	\$89,787,026	\$6,700,000	\$50,452,281	\$39,334,745	\$89,787,026
Design Services during Construction	\$2,312,930	\$2,312,930	\$68,718	\$1,076,231	\$1,236,699	\$2,312,930
Environmental Support (Including Compliance, Monitoring, Legal & Permit Fees)	\$14,124,097	\$13,753,300	\$298,587	\$7,923,350	\$6,010,948	\$13,934,298
Offsite Habitat Mitigation (HMMP) - Incl 100% Design	\$12,250,000	\$12,620,798	\$39,830	\$91,041	\$12,348,759	\$12,439,800
Management Oversight & Support	\$23,180,900	\$23,180,900	\$828,619	\$13,515,791	\$9,665,109	\$23,180,899
Others (TASI & Bus Bridge Support, ICAP)	\$16,834,453	\$16,834,453	\$910,693	\$7,823,311	\$9,011,142	\$16,834,453
PRIOR COSTS - Planning/Engineering & CalMod Improvements	\$5,275,945	\$5,275,945	\$0	\$5,275,945	\$0	\$5,275,945
Contingency	\$7,624,247	\$7,624,247	\$0	\$0	\$7,624,247	\$7,624,247
Grand Total	\$171,389,598	\$171,389,598	\$8,846,447	\$86,157,949	\$85,231,649	\$171,389,598

4.3 Contractor's Risk Allowance Pool

Caltrain and Walsh continued to implement new mechanisms to support a collaborative approach to project delivery. The parties jointly completed a detailed review of project risks and mitigation strategies, acknowledging that certain risks may materialize under specific conditions. To address this, both parties agreed to establish an allowance pool to cover additional costs related to risk mitigation following the start of construction in June 2025.

As part of the global reset, a \$4 million Risk Allowance Pool was created to proactively and collaboratively manage risks with the contractor. This pool is intended to compensate the contractor for additional costs incurred if identified risks are realized. Table 4-3 summarizes the current month's drawdown from the Risk Allowance Pool, the cumulative drawdown to date, and the remaining balance by risk category.

Table 4-3. Risk Allowance Pool Status as of October 2025

Risk Allowance Pool Category	Risk Amount	Current Month	Executed to Date	Remaining Balance
Differing Site Conditions	\$390,750	\$0	\$0	\$390,750
Bird Deterrent Mitigation	\$250,000	\$0	\$0	\$250,000
Permit Requirements	\$1,000,000	\$0	\$0	\$1,000,000
Track Access Impacts	\$360,000	\$0	\$0	\$360,000
Water Management	\$250,000	\$0	\$0	\$250,000
Warehouse Storage	\$297,000	\$0	\$0	\$297,000
Isolation Casings	\$600,000	\$0	\$0	\$600,000
Phytophthora Management	\$750,000	\$0	\$0	\$750,000
Contingency	\$102,250	\$0	\$0	\$102,250
Total	\$4,000,000	\$0	\$0	\$4,000,000

In addition to the established Risk Allowance Pool with Walsh, the re-baseline budget includes a project contingency of \$7.6 million to cover potential changes and unknowns not related to Walsh. As of October 2025, the total project contingency is \$7.6 million. Table 4-4 summarizes the current remaining and forecasted contingency balance as of the latest monthly update.

Table 4-4. Overall Project Contingency

	Project Contingency		
	Allocated (A)	Unallocated (B)	Subtotal C = (A+B)
Project Contingency	\$7,624,247	\$0	\$7,624,247
Drawn Contingency	\$0	\$0	\$0
Remaining Contingency	\$7,624,247	\$0	\$7,624,247
Pending Changes	\$0	\$0	\$0
Forecasted Remaining Contingency	\$7,624,247	\$0	\$7,624,247

4.4 Contract Incentives

The Global Re-set included incentives based on Early Interim Milestone Completion. Table 4-5 provides a status of Contractor incentives Budgeted, Awarded, and remaining Balance. There is \$420,000 drawn from contract incentives as of October 2025.

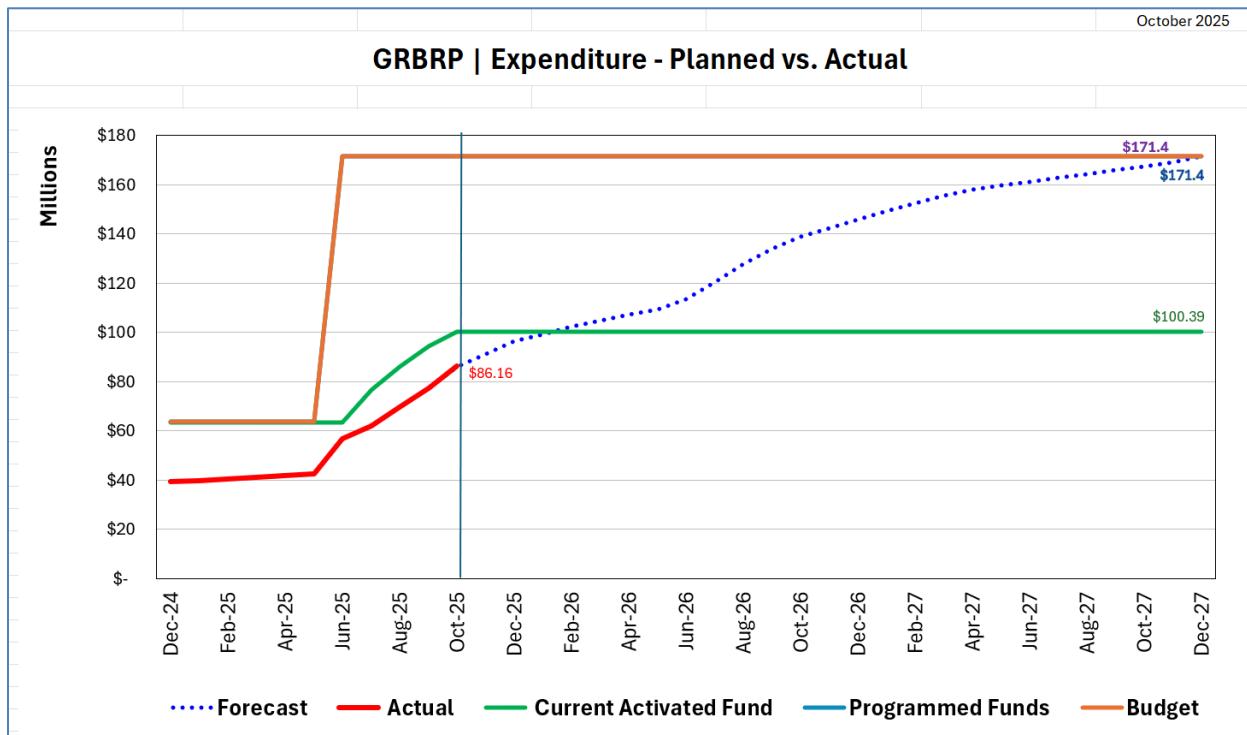
Table 4-5. Construction Contractor Incentives

Incentives	Budgeted (A)	Awarded (B)	Projected Remaining to Award (C)	Projected Balance Remaining (D)=(A)-(B)-(C)
<u>Interim Milestone</u>				
Install Steel Girders on MT1 Span 2	\$540,000	\$420,000	\$0	\$120,000
In-Channel Work	\$540,000	\$0	\$540,000	\$540,000
Total Contract Incentive	\$1,080,000	\$420,000	\$540,000	\$660,000

4.5 Project Cash Flow and Funding

The remaining project expenditures are cash flowed in Figure 4-1.

Figure 4.1. Expenditure – Funding Cash Flow



4.6 Issues

Table 4-7. Cost and Funding Issues Identified, and Actions Taken for October 2025

Issues	Actions
None	• N/A

5.0 CHANGE MANAGEMENT

5.1 Introduction

The change management process establishes a formal administrative work process associated with the initiation, documentation, coordination, review, approval, and implementation of changes during the design and construction of GRB. The change management process accounts for the impacts of the changes and ensures prudent use of contingency.

5.2 Construction Change Orders / Risk Allowance Pool

5.2.1 Executed Risk Allowance/CCO Items

- CCO-30 – Global Re-set

5.2.2 Approved Risk Allowance/Change Order Items:

- None as of October 2025

5.2.3 Upcoming Risk Allowance Items or Change Orders

- Risk allowance usage requested by Walsh through the month of October is \$1,463,996 and is currently pending review and approval.
- Pending Risk allowance usage for:
 - CIDH pile modifications
 - Removal of Fallen tree in river obstructing installation of river diversion
 - Additional generator for river diversion pumping and double handling of equipment to accommodate Valley Water fueling restrictions
 - Demo of additional unforeseen concrete at existing MT1 piers
 - Removal of unforeseen buried concrete
 - Additional pumps needed for river diversion
 - Added ATS system to support dewatering needs
 - Bird Deterrent additional scope
 - Bat mitigation measures
 - Costs related to nesting bluebird delay in June
 - Additional compensation due to impacts related to regulatory permit impacts in 2025 Dry Season

5.3 Issues

Table 5-1. Change Management Issues Identified, and Actions Taken for October 2025

Issues	Actions
River Diversion cofferdams have not sealed completely and are resulting in greater seepage quantities than anticipated. There is no direct impact on critical path work.	<ul style="list-style-type: none">• Working with the contractor to develop a plan for improvements and in compliance with permits.• Use of risk allowance anticipated to compensate Walsh for work that is beyond the baseline assumptions including additional dewatering pumps and an additional ATS system.• Will hold a “lessons learned” meeting with the contractor and environmental staff to discuss improvements for future work.

Valley Water added an unexpected permit condition about fueling at the very last minute before construction. No fueling on VW property was not included in previous permits.	<ul style="list-style-type: none">• Worked with Walsh to develop fueling plans for approval by JPB for fueling non-mobile equipment within JPB ROW.• Monitoring potential impacts on productivity due to fueling restrictions related to mobile equipment and working with the contractor to mitigate where possible.• Use of risk allowance to compensate Walsh for work that is beyond baseline assumptions.
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2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Caltrain Maintenance (EP 8)

Programming and Allocations to Date

Pending February 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
PCJPB	Right of Way Fencing	CON	Allocated	\$462,000					\$462,000
PCJPB	SOGR MOW Track - Track Equipment	CON	Allocated	\$2,113,000					\$2,113,000
PCJPB	Station SOGR	CON	Allocated	\$1,227,000					\$1,227,000
PCJPB	Next Generation Visual Messaging Signs (VMS)	CON	Allocated	\$1,200,000					\$1,200,000
PCJPB	SOGR MOW Track	CON	Allocated		\$2,600,000				\$2,600,000
PCJPB	Next Generation Visual Messaging Signs (VMS)	1	Programmed		\$0				\$0
PCJPB	San Francisco Caltrain Maintenance - TBD	2	Programmed			\$0			\$0
PCJPB	San Francisco Caltrain Maintenance - TBD	CON	Programmed				\$5,000,000		\$5,000,000
PCJPB	San Francisco Caltrain Maintenance - TBD	CON	Programmed					\$5,000,000	\$5,000,000
PCJPB	Predictive Arrival/Departure System	1	Allocated		\$2,400,000				\$2,400,000
PCJPB	Guadalupe River Bridge Replacement and Extension	2	Pending			\$2,500,000			\$2,500,000
PCJPB	Maintenance of Way Track Equipment SOGR	2	Pending			\$1,000,000			\$1,000,000
PCJPB	Maintenance of Way Track SOGR	2	Pending			\$1,000,000			\$1,000,000
PCJPB	Caltrain Central Equipment Maintenance and Operations Facility SOGR	2	Pending			\$200,000			\$200,000
PCJPB	Tunnel 1, 2, 3, and 4 Weephole Rehabilitation and Drainage Improvements	2	PS&E	Pending			\$80,000		\$80,000
PCJPB	Tunnel 1, 2, 3, and 4 Weephole Rehabilitation and Drainage Improvements	2	CON	Pending			\$220,000		\$220,000
Total Programmed in 2023 5YPP				\$5,002,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,002,000
Total Allocated and Pending				\$5,002,000	\$5,000,000	\$5,000,000	\$0	\$0	\$15,002,000
Total Unallocated				\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$10,000,000
Total Programmed in 2023 Strategic Plan				\$5,002,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,002,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ 5YPP amendment to fund Predictive Arrival/Departure System (2025-029, 2/25/25):

Next Generation Visual Messaging Signs (VMS): Reduced from \$2,400,000 to \$0.

Predictive Arrival/Departure System: Added project with \$2,400,000 for Construction in FY25.

² 5YPP amendment to program the FY26 San Francisco Caltrain Maintenance Placeholder (2026-XX, 2/XX/26):

San Francisco Caltrain Maintenance - TBD (FY26): Reduced from \$5,000,000 to \$0.

Guadalupe River Bridge Replacement and Extension: Added project with \$2,500,000 for Construction in FY26.

Maintenance of Way Track Equipment SOGR: Added project with \$1,000,000 for Construction in FY26.

Maintenance of Way Track SOGR: Added project with \$1,000,000 for Construction in FY26.

Caltrain Central Equipment Maintenance and Operations Facility SOGR: Added project with \$200,000 for Construction in FY26.

Tunnel 1, 2, 3, and 4 Weephole Rehabilitation and Drainage Improvements: Added project with \$80,000 for Design and \$220,000 for Construction in FY26.

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San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Maintenance of Way Track Equipment SOGR - FY26
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Caltrain Maintenance
Current PROP L Request:	\$1,000,000
Supervisorial Districts	District 06, District 10

REQUEST

Brief Project Description

This project will support the purchase of critical track Maintenance-of-Way equipment to keep the Caltrain track in a state of good repair. Renovating the infrastructure at or around the tracks improves the reliability and the safety of operations, reduces the risk of harm, and limits the impact to the customers and employees in case of an incident.

Detailed Scope, Project Benefits and Community Outreach

The purpose of this project is to support the purchase and replacement of track maintenance of way equipment used to keep the Caltrain track in a state of good repair. Purchases and/or replacements include, but are not limited to, hi-rail inspector trucks, hi-rail section trucks, repairs of existing flatbed rail cars, repairs of existing ballast rail cars, various rail carts, and other equipment attachments and small tools. The scope also covers work related to these purchases and replacements, such as support, installation, and inspection services.

Project Location

Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties

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?	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	\$5,000,000.00

Justification for Necessary Amendment

This request includes an amendment to the Caltrain Maintenance 5YPP to add the subject project with funds from the Caltrain Maintenance TBD Placeholder in Fiscal Year 2025/26.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Maintenance of Way Track Equipment SOGR - FY26
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

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)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2026		
Operations (OP)				
Open for Use			Apr-May-Jun	2027
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2027

SCHEDULE DETAILS

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Maintenance of Way Track Equipment SOGR - FY26
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-208: Caltrain Maintenance	\$1,000,000	\$0	\$252,000	\$1,252,000
State: STA SOGR	\$0	\$548,000	\$0	\$548,000
Phases In Current Request Total:	\$1,000,000	\$548,000	\$252,000	\$1,800,000

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	\$1,800,000	\$1,000,000	Caltrain operations cost estimate
Operations	\$0		
Total:	\$1,800,000	\$1,000,000	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	15 Years

PROJECT: SOGR Program - Track Equipment

Project Cost	Project Phase	Original Estimate	Revised Estimate	
Planning/CD/Env PE/Env/PSE ROW Acq/Utilities Relo. Procurement Construction Closeout				
	TOTAL	\$1,800,000	\$0	
Milestones	Project Phase	Expected Start	Expected Finish	
	Planning/Conceptual Design PE/Env/PSE ROW Acquisition/Utilities Relo. Bid and Award Procurement Construction Closeout	07/01/25 06/30/27	06/30/27 09/30/27	
Cost Summary	FY2026	Prior Year	Future Budget	Total Request
	\$1,252,000	\$0	\$0	\$1,252,000
FY26 Funding Plan	Funding Source	Proposed		
	STA SGR State (AB664) Local Match JPB Member: San Francisco San Mateo Santa Clara Regional/Other	\$548,000 \$1,252,000 \$1,252,000 \$0 \$0 \$0		
TOTAL		\$1,800,000		

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Maintenance of Way Track Equipment SOGR - FY26
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

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

SGA Project Number:		Name:	Maintenance of Way Track Equipment SOGR - FY26
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	Expiration Date:	06/30/2028
Phase:	Construction	Fundshare:	69.6%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	Total
PROP L EP-208	\$1,000,000	\$1,000,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. new hi-rail truck delivered and placed in service), 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 project completion, provide 2-3 digital photos of completed project, including at least one photo showing the Prop L attribution sticker affixed to the new equipment (applicable to new vehicles).

Special Conditions

1. The recommended allocation is contingent upon amendment of the Caltrain Maintenance 5YPP. See attached 5YPP amendment for details.

Notes

1. The funding plan for the subject project includes \$252,000 in project savings from a previous Prop L allocation, SGA 208-911005 Maintenance of Way Track Equipment SOGR - FY25. For administrative efficiency, Caltrain will invoice SGA 208-911005 prior to invoicing the subject project.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	30.44%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	30.44%

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Maintenance of Way Track Equipment SOGR - FY26
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN SUMMARY

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

MS

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Perry Chavez	Perry Chavez
Title:	Principal Grants Analyst	Principal Grants Analyst
Phone:	(650) 730-7716	(650) 730-7716
Email:	chavezp@samtrans.com	chavezp@samtrans.com

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Caltrain Maintenance (EP 8)

Programming and Allocations to Date

Pending February 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
PCJPB	Right of Way Fencing	CON	Allocated	\$462,000					\$462,000
PCJPB	SOGR MOW Track - Track Equipment	CON	Allocated	\$2,113,000					\$2,113,000
PCJPB	Station SOGR	CON	Allocated	\$1,227,000					\$1,227,000
PCJPB	Next Generation Visual Messaging Signs (VMS)	CON	Allocated	\$1,200,000					\$1,200,000
PCJPB	SOGR MOW Track	CON	Allocated		\$2,600,000				\$2,600,000
PCJPB	Next Generation Visual Messaging Signs (VMS)	¹ CON	Programmed		\$0				\$0
PCJPB	San Francisco Caltrain Maintenance - TBD	² CON	Programmed			\$0			\$0
PCJPB	San Francisco Caltrain Maintenance - TBD	CON	Programmed				\$5,000,000		\$5,000,000
PCJPB	San Francisco Caltrain Maintenance - TBD	CON	Programmed					\$5,000,000	\$5,000,000
PCJPB	Predictive Arrival/Departure System	¹ CON	Allocated		\$2,400,000				\$2,400,000
PCJPB	Guadalupe River Bridge Replacement and Extension	² CON	Pending			\$2,500,000			\$2,500,000
PCJPB	Maintenance of Way Track Equipment SOGR	² CON	Pending			\$1,000,000			\$1,000,000
PCJPB	Maintenance of Way Track SOGR	² CON	Pending			\$1,000,000			\$1,000,000
PCJPB	Caltrain Central Equipment Maintenance and Operations Facility SOGR	² CON	Pending			\$200,000			\$200,000
PCJPB	Tunnel 1, 2, 3, and 4 Weephole Rehabilitation and Drainage Improvements	² PS&E	Pending			\$80,000			\$80,000
PCJPB	Tunnel 1, 2, 3, and 4 Weephole Rehabilitation and Drainage Improvements	² CON	Pending			\$220,000			\$220,000
Total Programmed in 2023 5YPP				\$5,002,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,002,000
Total Allocated and Pending				\$5,002,000	\$5,000,000	\$5,000,000	\$0	\$0	\$15,002,000
Total Unallocated				\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$10,000,000
Total Programmed in 2023 Strategic Plan				\$5,002,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,002,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ 5YPP amendment to fund Predictive Arrival/Departure System (2025-029, 2/25/25):

Next Generation Visual Messaging Signs (VMS): Reduced from \$2,400,000 to \$0.

Predictive Arrival/Departure System: Added project with \$2,400,000 for Construction in FY25.

² 5YPP amendment to program the FY26 San Francisco Caltrain Maintenance Placeholder (2026-XX, 2/XX/26):

San Francisco Caltrain Maintenance - TBD (FY26): Reduced from \$2,500,000 to \$0.

Guadalupe River Bridge Replacement and Extension: Added project with \$2,500,000 for Construction in FY26.

Maintenance of Way Track Equipment SOGR: Added project with \$1,000,000 for Construction in FY26.

Maintenance of Way Track SOGR: Added project with \$1,000,000 for Construction in FY26.

Caltrain Central Equipment Maintenance and Operations Facility SOGR: Added project with \$200,000 for Construction in FY26.

Tunnel 1, 2, 3, and 4 Weephole Rehabilitation and Drainage Improvements: Added project with \$80,000 for Design and \$220,000 for Construction in FY26.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Maintenance Of Way Tracks SOGR - FY26
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Caltrain Maintenance
Current PROP L Request:	\$1,000,000
Supervisorial Districts	District 06, District 10

REQUEST

Brief Project Description

The Maintenance of Way Tracks State Of Good Repair program includes work activities to keep the tracks maintained, including elements such as the purchase and installation of new rail and crossties, special track components, thermite welds, and other track materials. Additionally, this program enables maintenance welding and grinding at special track locations, track surfacing throughout the corridor, rail grinding, highway-grade crossing restoration and repair, ballast purchase and placement, etc. to maintain federal safety compliance requirements.

Detailed Scope, Project Benefits and Community Outreach

This project includes multiple work items that are consistent from year to year. These activities may include, but are not limited to: replacement of rail and ties, replacement of track components, thermite welds, track grinding, ballast replacement, track surfacing, vegetation removal, minor structural repairs, switch repairs, weed abatement and regulatory inspections.

Project Location

Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties

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?	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	\$5,000,000.00

Justification for Necessary Amendment

This request includes an amendment to the Caltrain Maintenance 5YPP to add the subject project with funds from the Caltrain Maintenance TBD Placeholder in Fiscal Year 2025/26.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Maintenance Of Way Tracks SOGR - FY26
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

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)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2026		
Operations (OP)				
Open for Use			Apr-May-Jun	2027
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2027

SCHEDULE DETAILS

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Maintenance Of Way Tracks SOGR - FY26
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-208: Caltrain Maintenance	\$1,000,000	\$0	\$0	\$1,000,000
Federal (FTA 5337)	\$0	\$5,000,000	\$0	\$5,000,000
Regional/Other (STA SGR)	\$0	\$252,000	\$0	\$252,000
Phases In Current Request Total:	\$1,000,000	\$5,252,000	\$0	\$6,252,000

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	\$6,252,000	\$1,000,000	Based on operators maintenance budget
Operations	\$0		
Total:	\$6,252,000	\$1,000,000	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	50 Years

PROJECT: SOGR Program - MOW Tracks

Project Cost	Project Phase	Original Estimate	Revised Estimate
Milestones	Planning/CD/Env		
	PE/Env/PSE		
	ROW Acq/Utilities Relo.		
	Procurement		
	Construction	\$6,252,000	
	Closeout		
	TOTAL	\$6,252,000	\$0
Cost Summary	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design		
	PE/Env/PSE		
	ROW Acquisition/Utilities Relo.		
	Bid and Award		
	Procurement		
	Construction	07/01/25	06/30/27
FY26 Funding Plan	Closeout	06/30/27	09/30/27
	Funding Source	Proposed	
	Federal Section 5337	\$5,000,000	
	State (AB664)	\$0	
	Local Match JPB Member:	\$1,000,000	
	<i>San Francisco</i>	\$1,000,000	
	<i>San Mateo</i>	\$0	
FY26 Funding Plan	<i>Santa Clara</i>	\$0	
	Regional/Other	\$252,000	
	TOTAL	\$6,252,000	

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Maintenance Of Way Tracks SOGR - FY26
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

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

SGA Project Number:		Name:	Maintenance Of Way Tracks SOGR - FY26
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	Expiration Date:	06/30/2028
Phase:	Construction	Fundshare:	16.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	Total
PROP L EP-208	\$1,000,000	\$1,000,000

Deliverables

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

Special Conditions

1. The recommended allocation is contingent upon amendment of the Caltrain Maintenance 5YPP. See attached 5YPP amendment for details.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	84.01%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	84.01%

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Maintenance Of Way Tracks SOGR - FY26
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN SUMMARY

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

	Project Manager	Grants Manager
Name:	Perry Chavez	Perry Chavez
Title:	Principal Grants Analyst	Principal Grants Analyst
Phone:	(650) 730-7716	(650) 730-7716
Email:	chavezp@samtrans.com	chavezp@samtrans.com

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Caltrain Maintenance (EP 8)

Programming and Allocations to Date

Pending February 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
PCJPB	Right of Way Fencing	CON	Allocated	\$462,000					\$462,000
PCJPB	SOGR MOW Track - Track Equipment	CON	Allocated	\$2,113,000					\$2,113,000
PCJPB	Station SOGR	CON	Allocated	\$1,227,000					\$1,227,000
PCJPB	Next Generation Visual Messaging Signs (VMS)	CON	Allocated	\$1,200,000					\$1,200,000
PCJPB	SOGR MOW Track	CON	Allocated		\$2,600,000				\$2,600,000
PCJPB	Next Generation Visual Messaging Signs (VMS)	¹ CON	Programmed		\$0				\$0
PCJPB	San Francisco Caltrain Maintenance - TBD	² CON	Programmed			\$0			\$0
PCJPB	San Francisco Caltrain Maintenance - TBD	CON	Programmed				\$5,000,000		\$5,000,000
PCJPB	San Francisco Caltrain Maintenance - TBD	CON	Programmed					\$5,000,000	\$5,000,000
PCJPB	Predictive Arrival/Departure System	¹ CON	Allocated		\$2,400,000				\$2,400,000
PCJPB	Guadalupe River Bridge Replacement and Extension	² CON	Pending			\$2,500,000			\$2,500,000
PCJPB	Maintenance of Way Track Equipment SOGR	² CON	Pending			\$1,000,000			\$1,000,000
PCJPB	Maintenance of Way Track SOGR	² CON	Pending			\$1,000,000			\$1,000,000
PCJPB	Caltrain Central Equipment Maintenance and Operations Facility SOGR	² CON	Pending			\$200,000			\$200,000
PCJPB	Tunnel 1, 2, 3, and 4 Weephole Rehabilitation and Drainage Improvements	² PS&E	Pending			\$80,000			\$80,000
PCJPB	Tunnel 1, 2, 3, and 4 Weephole Rehabilitation and Drainage Improvements	² CON	Pending			\$220,000			\$220,000
Total Programmed in 2023 5YPP				\$5,002,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,002,000
Total Allocated and Pending				\$5,002,000	\$5,000,000	\$5,000,000	\$0	\$0	\$15,002,000
Total Unallocated				\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$10,000,000
Total Programmed in 2023 Strategic Plan				\$5,002,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,002,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ 5YPP amendment to fund Predictive Arrival/Departure System (2025-029, 2/25/25):

Next Generation Visual Messaging Signs (VMS): Reduced from \$2,400,000 to \$0.

Predictive Arrival/Departure System: Added project with \$2,400,000 for Construction in FY25.

² 5YPP amendment to program the FY26 San Francisco Caltrain Maintenance Placeholder (2026-XX, 2/XX/26):

San Francisco Caltrain Maintenance - TBD (FY26): Reduced from \$5,000,000 to \$0.

Guadalupe River Bridge Replacement and Extension: Added project with \$2,500,000 for Construction in FY26.

Maintenance of Way Track Equipment SOGR: Added project with \$1,000,000 for Construction in FY26.

Maintenance of Way Track SOGR: Added project with \$1,000,000 for Construction in FY26.

Caltrain Central Equipment Maintenance and Operations Facility SOGR: Added project with \$200,000 for Construction in FY26.

Tunnel 1, 2, 3, and 4 Weephole Rehabilitation and Drainage Improvements: Added project with \$80,000 for Design and \$220,000 for Construction in FY26.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Caltrain Maintenance
Current PROP L Request:	\$300,000
Supervisorial Districts	District 06, District 10

REQUEST

Brief Project Description

This project will rehabilitate the weep holes along Tunnel 1, 2, 3, and 4 and improve the drainage system to maintain the tunnels in a state of good repair. This project is critical to provide effective tunnel drainage in four San Francisco tunnels and ensure continued safe and reliable Caltrain service in San Francisco. Tunnel rehabilitation is essential in ensuring service throughout Caltrain's corridor.

Detailed Scope, Project Benefits and Community Outreach

The project scope includes reaming out approximately 2,200 weepholes along an 8,814-foot stretch, with two weepholes every 8 feet. Reaming refers to a finishing operation that precisely enlarges and smooths the diameter of a pre-drilled hole. Additionally, Caltrain intends to add signage to each Overhead Contact System (OCS) drop-pole pair indicating the pole number, station, and milepost. This project is critical to provide effective tunnel drainage in four San Francisco tunnels and ensure continued safe and reliable Caltrain service in San Francisco.

Project Location

Caltrain right-of-way in San Francisco

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

Project Phase(s)

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

Justification for Multi-phase Request

We are recommending a multi-phase allocation to meet Caltrain's capital budget assumptions for funding sources for the design and construction phases, which are sequential and both assume Prop L funds.

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	\$5,000,000.00

Justification for Necessary Amendment

This request includes an amendment to the Caltrain Maintenance 5YPP to add the subject project with funds from the Caltrain Maintenance TBD Placeholder in Fiscal Year 2025/26.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

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)	Jul-Aug-Sep	2026	Jan-Feb-Mar	2028
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2026	Jan-Feb-Mar	2028
Advertise Construction	Jan-Feb-Mar	2028		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2028		
Operations (OP)				
Open for Use			Apr-May-Jun	2029
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2029

SCHEDULE DETAILS

Limited, temporary service disruptions may be required to support tunnel rehabilitation. The Caltrain Engineering and Capital Delivery teams will work closely with Operations Planning to define work windows and track access. At the appropriate design stage, workshops will be held to evaluate and refine scenarios that balance construction needs with service impacts.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-208: Caltrain Maintenance	\$300,000	\$0	\$0	\$300,000
Federal	\$2,080,000	\$320,000	\$0	\$2,400,000
Future Prop L	\$300,000	\$0	\$0	\$300,000
Phases In Current Request Total:	\$2,680,000	\$320,000	\$0	\$3,000,000

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	\$400,000	\$80,000	Caltrain Engineering estimate
Construction	\$2,600,000	\$220,000	Caltrain Engineering estimate
Operations	\$0		
Total:	\$3,000,000	\$300,000	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	50 Years

PROJECT:	Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements		
Project Cost	Project Phase	Original Estimate	Revised Estimate
	Planning/CD/Env		
	PE/Env/PSE	\$400,000	
	ROW Acq/Utilities Relo.		
	Procurement		
	Construction	\$2,600,000	
	Closeout		
	TOTAL	\$3,000,000	\$0
Milestones	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design		
	PE/Env/PSE	07/01/26	01/31/28
	ROW Acquisition/Utilities Relo.		
	Bid and Award	02/01/28	04/30/28
	Procurement	05/01/28	06/30/28
	Construction	07/01/28	06/30/29
	Closeout	06/30/29	09/30/29
Cost Summary	FY2027	Prior Year	Future Budget FY2028
	\$300,000	\$0	\$300,000
			Total Request
			\$600,000
Funding Plan	Funding Source	Proposed	
	Federal	\$2,400,000	
	State (AB664)	\$0	
	Local Match JPB Member:	\$600,000	
	<i>San Francisco</i>	\$600,000	
	<i>San Mateo</i>	\$0	
	<i>Santa Clara</i>	\$0	
	Regional/Other	\$0	
	TOTAL	\$3,000,000	

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$300,000	Total PROP L Recommended	\$300,000

SGA Project Number:		Name:	Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements - Design
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	Expiration Date:	09/30/2028
Phase:	Design Engineering	Fundshare:	20.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-208	\$54,000	\$26,000	\$80,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete 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. Upon completion of design, provide evidence of completion of design (e.g. copy of certifications page).

Special Conditions

1. The recommended allocation is contingent upon amendment of the Caltrain Maintenance 5YPP. See attached 5YPP amendment for details.

SGA Project Number:		Name:	Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements - Construction
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	Expiration Date:	06/30/2030
Phase:	Construction	Fundshare:	8.5%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2028/29	Total

PROP L EP-208	\$220,000	\$220,000
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Deliverables

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

Special Conditions

1. The recommended allocation is contingent upon amendment of the Caltrain Maintenance 5YPP. See attached 5YPP amendment for details.

2. PCJPB may not incur expenses for the construction phase until Transportation Authority staff releases the funds pending receipt of evidence of completion of design (e.g. copy of certifications page).

Notes

1. Caltrain will request an additional \$300,000 in Prop L for construction in the future.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	90.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	90.0%

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$300,000
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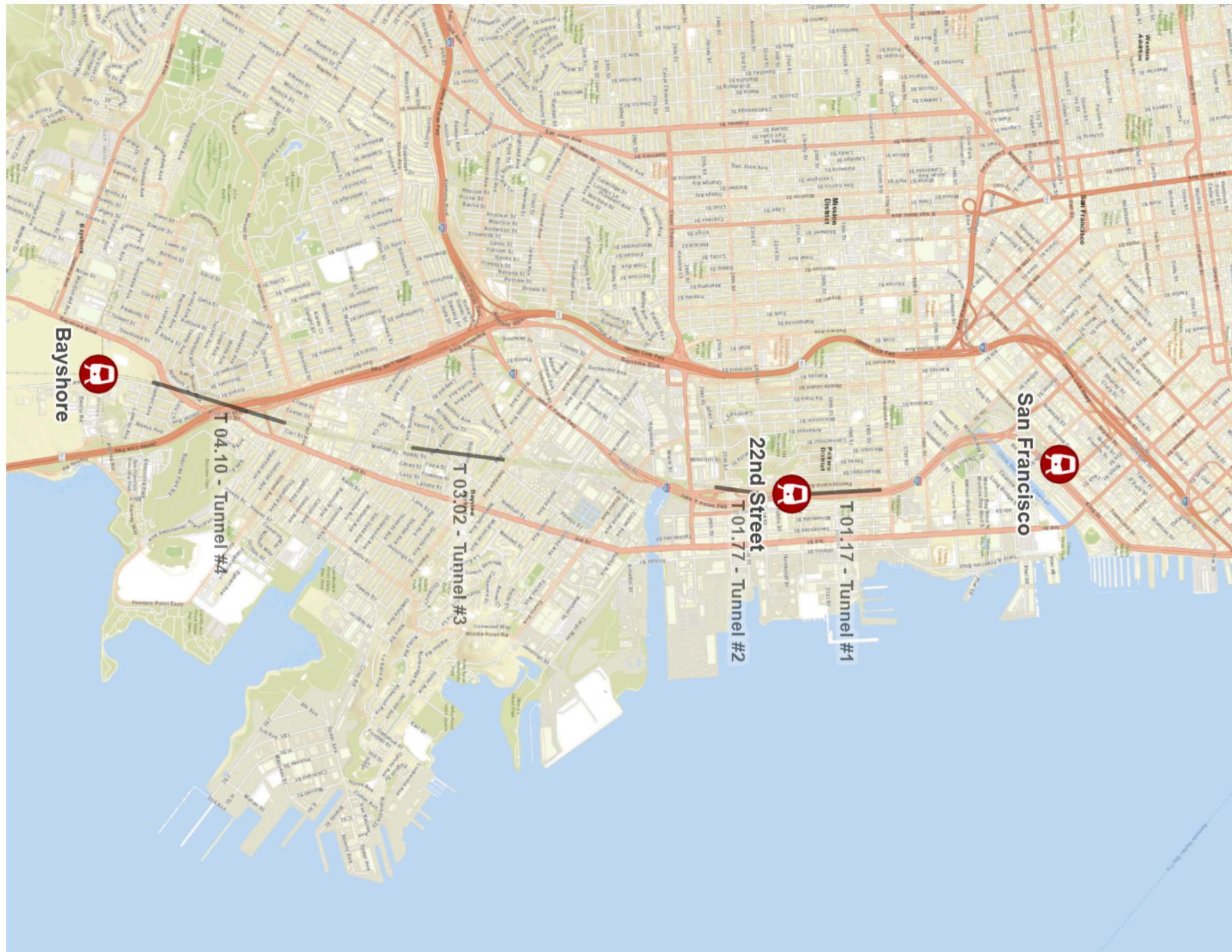
- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

MS

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Perry Chavez	Perry Chavez
Title:	Principal Grants Analyst	Principal Grants Analyst
Phone:	(650) 730-7716	(650) 730-7716
Email:	chavezp@samtrans.com	chavezp@samtrans.com



2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Caltrain Maintenance (EP 8)

Programming and Allocations to Date

Pending February 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2023/24	2024/25	2025/26	2026/27	
PCJPB	Right of Way Fencing	CON	Allocated	\$462,000				\$462,000
PCJPB	SOGR MOW Track - Track Equipment	CON	Allocated	\$2,113,000				\$2,113,000
PCJPB	Station SOGR	CON	Allocated	\$1,227,000				\$1,227,000
PCJPB	Next Generation Visual Messaging Signs (VMS)	CON	Allocated	\$1,200,000				\$1,200,000
PCJPB	SOGR MOW Track	CON	Allocated	\$2,600,000				\$2,600,000
PCJPB	Next Generation Visual Messaging Signs (VMS)	1 CON	Programmed	\$0				\$0
PCJPB	San Francisco Caltrain Maintenance - TBD	2 CON	Programmed	\$0				\$0
PCJPB	San Francisco Caltrain Maintenance - TBD	CON	Programmed			\$5,000,000		\$5,000,000
PCJPB	San Francisco Caltrain Maintenance - TBD	CON	Programmed			\$5,000,000		\$5,000,000
PCJPB	Predictive Arrival/Departure System	1 CON	Allocated	\$2,400,000				\$2,400,000
PCJPB	Guadalupe River Bridge Replacement and Extension	2 CON	Pending		\$2,500,000			\$2,500,000
PCJPB	Maintenance of Way Track Equipment SOGR	2 CON	Pending		\$1,000,000			\$1,000,000
PCJPB	Maintenance of Way Track SOGR	2 CON	Pending		\$1,000,000			\$1,000,000
PCJPB	Caltrain Central Equipment Maintenance and Operations Facility SOGR	2 CON	Pending		\$200,000			\$200,000
PCJPB	Tunnel 1, 2, 3, and 4 Weephole Rehabilitation and Drainage Improvements	2 PS&E	Pending		\$80,000			\$80,000
PCJPB	Tunnel 1, 2, 3, and 4 Weephole Rehabilitation and Drainage Improvements	2 CON	Pending		\$220,000			\$220,000
Total Programmed in 2023 5YPP				\$5,002,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,002,000
Total Allocated and Pending				\$5,002,000	\$5,000,000	\$5,000,000	\$0	\$15,002,000
Total Unallocated				\$0	\$0	\$5,000,000	\$5,000,000	\$10,000,000
Total Programmed in 2023 Strategic Plan				\$5,002,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,002,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation								
Board Approved Allocation/Appropriation								

FOOTNOTES:

¹ 5YPP amendment to fund Predictive Arrival/Departure System (2025-029, 2/25/25):
Next Generation Visual Messaging Signs (VMS): Reduced from \$2,400,000 to \$0.

Predictive Arrival/Departure System: Added project with \$2,400,000 for Construction in FY25.

² 5YPP amendment to program the FY26 San Francisco Caltrain Maintenance Placeholder (2026-XX, 2/XX/26):
San Francisco Caltrain Maintenance - TBD (FY26): Reduced from \$5,000,000 to \$0.

Guadalupe River Bridge Replacement and Extension: Added project with \$2,500,000 for Construction in FY26.

Maintenance of Way Track Equipment SOGR: Added project with \$1,000,000 for Construction in FY26.

Maintenance of Way Track SOGR: Added project with \$1,000,000 for Construction in FY26.

Caltrain Central Equipment Maintenance and Operations Facility SOGR: Added project with \$200,000 for Construction in FY26.

Tunnel 1, 2, 3, and 4 Weephole Rehabilitation and Drainage Improvements: Added project with \$80,000 for Design and \$220,000 for Construction in FY26.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Paratransit
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Paratransit
Current PROP L Request:	\$13,911,000
Supervisoral District	Citywide

REQUEST

Brief Project Description

The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act. Prop L funds will be used for the paratransit broker contract in FY25/26 for services including taxi, pre-scheduled van, and inter-county trips, group van trips to senior centers, the Shop-a-Round and Van Gogh shuttle programs, the Wheelchair Accessible Ramp Taxi Incentive program, and Essential Trip Card program.

Detailed Scope, Project Benefits and Community Outreach

The SFMTA requests \$13,911,000 in Prop L funds to support the estimated \$31.2 million cost for Fiscal Year 2025/26 of SFMTA's contract with the broker that administers the Paratransit program. This is an annual request for paratransit operations.

The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act (ADA). Paratransit services are provided to persons with disabilities who are unable to independently ride bus or light rail service some or all the time and are certified eligible according to federal criteria. Paratransit in San Francisco is administered by a broker that delivers service through a diverse set of providers and resources, including 100 city-owned vehicles that are less than 5 years old, private taxis and group vans associated with community-based organizations throughout the city. On June 14, 2016, the Board of Supervisors approved a contract with Transdev to provide paratransit broker services through June 30, 2021, with an option for a five-year extension, and in an amount not to exceed \$142,902,104. On May 14, 2021, the Board of Supervisors approved exercising the option for the five-year extension recommended by the SFMTA Board and increased the not to exceed amount to \$308,271,023.

More details are provided in the "Detailed Scope of Work - Paratransit" attachment.

SFMTA is requesting a waiver to allow reimbursement of expenditures incurred prior to Board approval in FY26. In recent months, SFMTA staff have been focused on an agencywide directive to identify and implement cost-reduction measures across contracted professional services, including Paratransit. Developing the revised budget and negotiating the proposed contract extension required substantial staff time and capacity within the Accessible Services division.

Project Location

Citywide

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

Project Phase(s)

Operations (OP)

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	\$13,911,000.00

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Paratransit
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)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)	Jul-Aug-Sep	2025	Apr-May-Jun	2026
Open for Use				
Project Completion (means last eligible expenditure)			Apr-May-Jun	2026

SCHEDULE DETAILS

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Paratransit
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-214: Paratransit	\$0	\$13,911,000	\$0	\$13,911,000
BART ADA Contribution	\$0	\$0	\$2,084,887	\$2,084,887
Department of Disability and Aging Services	\$0	\$0	\$580,000	\$580,000
Federal 5307	\$0	\$0	\$5,511,006	\$5,511,006
FY26 SFMTA General Funds	\$0	\$0	\$5,813,107	\$5,813,107
State Transit Assistance	\$0	\$0	\$3,300,000	\$3,300,000
Phases In Current Request Total:	\$0	\$13,911,000	\$17,289,000	\$31,200,000

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	\$0		
Operations	\$31,200,000	\$13,911,000	Based on prior actual expenditures
Total:	\$31,200,000	\$13,911,000	

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

Paratransit Funding & Budget Changes - FY2025/26

Funding Plan

	Approved		Proposed		Increase (Decrease)	% Change
	FY2024/25 Budget	% of Contract Budget	FY2025/26 Budget	% of Contract Budget		
Revenues/Recovery						
Paratransit (including Essential Trip Card Program)						
Federal Transit Agency 5307	\$ 5,752,712	16.6%	\$ 5,511,006	17.7%	\$ (241,706)	-4%
Prop L*	\$ 13,506,000	38.9%	\$ 13,911,000	44.6%	\$ 405,000	3%
BART ADA Contribution	\$ 2,198,000	6.3%	\$ 2,084,887	6.7%	\$ (113,113)	-5%
State Transit Assistance (STA) - Paratransit **	\$ 3,300,000	9.5%	\$ 3,300,000	10.6%	\$ -	0%
SFMTA Operating Budget ***	\$ 9,436,445	27.2%	\$ 5,813,107	18.6%	\$ (3,623,338)	-38%
Department of Disabled and Aging Recovery	\$ 550,000	1.6%	\$ 580,000	1.9%	\$ 30,000	5%
Paratransit subtotal	\$ 34,743,157	100.0%	\$ 31,200,000	100.0%	\$ (3,543,157)	

Major Line Item Budget

	Approved		Proposed		Increase (Decrease)
	FY2024/25 Budget	% of Contract Budget	FY2025/26 Budget	% of Contract Budget	
Apportionment					
Paratransit and Labor Cost	\$ 34,743,157	100%	\$ 31,200,000	100%	\$ (3,543,157)
Muni Paratransit Staff ****	\$ 422,674	1%	\$ 263,905	1%	\$ (158,769)
Total	\$ 35,165,831	101%	\$ 31,463,905	101%	\$ (3,701,926)

* FY 2025/26 is the amount available for allocation in the Prop L Strategic Plan.

** FY 2025/26 STA revenues are projections and annual amounts may be higher or lower when confirmed at the end of the fiscal year following the State's reconciliation of actual revenues generated. In the event of a shortfall in SF's STA funds for FY 2025/26, the SFMTA will work with Transportation Authority staff to adjust the Paratransit funding plan accordingly.

*** SFMTA is using a different means of portraying the budget of the program for FY25/26 based on actual program usage, rather than the maximum possible contract amount. This more accurately represents the cost of the program observed in recent years. The revised budget additionally accounts for post-COVID ridership levels, negotiated cost reduction with the contractor for FY26, and wage increases resulting from union agreements for all non-management SF Access contractor employees. SFCTA is recommending maintaining the same level of Prop L funding as in the Strategic Plan, which means we would be funding a greater share of program costs, which, in turn, means that SFMTA can use flexible Operating Budget funds for transit service and other needs.

**** Not funded by Prop L.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Paratransit
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$13,911,000	Total PROP L Recommended	\$13,911,000

SGA Project Number:		Name:	Paratransit
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2026
Phase:	Operations	Fundshare:	44.6%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-201	\$10,433,000	\$3,478,000	\$13,911,000

Deliverables

1. Quarterly Progress Reports shall provide a service report of performance by mode, including the number of trips, number of complaints, on-time percentage, number of Paratransit program ramp taxi trips originating in Equity Priority Communities, number Paratransit wheelchair passenger trips made on taxi vehicles funded by the Ramp Taxi Incentives program, and the number of ramp taxi vehicle owners receiving the subsidy each month, in addition to the standard requirements described in the Standard Grant Agreement.

Special Conditions

1. Prop L funds allocated to this project are for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/26). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated mid-July 2026), any remaining unclaimed amounts may be deobligated.
2. Recommendation includes a waiver to Prop L policy to allow funds to be used for retroactive expenses incurred since July 1, 2025.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	55.41%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	55.41%

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Paratransit
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$13,911,000
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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

	Project Manager	Grants Manager
Name:	Jonathan Cheng	Kathryn Studwell
Title:	Paratransit Planner	Grant Administration Manager
Phone:	(415) 701-4597	(415) 517-7015
Email:	jonathan.cheng@sfmta.com	kathryn.studwell@sfmta.com

Paratransit Detailed Scope

Request

The SFMTA requests \$13,911,000 in Proposition L (Prop L) funds to support the estimated \$31.2 million cost for Fiscal Year 2025/26 of SFMTA's contract with the broker that administers and operates the Paratransit program. This is an annual request for paratransit operations.

Background

The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act (ADA). Paratransit services are provided to persons with disabilities who are unable to independently ride bus or light rail service some or all the time and are certified eligible according to federal criteria. Paratransit in San Francisco is administered by a broker that delivers service through a diverse set of providers and resources, including 100 city-owned vehicles that are less than 5 years old, private taxis and group vans associated with community-based organizations throughout the city. On June 14, 2016, the Board of Supervisors approved a contract with Transdev to provide paratransit broker services through June 30, 2021, with an option for a five-year extension, and in an amount not to exceed \$142,902,104. On May 14, 2021, the Board of Supervisors approved exercising the option for the five-year extension recommended by the SFMTA Board and increased the not to exceed amount to \$308,271,023.

Detailed Description of Services

- **Paratransit Services:**

The paratransit broker services include determination of client eligibility, customer service, overseeing and monitoring the operation of the taxi debit card system, procuring, subcontracting, and oversight of van and taxi services, and reporting and record keeping. Transdev itself operates the SF Access service and a portion of the Group Van services. All other transportation services for which the Broker is responsible are procured via contracts with other providers. In addition, the Broker is responsible for the continued development and implementation of the mobility management program, including activities to make it easier for San Francisco's disabled and senior residents to navigate the transportation services available to them, including the Shop-a-Round and Van Gogh shuttles and Ramp Taxi Incentives programs. The broker also administers the Essential Trip Card (ETC) program, which was initiated in response to the COVID-19 pandemic and reduced Muni service and will continue through FY25/26. Approximately 600,000 paratransit trips are projected to be provided to 18,000

Paratransit Detailed Scope

registered ADA eligible consumers while about 100,000 ETC taxi trips are expected to be provided to about 8,000 seniors and persons with disabilities in FY25/26.

Specific paratransit services are described below and were all included previous FY24/25 allocation that resulted in TA grant 214-910002:

- 1) Taxi – Provides individual paratransit taxi trips to ADA-eligible paratransit users using both sedans and wheelchair accessible ramped taxis.
- 2) SF Access – Provides pre-scheduled, shared-ride door-to-door van service in City-owned vehicles for ADA eligible paratransit users.
- 3) Intercounty – Pre-scheduled paratransit trips provided to paratransit users to or from Muni's service area in San Francisco, to or from destinations in Alameda County, Marin, and Contra Costa County. These trips are provided by the East Bay Paratransit Consortium and Marin Access. Additionally, SF Paratransit, in partnership with RediWheels and the Metropolitan Transportation Commission, will be piloting a one seat/one ride pilot to facilitate direct trips to/from San Francisco to San Mateo county. Initial discussions indicated that this service will have different programs rules from the traditional ADA Paratransit service, including limited service hours (6AM – 10PM), different fare structure and restrictions on trip purpose. This is to manage demand at launch and could be revised based on trip demand.
- 4) Group Van – Provides pre-scheduled group trips for ADA-eligible paratransit users who are going to a common destination such as an Adult Day Health Centers, developmentally disabled work sites, senior nutrition programs etc.
- 5) Department of Aging and Adult Services Group Van – Provides pre-scheduled group van services to senior centers funded by the Department of Disabled and Aging Services.
- 6) Essential Trip Card Program – Provides a limited taxi service to seniors and people with disabilities to get to and from essential services in San Francisco
- 7) Shop-a-Round/Van Gogh – Provides transportation services for seniors and people with disabilities to grocery stores or social/recreational activities
- 8) Mobility Management – Provides a one-stop information and referral center, including assistance in trip planning and applying for fare assistance programs, to help seniors and people with disabilities make the best decisions for your travel needs
- 9) Ramp Taxi Incentives– Provides a monthly stipend for eligible ramp taxi drivers who purchase and operate a wheelchair accessible vehicle

Paratransit Detailed Scope

Service Impacts Due to the COVID-19 Pandemic

The total number of trips performed for the SF Paratransit program is expected to continue to slightly increase from the previous year, at about 75% of pre-pandemic trip figures. SFMTA expects ridership to increase with slight ebbs as individuals continue to evaluate their comfort level in engaging in non-essential activities.

For the SF Access service, ridership is at about 75% of pre-pandemic levels. The majority of trips continue to be for medical purposes or dialysis. SF Paratransit Taxi is approximately at 65% of pre-pandemic service levels to ADA Paratransit clients. However, when ETC taxi trips are included, the number of taxi trips completed are comparable to pre-pandemic trip levels. SFMTA Group Van service gradually resumed service as agencies reopen their centers to in-person activities, operating at 60% of pre-pandemic levels. SFMTA and SF Paratransit continue to regularly communicate with these agencies and develop routes for their clients as schedules normalize.

In addition to the ADA Paratransit service, the Paratransit program continues to operate several non-ADA transportation services, including the Essential Trip Card, Shop-a-Round van and taxi service as well as the Van Gogh service.

Cost Impact of the COVID-19 Pandemic

SFMTA is adjusting its paratransit budget to more closely reflect anticipated actual costs. The revised budget accounts for post-COVID ridership levels, negotiated cost reductions with the contractor for FY26, and wage increases resulting from union agreements for all non-management SF Access contractor employees. As part of an agencywide directive, SFMTA identified cost-saving measures with the paratransit contractor, including reductions to management fees, General and Administrative (G&A) rates, and lease costs. These savings are not expected to affect the delivery of paratransit services.

The project budget has decreased compared to the Project Information Form developed for the Five Year Prioritization Program in 2023. This revision reflects recent ridership trends since 2023 and incorporates the negotiated FY26 cost reductions. The updated budget also represents the expected actual cost of providing paratransit services, rather than the not-to-exceed contract amount, as the budget was presented in prior years. Overall ridership remains at approximately 75 percent of pre-pandemic trip levels.

As approved in April 2025 with Resolution 2025-041 to program STA Block Grant funds to FY26 Paratransit operations, SFMTA requested maintaining STA Block Grant funding at \$3.3M, consistent with last year, while increasing the Prop L reimbursement percentage from 39% to 44.6%.

Paratransit Detailed Scope

Increasing the Proposition L reimbursement percentage would reduce pressure on SFMTA operating funds, as any shortfall in Prop L funding for paratransit must otherwise be covered by SFMTA general funds. Given the agency's significant projected budget shortfall, this funding approach would free up SFMTA general funds to support staff costs and other transportation services. A higher reimbursement rate would also allow SFMTA to fully utilize the FY26 Prop L allocation. Historically, paratransit expenditures have come in below budget, leaving a portion of Prop L funds unspent. Adjusting the reimbursement percentage would maximize use of the annual Prop L allocation while helping stabilize funding for Muni operations, benefiting all riders, including seniors and people with disabilities.

Key Paratransit Performance Trends FY 2021-2026

Paratransit Performance Indicators	YTD (October 2025)					
	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Total Passenger Trips Provided	387,136	488,085	519,626	550,014	586,218	200,145
ETC Trips	63,729	83,939	82,999	91,374	103,114	31,015
On-time Percentage						
(Group Van & Access Van)	99.32%	94.64%	93.99%	97.57%	97.21%	97.29%
Taxi	95.80%	92.79%	94.35%	97.72%	98.08%	98.65%
Complaints	217	249	208	191	208	52
Cost per Passenger Trip	\$57.56	\$53.17	\$54.79	\$54.53	\$51.08	\$50.34

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Treasure Island On-Island Shuttle Start-up
Primary Sponsor:	Treasure Island Mobility Management Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Transportation Demand Management
Current PROP L Request:	\$175,000
Supervisoral District	District 06

REQUEST

Brief Project Description

Requested funds will support the start-up and evaluation of a new Treasure Island shuttle. The shuttle will be free to riders and enhance mobility around the islands. Tasks include service design, outreach, evaluation, marketing and the procurement of an operator. Operation of the shuttle service, expected to begin in Spring 2027, will be supported by the Treasure Island developer's operating subsidy, and in the future, by revenues from the congestion pricing system. The shuttle was recommended by the Transportation Authority's Treasure Island Supplemental Transportation Study (2022).

Detailed Scope, Project Benefits and Community Outreach

During outreach for the Treasure Island Supplemental Transportation Study in 2021-2022 (a Prop K-funded Neighborhood Transportation Plan for District 6), TI residents expressed the desire for free, on-demand shuttle service to destinations on Treasure Island and Yerba Buena Island (YBI) (referred to together as Treasure Island or TI) to supplement existing Muni bus service. Existing Muni bus service completes a loop on Treasure Island but experiences delays and unreliability due to congestion on the Bay Bridge and ongoing construction on the islands. The on-island portion of the Muni route, which is completed in a loop, may also be inconvenient for residents who want direct service from one part of the island to another.

This project will outline the desired operations and service design for a free, on-island shuttle serving only trips on TI and YBI, including service to areas not currently covered by existing Muni service, such as the Treasure Island Sailing Center and destinations on YBI. The on-island shuttle would provide first mile/last mile connections to the ferry terminal and Muni bus stops for transit riders and access to open spaces, retail commercial zones, and residential neighborhoods. A free, on-island shuttle system is part of TIMMA's long-term strategy of transportation options for TI residents and could also enable the existing Muni 25 bus line to avoid circling on-island, making the Muni service more efficient and reliable. Similar free shuttle systems exist in other neighborhoods in San Francisco, such as the Presidio GO shuttle in northwest San Francisco which provides free trips between the Presidio neighborhood and downtown San Francisco.

Initially, the on-island shuttle will be funded using the Treasure Island developer's Operating Subsidy as provided for in the Disposition and Development Agreement (DDA). In the long term, the on-island shuttle will be supported with revenue from the Treasure Island Toll and Affordability Program. This request is for funding for the start-up of the on-island shuttle: to finalize the operating parameters and service design, procure a shuttle operator, and launch the service.

The project includes stakeholder outreach to finalize the parameters of the on-island shuttle system (e.g., operating

hours) and the selection of a vendor to provide shuttle services. Before and after travel surveys will be conducted to estimate the impacts of free, on-demand shuttle service on transportation mode shift and overall accessibility.

The project's scope of work is described below.

Task 1. Project Management

TIMMA will conduct ongoing management of the project, including monitoring schedule and budget and coordination with internal agency staff and management and external partners. This task includes mobilization to initiate the project and close-out activities after the service launches.

Deliverables:

- Regular reporting on project status (budget and schedule), meeting minutes

Task 2. Initial Service Design

During this phase, staff will develop requirements for the service and operation of an on-island shuttle. These requirements include the proposed service area and any potential off-limits areas, service hours, special events service, service type (i.e., curb-to-curb, corner-to-corner), maximum wait time, estimated program cost, funding constraints, and other key service and operating parameters (e.g., number and type of vehicles, operating hours, driver contracting modality and compensation, etc.).

To develop the initial service design, this task will build on lessons learned from the District 4 Community Shuttle study, the Bayview Community Shuttle, and the developer's Bristol shuttle. Demand estimates will follow a basic methodology consistent with that used in the D4 study using available data from the Bayview and Bristol services. The task will not include travel demand modeling but staff will develop a preliminary assessment of mode shift, which can be compared to observed data in Task 3.

To understand specific service needs on Treasure Island, this task will include a discussion with key stakeholders on TI, including TIDA and One Treasure Island. The task will also include discussion with other stakeholders, including SFMTA and labor groups, to gather input on service design and operating needs.

Deliverables:

- Draft and final service design memo

Task 3. Data & Evaluation Plan

As part of this task, a draft evaluation plan will be developed, which will define the goals of the on-island shuttle program, evaluation metrics, data collection methods, and performance data to be collected from the shuttle operator. The evaluation plan should aim to quantify the impacts of the on-island shuttle on overall accessibility, mode shift, reduction in vehicle miles traveled, and reduction in greenhouse gas emissions. The evaluation plan will also aim to assess the cost-effectiveness of the shuttle, and will take into account the evaluations of the Bayview Shuttle and other comparable programs.

This task includes a survey of residents, workers and visitors (e.g. focus groups, household surveys, intercept surveys). To ascertain changes in travel behavior, the task will consider "before" surveys conducted during the service design phase and "after" shuttle on-board surveys that ask how the shuttle changed riders' travel behavior. The "after" and/or on-board surveys will occur three to six months after the launch of the service and will be coordinated with overall TIMMA data collection efforts. These efforts will also inform development of the CHAMP model and benefit future modeling efforts.

Deliverables:

- Draft and final evaluation plan
- Draft and final surveys
- Summary memo of "before" survey results

Task 4. Communications and Outreach

This task will develop a marketing and communications plan to promote the on-island shuttle to Island residents, workers, and visitors throughout the project phases. The plan should define the marketing methods (e.g. flyering,

media, signage, mailers, community events) and utilize existing communication channels such as One Treasure Island's weekly e-blast. This task also includes branding work to define the shuttle's service name, logo, appearance, etc. in the context of existing transit and microtransit brands. This task will also create multilingual materials to be used for marketing the service.

Deliverables:

- Draft and final marketing and communications plan
- Branding (identity) strategy and materials
- Marketing materials
- Promotion and outreach

Task 5. Procurement & Contracting

This task will draft a Request for Proposals (RFP) that outlines service parameters, data requirements, marketing strategy, performance targets, insurance and other risk management requirements, etc. The RFP will be shared internally and with partners, including SFMTA and TIDA, for review.

Once the RFP has been reviewed and finalized, staff will begin the procurement process, including releasing the RFP, reviewing proposals, conducting interviews, selecting the operator, drafting the contract, and finalizing the contract terms.

This task will culminate in an action item at the TIMMA Board when an operator has been selected.

Deliverables:

- Draft and final RFP
- Draft and final operator contract
- Draft and final Board materials (Board memo and presentation)

Task 6. Contract Management Set-up & Launch

Before launching the on-island shuttle, this task will establish contract management protocols defining roles and responsibilities for the selected operator and TIMMA staff, including procedures for regular coordination and for managing incidents and other situations requiring immediate attention. Staff will also implement necessary adjustments in coordination with the selected operator and TIDA (e.g., storage or charging facility, facilities for drivers, potential signage, etc.) through the contracting process and its execution. This task includes public launch events and associated materials.

Deliverables:

- Draft and final operating protocols
- Facility upgrades, as needed
- Launch event and materials

Project Location

Treasure Island and Yerba Buena Island

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

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

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	\$1,555,000.00

Justification for Necessary Amendment

This request includes an amendment to the Transportation Demand Management (TDM) 5-Year Prioritization Program (5YPP) to reprogram funds from the Placeholder - TDM Strategic Plan Implementation project to the subject project. The placeholder was established to fund projects that are consistent with the recommended actions to be identified through the TDM Strategic Plan Update. The Strategic Plan Update was anticipated to be completed by June 2025 but has been delayed and recommendations have not yet been drafted.

TIMMA requests funds for the TI Shuttle project in advance of the TDM Strategic Plan recommendations since, in terms of TDM, the TI Transportation Program (which includes the on-island shuttle) is a single, comprehensive TDM effort required by an approved development agreement. The TDM Strategic Plan will recognize all previously-approved TDM requirements for existing development agreements. The TDM Strategic Plan scope does not anticipate modifying the TI TDM package.

In the absence of Strategic Plan recommendations, placeholder funds can be allocated to projects that score well against the 5YPP Prioritization Criteria for Prop L TDM Program, including supporting mode shift and/or time shift and demonstrated cost effectiveness. These criteria are addressed below and the Prioritization Criteria Scoring table is attached to this ARF.

Project Readiness:

The Treasure Island On-Island Shuttle launch project is ready to proceed. This service is part of the core Treasure Island Transportation Implementation Plan adopted with the development project in 2011, and is environmentally cleared. The developer has agreed to fund a portion of the cost for this start-up project and the developer's subsidy will support the operations, once the shuttle service is launched.

Relative Level of Need or Urgency:

The Treasure Island On-Island Shuttle is intended to be coordinated with the start of permanent ferry service (expected to begin Summer 2027, pending funding). It is necessary to launch the service as soon as possible to address the growing congestion on the island as development progresses and congestion builds.

Benefits to Disadvantaged Populations and Equity Priority Communities:

The on-island shuttle will benefit residents of Treasure Island, which is an Equity Priority Community. Residents of Treasure Island are largely low income and people of color, and there are numerous affordable housing developments recently opened and under construction. An affordable building for seniors is currently under construction. The affordable housing buildings were built with very low parking ratios, so the residents are more likely to be dependent on transit.

Prior Community Engagement/Level and Diversity of Community Support:

During outreach for the Treasure Island Supplemental Transportation Study, TI residents expressed the desire for free, on-demand shuttle service to destinations on TI and YBI to supplement existing Muni bus service. TIDA and the developer have also expressed support for an on-island service. In addition, because the project was initially funded through the now-cancelled EPA Community Change Grant, it is important to fulfill the community's expectations for this service.

Leveraging:

The developer will fund half of the cost for this start-up project. Importantly, once this Prop L-funded project is complete, the developer's operating subsidy will support ongoing operations.

Safety:

N/A

Mode Shift and/or Time Shift:

Currently, Muni's 25 line makes 13 stops on Treasure Island and none on Yerba Buena Island and the developer provides a private van shuttle for residents of certain buildings. There is no other transit service on the island, sidewalks and pedestrian facilities in the navy-era areas of the island are degraded, YBI is characterized by steep grades, and many current residents have unlimited parking, so driving is the easiest way for many people to get to destinations around the islands. The free on-island shuttle will provide a new sustainable transportation option for Island residents, workers, and visitors, and supplement existing Muni service on the island. Providing a free, convenient and sustainable way to get around the islands, including first/last mile connections to the ferry, will facilitate transit use for trips to, from and around the islands, and reduce private vehicle trips.

Examples of microtransit and shuttle programs indicate high potential for these programs to facilitate connections to transit and decrease private vehicle use. For example, the most popular pick up and drop off location for the Bayview shuttle in San Francisco is the 24th St BART Station. Since the service launched in November 2024, approximately 9% of all trips started at 24th St BART and 16% of trips ended at 24th St BART. In LA, the majority of microtransit riders (58%) said they would have used a car-based mode (e.g., driving, riding in a car as a passenger, or TNC/taxi) on their last trip if they had not taken Metro Micro. In 2022, Via, a microtransit operator in the US, reported that 41% of microtransit rides replaced trips previously served by private vehicles.

Cost-Effectiveness:

The on-island shuttle is part of the overall Treasure Island Mobility Management Program, a comprehensive, financially self-sustaining package of transit expansion, TDM strategies and congestion pricing. The Treasure Island program is a high performer in Plan Bay Area 2050 and included in the current PBA 2050+ update.

Compatibility with Land Use, Design Standards, and Planned Growth:

Yes

San Francisco Transportation Plan Alignment (SFTP):

SFTP Goals: Equity, Environmental Sustainability, Economic Vitality, Safety and Livability

The on-island shuttle is part of the Treasure Island Transportation Program, which is included under the Investment Plan in the SFTP. The Treasure Island Transportation Program is a Transportation Demand Management strategy that includes providing sustainable transportation options for new and existing residents to meet the Island's transportation goal to have at least 50% of trips made by walking, biking, bus, and ferry. It also furthers the SFTP goal of equity by serving this EPC.

Pilot Program Funding Plan:

This service is intended to be permanent and is not a pilot. The operating expenses of this shuttle service will be supported by the Treasure Island developer's operating subsidy, and in the future, by revenues from the congestion pricing system.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Treasure Island On-Island Shuttle Start-up
Primary Sponsor:	Treasure Island Mobility Management 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	2026	Jan-Feb-Mar	2027
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)	Apr-May-Jun	2027		
Open for Use				
Project Completion (means last eligible expenditure)			Apr-May-Jun	2027

SCHEDULE DETAILS

Since this is not a conventional capital project, all activities are included in the Planning phase. The service is expected to be in Operation in spring 2027. There is no expected end date for Operations.

Community Outreach is anticipated to occur in the second half of the project duration (Q3/2026 - Q4/2026).

- Task 1 - Project Management: April 2026 --> March 2027
- Task 2 - Initial Service Design: April 2026 --> May 2026
- Task 3 - Data & Evaluation Plan: April 2026 --> June 2026
- Task 4 - Communications & Outreach: July 2026 --> December 2026
- Task 5 - Procurement & Contracting: July 2026 --> December 2026
- Task 6 - Operations Set-up & Launch: January 2027 --> March 2027

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Treasure Island On-Island Shuttle Start-up
Primary Sponsor:	Treasure Island Mobility Management Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-224: Transportation Demand Management	\$175,000	\$0	\$0	\$175,000
Treasure Island Developer Funds	\$175,000	\$0	\$0	\$175,000
Phases In Current Request Total:	\$350,000	\$0	\$0	\$350,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$350,000	\$175,000	Prior projects and studies
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$350,000	\$175,000	

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

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

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY

Agency	Task 1 - Project Management	Task 2 - Initial Service Design	Task 3 - Data & Evaluation Plan	Task 4 - Communications and Outreach	Task 5 - Procurement & Contracting	Task 6 - Operations Set-up & Launch	Total
SFCTA	\$ 65,037	\$ 24,659	\$ 20,445	\$ 34,640	\$ 39,201	\$ 22,471	\$ 206,453
Consultant	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ 30,000	\$ 10,000	\$ 100,000
Other Direct Costs *	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000
Contingency	\$ 7,418	\$ 2,812	\$ 2,332	\$ 3,951	\$ 4,471	\$ 2,563	\$ 23,547
Total	\$ 72,455	\$ 27,471	\$ 52,777	\$ 68,591	\$ 73,672	\$ 55,034	\$ 350,000

* Direct Costs include mailing, reproduction costs room rental fees.

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	95	\$ 123.00	2.51	\$ 308.65	0.05	\$ 29,322
Assistant Deputy Director	206	\$ 85.40	2.51	\$ 214.30	0.10	\$ 44,146
Principal Transportation Planner	200	\$ 77.85	2.51	\$ 195.34	0.10	\$ 39,068
Transportation Planner	276	\$ 57.88	2.51	\$ 145.24	0.13	\$ 40,086
Communications Manager	134	\$ 60.30	2.51	\$ 151.31	0.06	\$ 20,276
Senior Graphic Designer	36	\$ 52.58	2.51	\$ 131.94	0.02	\$ 4,750
Principal Transportation Modeler	134	\$ 85.67	2.51	\$ 214.97	0.06	\$ 28,806
Total	1081					\$ 206,453

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Treasure Island On-Island Shuttle Start-up
Primary Sponsor:	Treasure Island Mobility Management Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$175,000	Total PROP L Recommended	\$175,000

SGA Project Number:		Name:	Treasure Island On-Island Shuttle Start-up
Sponsor:	Treasure Island Mobility Management Agency	Expiration Date:	06/30/2028
Phase:	Planning/Conceptual Engineering	Fundshare:	50.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-224	\$40,000	\$135,000	\$175,000

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. QPRs shall include a summary of outreach performed the prior quarter including feedback received.
3. Upon completion of Task 2 (anticipated May 2026), provide service design memo.
4. Upon completion of Task 3 (anticipated June 2026), provide evaluation plan.
5. Upon completion of Task 4 (anticipated December 2026), provide marketing and communications plan and example marketing materials.
6. Upon completion of Task 5 (anticipated December 2026), provide final RFP.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Prop L Transportation Demand Management 5YPP. See scope and attached 5YPP amendment for details.

Notes

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

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Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	50.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	50.0%

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Treasure Island On-Island Shuttle Start-up
Primary Sponsor:	Treasure Island Mobility Management Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$175,000
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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:

SC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Suany Chough	Suany Chough
Title:	Assistant Deputy Director for Planning	Assistant Deputy Director for Planning
Phone:		
Email:	suany@sfcta.org	suany@sfcta.org

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Transportation Demand Management (EP 24)

Programming and Allocations to Date

Pending February 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFCTA	TDM Strategic Plan Update	PLAN	Appropriated	\$108,000					\$108,000
SFMTA	TDM Strategic Plan Update	PLAN	Allocated	\$40,000					\$40,000
TBD	Placeholder - TDM Strategic Plan Implementation ¹	CON	Programmed		\$1,380,000				\$1,380,000
SFCTA	Treasure Island On-Island Shuttle Start-Up ¹	PLAN	Pending			\$175,000			\$175,000
Total Programmed in 2023 5YPP				\$148,000	\$1,380,000	\$175,000	\$0	\$0	\$1,703,000
Total Allocated and Pending				\$148,000	\$0	\$175,000	\$0	\$0	\$323,000
Total Unallocated				\$0	\$1,380,000	\$0	\$0	\$0	\$1,380,000
Total Programmed in 2023 Strategic Plan				\$148,000	\$1,555,000	\$0	\$0	\$0	\$1,703,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$175,000	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ 5YPP amendment to fund Treasure Island On-Island Shuttle Start-Up (Resolution 2026-xx, 2/xx/2026):

Placeholder - TDM Strategic Plan Implementation: Reduced from \$1,555,000 to \$1,380,000

Treasure Island On-Island Shuttle Start-Up: Added project with \$175,000 for planning in FY2025/26.

Prop L Project Submissions Evaluation - EP 24 Transportation Demand Management

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San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	District 5 Traffic Calming and Pedestrian Improvements [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Neighborhood Transportation Program
Current PROP L Request:	\$582,500
Supervisoral District	District 05

REQUEST

Brief Project Description

The SFMTA proposes a series of traffic calming treatments aimed at discouraging speeding and improving street safety throughout District 5. The project will install relatively low-cost materials using city implementation crews and/or on-call contractors to deliver effective pedestrian safety and traffic calming improvements quickly once projects are approved. Potential treatments for this project include painted safety zones, speed humps/cushions, and raised crosswalks.

Detailed Scope, Project Benefits and Community Outreach

To help accelerate the delivery of safer streets, the SFMTA seeks funding to implement traffic calming and pedestrian safety improvements in District 5.

Background

In spring 2025, District 5 sponsored a survey to identify issues that constituents are experiencing and inform decisions about how best to invest Neighborhood Program funds. The survey had over 300 responses. Preferences for the following improvements were expressed:

- Painted Safety Zones
 - 60% strong support, 21% support (81% combined)
 - 9% neutral
 - 5% oppose, 5% strongly oppose (10% combined)
- Speed humps/cushions
 - 54% strong support, 23% support (77% combined)
 - 14% neutral
 - 5% oppose, 4% strongly oppose (9% combined)
- Raised crosswalks
 - 55% strong support, 25% support (80% combined)
 - 15% neutral
 - 3% oppose, 2% strongly oppose (5% combined)

Scope

To support the findings of the District 5-sponsored survey, SFMTA proposes a series of traffic calming and pedestrian safety treatments aimed at discouraging speeding and improving street safety equitably throughout District 5. Treatment types include painted safety zones (PSZs), speed humps/cushions, and raised crosswalks. Approximately 17 painted safety zones, 7 speed cushions and 5 asphalt raised crosswalks are estimated to be constructed through this request. The final number of locations and number of improvements will depend on type of improvement due to the

higher unit cost of raised crosswalks compared to speed cushions. Final locations will be determined during the Design Phase and in consultation with the District 5 office. Improvements are expected to move quickly from design to construction, as they will not require major street reconstruction and will be implemented by city crews and/or on-call contractors. Range of expected useful life depends on improvement type. Painted safety zones have an expected useful life of approximately 5 years due to the need to replace safe hit posts, while speed cushions and asphalt raised crosswalks have an expected useful life of approximately 20 years.

Potential Locations

Potential locations for painted safety zones and traffic calming were informed by the District 5 survey and recommended by survey participants. District 5 is continuing to work with SFMTA to evaluate potential locations in the Tenderloin.

Painted Safety Zones (17):

- Primary
 - Fell and Octavia (Hayes Valley) - 2 PSZs
 - Sutter and Webster (Fillmore/Japantown) - 4 PSZs
 - Oak and Divisadero (NoPa/Alamo Square) - 3 PSZs
 - Bush and Fillmore (Fillmore/Japantown) - 4 PSZs
- Potential Additional Locations (Up to 4 PSZs)
 - Haight and Laguna (Lower Haight)
 - Hayes and Gough (Hayes Valley)
 - Hayes and Laguna (Hayes Valley)
 - Sutter and Buchanan (Fillmore/Japantown)
 - Hayes and Scott (Alamo Square)
 - Fulton and Baker (NoPa)

Speed Humps/Cushions (7):

- Eddy b/w Fillmore and Webster (Fillmore)
- Eddy b/w Laguna and Buchanan (Fillmore)
- Eddy b/w Buchanan and Webster (Fillmore)
- Germania b/w Steiner and Fillmore (Lower Haight)
- Laguna b/w Page and Haight (Hayes Valley/Lower Haight)
- Sutter b/w Laguna and Buchanan (Japantown)
- Sutter b/w Webster and Buchanan (Japantown)

Raised Crosswalks (4):

- Haight and Lyon (Haight) - east and west legs
- Post and Octavia (Fillmore/Japantown) - east and west legs

Final locations will be recommended by SFMTA after site visits to determine feasibility and distribution across District 5. Final recommendations will be confirmed by the District 5 supervisor office. Locations in Equity Priority Communities (EPC) will be a focus for this request. It should be noted the the SFMTA has implemented many traffic safety projects in EPCs in District 5 over the past 10 years, with particular emphasis in the Tenderloin, including speed limit reductions and turn restrictions. Evaluation of location feasibility for potential traffic calming includes factors such as signalized intersections, multi-lane roadways, and presence of Muni routes.

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

Various locations equitably distributed throughout District 5

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

Project Phase(s)

Justification for Multi-phase Request

Multi-phase allocation is recommended given short duration design phase for these traffic calming and pedestrian safety treatments. Design and construction phases will overlap as work is conducted at various locations.

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	\$687,355.00

Justification for Necessary Amendment

This request includes an amendment to the Neighborhood Transportation Program 5YPP to add the subject project with funds from the Neighborhood Program (NTP) Project Placeholder.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	District 5 Traffic Calming and Pedestrian Improvements [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)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2026	Oct-Nov-Dec	2026
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2026		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2027
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2028

SCHEDULE DETAILS

Project schedule for Painted Safety Zones and Traffic Calming will overlap but be on different construction paths due to contracting needs for Traffic Calming elements. The proposed schedule is as follows:

Painted Safety Zones:

Design: Apr-Jun FY 25-26 to Jul-Sep FY 26-27

Construction: Jan-Mar FY26-27

Traffic Calming:

Design: Apr-Jun FY 25-26 to Jul-Sep FY 26-27

Construction: Jul-Sep FY 27-28

Full open for use is expected in Oct-Dec FY 27-28 with completion in Jan-Mar FY 27-28. SFMTA will provide updates on design and construction implementation schedules on a quarterly basis.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	District 5 Traffic Calming and Pedestrian Improvements [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	\$582,500	\$0	\$0	\$582,500
Phases In Current Request Total:	\$582,500	\$0	\$0	\$582,500

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	\$141,200	\$141,200	Based on previous traffic calming and PSZ construction costs per Traffic Calming and Pedestrian Program staff and section leads.
Construction	\$441,300	\$441,300	Based on previous traffic calming and PSZ construction costs per Traffic Calming and Pedestrian Program staff and section leads.
Operations	\$0		
Total:	\$582,500	\$582,500	

% Complete of Design:	0.0%
As of Date:	12/29/2025
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 - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 128,200	91%
1a. Painted Safety Zone Design	\$ 65,200	46%
1b. Traffic Calming Design	\$ 63,000	45%
2. Contingency	\$ 13,000	9%
TOTAL PHASE	\$ 141,200	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 128,200
	\$ -
TOTAL	\$ 128,200

SUMMARY BY MAJOR LINE ITEM - CONSTRUCTION (BY AGENCY BY TASK)				
Budget Line Item	Totals	% of Construction		SFMTA
1. Painted safety zones - Khaki				
Count	17			
Average Unit Cost	\$ 6,600			
Subtotal	\$ 112,200	25%		\$ 112,200
2. New Striping Record (if needed)				
Count (anticipated)	2			
Unit Cost	\$ 9,700			
Subtotal	\$ 19,400	4%		\$ 19,400
Painted Safety Zone				
Subtotal	\$ 131,600	30%		\$ 131,600
3. Speed cushions/humps				
Count	7			
Average Unit Cost	\$ 15,000			
Subtotal	\$ 105,000	24%		\$ 105,000
4. Raised crosswalks				
Count	4			
Average Unit Cost	\$ 25,000			
Subtotal	\$ 100,000	23%		\$ 100,000
5. Signage for Traffic Calming				
Count	11			
Average Unit Cost	\$ 500			
Subtotal	\$ 5,500	1%		\$ 5,500
6. Striping for Traffic Calming				
Count	11			
Average Unit Cost	\$ 1,100			
Subtotal	\$ 12,100	3%		\$ 12,100
7. Traffic Calming Construction Support	\$ 46,900	11%		\$ 46,900
Traffic Calming Subtotal	\$ 269,500	61%		\$ 269,500
8. Other Direct Costs *	\$ -			\$ -
9. Contingency	\$ 40,200	9%		\$ 40,200
TOTAL CONSTRUCTION PHASE	\$ 441,300			\$ 441,300

*Budget is based on preliminary list of locations. Final locations will be determined after evaluation by SFMTA and will be confirmed by the District 5 supervisor office.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	District 5 Traffic Calming and Pedestrian Improvements [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$582,500	Total PROP L Recommended	\$582,500

SGA Project Number:		Name:	District 5 Traffic Calming and Pedestrian Improvements [NTP]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2027
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-225	\$57,000	\$84,200	\$141,200

Deliverables

1. 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.
2. By September 2026, provide final list of improvements (e.g. traffic calming measures) by location. Locations shall be confirmed by the District 5 Supervisor prior to implementation.
3. Upon completion, SFMTA 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

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 5 Commissioner.

SGA Project Number:		Name:	District 5 Traffic Calming and Pedestrian Improvements [NTP]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2028

Phase:	Construction	Fundshare:	100.0%
Cash Flow Distribution Schedule by Fiscal Year			
Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-225	\$176,500	\$264,800	\$441,300
Deliverables			
<p>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.</p> <p>2. With the first QPR due April 25, 2026, SFMTA shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork SFMTA shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project SFMTA shall provide 2-3 photos of completed work.</p>			
Special Conditions			
<p>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.</p> <p>2. The Transportation Authority will not reimburse SFMTA for construction phase expenses until Transportation Authority staff releases the funds pending receipt of a list of improvements by location and improvement type, as confirmed by the District 5 Supervisor, as well as a final total cost estimate based on the number of improvements by type.</p>			
Notes			
1. Progress reports will be shared with the District 5 Commissioner.			

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:	District 5 Traffic Calming and Pedestrian Improvements [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$582,500
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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:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Paul Stanis	Kathryn Studwell
Title:	Unknown	Grant Administration Manager
Phone:	555-5555	(415) 517-7015
Email:	paul.stanis@sfmta.com	kathryn.studwell@sfmta.com

Figure 1. Asphalt Raised Crosswalk



Figure 2. Painted Safety Zone

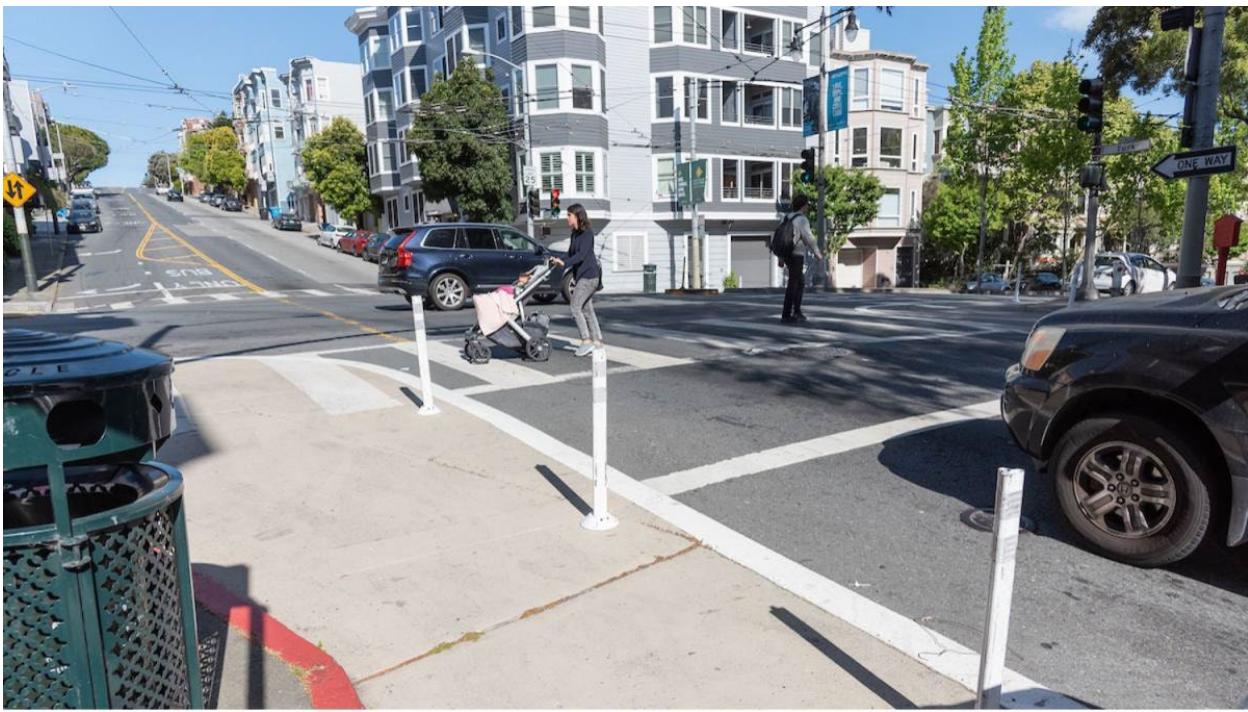


Figure 3. Five-Lump Speed Hump



Figure 4. Three-Lump Speed Hump



2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Neighborhood Transportation Program (EP 25)

Programming and Allocations to Date

Pending February 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated	\$100,000					\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Allocated	\$100,000					\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated		\$100,000				\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed		\$100,000				\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated			\$100,000			\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Allocated			\$100,000			\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed				\$100,000		\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed				\$100,000		\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed					\$100,000	\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed					\$100,000	\$100,000
Any	Neighborhood Program (NTP) Project Placeholder 1,2, 3,4, 5,6, 7,8, 9	TBD	Programmed	\$104,855					\$104,855
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed		\$2,000,000				\$2,000,000
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed			\$1,850,000			\$1,850,000
SFCTA	Walter U Lum Place Public Space Study [NTP] 1	PLAN/CER	Appropriated	\$236,000					\$236,000
SFMTA	Walter U Lum Place Public Space Study [NTP] 1	PLAN/CER	Allocated	\$114,000					\$114,000
SFCTA	Inner Sunset Multimodal Safety and Access Study [NTP] 1	PLAN/CER	Appropriated	\$265,000					\$265,000
SFMTA	Inner Sunset Multimodal Safety and Access Study [NTP] 1	PLAN/CER	Allocated	\$85,000					\$85,000
SFMTA	Great Highway Gateway [NTP] 2	PLAN/CER	Allocated		\$159,145				\$159,145
SFPW	Clement Street Intersection Improvements 2	PS&E	Allocated		\$25,000				\$25,000
SFPW	Clement Street Intersection Improvements 2	CON	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] 3	PLAN/CER	Allocated		\$50,000				\$50,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] 3	PS&E	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] 3	CON	Allocated		\$550,000				\$550,000
SFMTA	Lincoln Way Traffic Signals [NTP] 4	PS&E	Allocated		\$500,000				\$500,000
SFMTA	Duboce Triangle Slow Streets Study [NTP] 5	PLAN/CER	Allocated		\$250,000				\$250,000
SFMTA	Monterey Boulevard Pedestrian Safety Improvement [NTP] 6	PS&E	Allocated		\$60,000				\$60,000

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Neighborhood Transportation Program (EP 25)

Programming and Allocations to Date

Pending February 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Monterey Boulevard Pedestrian Safety Improvement ⁶ [NTP]	CON	Allocated		\$290,000				\$290,000
SFMTA	District 5 Daylighting [NTP] ⁷	CON	Allocated		\$117,500				\$117,500
SFMTA	West Broadway Tunnel Safety [NTP] ⁸	PS&E	Allocated			\$75,000			\$75,000
SFMTA	West Broadway Tunnel Safety [NTP] ⁸	CON	Allocated			\$186,000			\$186,000
SFMTA	District 5 Traffic Calming and Pedestrian Improvements [NTP] ⁹	PS&E	Pending			\$141,200			\$141,200
SFMTA	District 5 Traffic Calming and Pedestrian Improvements [NTP] ⁹	CON	Pending			\$441,300			\$441,300
Total Programmed in 2023 5YPP				\$1,004,855	\$4,401,645	\$2,893,500	\$200,000	\$200,000	\$8,700,000
Total Allocated and Pending				\$900,000	\$2,301,645	\$1,043,500	\$0	\$0	\$4,245,145
Total Unallocated				\$104,855	\$2,100,000	\$1,850,000	\$200,000	\$200,000	\$4,454,855
Total Programmed in 2023 Strategic Plan				\$4,050,000	\$2,200,000	\$2,050,000	\$200,000	\$200,000	\$8,700,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$3,045,145	\$843,500	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ 5YPP amendment to fund Walter U Lum Place Public Space Study [NTP] and Inner Sunset Multimodal Safety and Access Study [NTP] (Resolution 2024-014, 10/24/2023): Neighborhood Program (NTP) Project Placeholder: Reduced from \$3,850,000 to \$3,150,000.

Walter U Lum Place Public Space Study: Added project with \$350,000 in FY2023/24.

Inner Sunset Multimodal Safety and Access Study [NTP Planning]: Added project with \$350,000 in FY2023/24.

² 5YPP amendment to fund Great Highway Gateway and Clement Street Intersection Improvements (Resolution 2025-011, 9/24/2024):

Neighborhood Program (NTP) Project Placeholder: Reduced from \$3,150,000 to \$2,865,855.

Great Highway Gateway: Added project with \$159,145 in FY2024/25.

Clement Street Intersection Improvements: Added projects with \$25,000 PS&E and \$125,000 CON in FY2024/25.

³ 5YPP amendment to fund District 11 Traffic Calming and Sideshow Deterrence [NTP] (Resolution 2025-025, 12/17/2024):

Neighborhood Program (NTP) Project Placeholder: Reduced from \$2,865,855 to \$2,165,855.

District 11 Traffic Calming and Sideshow Deterrence [NTP]: Added project with \$700,000 in FY2024/25.

⁴ 5YPP amendment to fund Lincoln Way Traffic Signals [NTP] (Resolution 2025-029, 2/25/2025):

Neighborhood Program (NTP) Project Placeholder: Reduced from \$2,165,855 to \$1,665,855.

Lincoln Way Traffic Signals [NTP]: Added project with \$500,000 in FY2024/25.

⁵ 5YPP amendment to fund Duboce Triangle Slow Streets Study [NTP] (Resolution 2025-029, 2/25/2025):

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Neighborhood Transportation Program (EP 25)

Programming and Allocations to Date

Pending February 2026 Board

Neighborhood Program (NTP) Project Placeholder: Reduced from \$1,665,855 to \$1,415,855.

Duboce Triangle Slow Streets Study [NTP]: Added project with \$250,000 in FY2024/25.

⁶ 5YPP amendment to fund Monterey Boulevard Pedestrian Safety Improvement [NTP] (Resolution 2025-038, 3/25/2025):

Neighborhood Program (NTP) Project Placeholder: Reduced from \$1,415,855 to \$1,065,855.

Monterey Boulevard Pedestrian Safety Improvement [NTP]: Added project with \$350,000 in FY2024/25.

⁷ 5YPP amendment to fund District 5 Daylighting [NTP] (Resolution 2025-046, 5/25/2025):

Neighborhood Program (NTP) Project Placeholder: Reduced from \$1,065,855 to \$948,355

District 5 Daylighting [NTP]: Added project with \$117,500 in FY2024/25.

⁸ 5YPP amendment to fund West Broadway Tunnel Safety [NTP] (Resolution 2026-019, 10/28/2025):

Neighborhood Program (NTP) Project Placeholder: Reduced from \$948,355 to \$687,355

West Broadway Tunnel Safety [NTP]: Added project with \$75,000 for design and \$186,000 for construction in FY2025/26.

⁹ 5YPP amendment to fund District 5 Traffic Calming and Pedestrian Improvements [NTP] (Resolution 2026-xx, 2/xx/2026):

Neighborhood Program (NTP) Project Placeholder: Reduced from \$687,355 to \$104,855

District 5 Traffic Calming and Pedestrian Improvements [NTP]: Added project with \$141,200 for design and \$441,300 for construction in FY2025/26.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Mission/Alemany Community Based Transportation Plan
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Equity Priority Transportation Program
Current PROP L Request:	\$200,000
Supervisoral District	District 11

REQUEST

Brief Project Description

The Mission/Alemany Community Based Transportation Plan (CBTP) will engage community members, including convening a Community Advisory Group composed of community leaders and agency staff, in collaborative decision making to address transportation safety, access, and circulation challenges and gaps focused around the Mission Street corridor between San Jose Avenue and Silver Avenue in the Outer Mission, Balboa Park, Crocker-Amazon and Excelsior neighborhoods. The study will be led by SFCTA with support from SFMTA.

Detailed Scope, Project Benefits and Community Outreach

See attached scope of work.

Project Location

Area along and surrounding Mission St between San Jose & Silver Avenues

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

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

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	\$200,000.00

Justification for Necessary Amendment

This request includes an amendment to the Equity Priority Transportation Program 5YPP to add the subject project with funds from the Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon) placeholder.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Mission/Alemany Community Based Transportation Plan
Primary Sponsor:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	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	Apr-May-Jun	2027
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

Task schedule below:

Task 1 - Project Management: Feb 2026 - Jun 2027

Task 2 - Outreach & Engagement: Feb 2026 - Jun 2027 (see details below)

Task 3 - Baseline Conditions: Mar 2026 - May 2026

Task 4 - Related Plans & Projects: Mar 2026

Task 5 - Needs, Goals, Objectives: May 2026 - July 2026

Task 6 - Concept Development: July 2026 - December 2026

Task 7 - Concept Analysis & Evaluation: September 2026 - December 2026

Task 8 - Draft and Final Recommendations: Jan 2027 - March 2027

Task 9 - Final Report, Funding, Monitoring: March 2027- June 2027

Task 2 - Outreach & Engagement: Community outreach: This project includes robust community-centered planning with a Community Advisory Group anticipated to meet ~4 times throughout the study, with broader outreach, including both co-creation and focus group opportunities targeted at hard-to-reach populations occurring in conjunction with Task 6 - Concept Development and Task 9 - Final Report.

Per CBTP guidelines, MTC requires that CBTP funds are used by December 2026 or the funds will be repurposed by MTC.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Mission/Alemany Community Based Transportation Plan
Primary Sponsor:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-226: Equity Priority Transportation Program	\$200,000	\$0	\$0	\$200,000
MTC CBTP 2022-2026 Cycle Funds	\$0	\$370,000	\$0	\$370,000
Phases In Current Request Total:	\$200,000	\$370,000	\$0	\$570,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$570,000	\$200,000	Staff Estimate (Based on Recent Similar Efforts)
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$570,000	\$200,000	

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

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

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY

Agency	Task 1 - Project Management & Adminisrtation	Task 2 - Outreach & Engagement	Task 3 - Baseline Conditions	Task 4 - Related Plans & Projects	Task 5 - Needs Assessment, Goals, Objectives	Task 6 - Concept Development	Task 7 - Concept Analysis & Evaluation	Task 8 - Recommendations	Task 9 - Final Report	Contingency	Total
SFCTA	\$ 20,000.00	\$ 80,000.00	\$ 5,000.00	\$ 5,000.00	\$ 15,000.00	\$ 15,000.00	\$ 20,000.00	\$ 20,000.00	\$ 10,000.00	\$ -	\$ 190,000
SFMTA	\$ 15,000.00	\$ 20,000.00	\$ 20,000.00	\$ -	\$ 5,000.00	\$ 65,000.00	\$ 20,000.00	\$ 15,000.00	\$ 5,000.00	\$ -	\$ 165,000
Consultant	\$ 15,000.00	\$ 75,000.00	\$ 15,000.00	\$ 10,000.00	\$ 10,000.00	\$ 20,000.00	\$ 10,000.00	\$ 5,000.00	\$ 15,000.00	\$ -	\$ 175,000
Other Direct Costs *	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000.00	\$ 20,000
Total	\$ 50,000	\$ 185,000	\$ 50,000	\$ 15,000	\$ 30,000	\$ 100,000	\$ 50,000	\$ 40,000	\$ 30,000	\$ 20,000	\$ 570,000

Direct Costs include traffic data collection, mailing, reproduction costs, room rental fees, etc.

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	110	\$ 106.56	2.59	\$ 275.89	0.05	\$ 30,348
Principal Transp. Modeler	32	\$ 85.67	2.59	\$ 221.79	0.02	\$ 7,097
Principal Transp. Planner	280	\$ 77.85	2.59	\$ 201.54	0.13	\$ 56,431
Senior Comm. Officer	220	\$ 68.93	2.59	\$ 178.44	0.11	\$ 39,257
Transportation Planner	380	\$ 57.88	2.59	\$ 149.85	0.18	\$ 56,943
Total*	1022				0.49	\$ 190,000

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Manager (9179)	158	\$ 121.42	2.33	\$ 282.99	0.08	\$ 44,712
Engineer (5241)	160	\$ 96.54	2.56	\$ 246.66	0.08	\$ 39,466
Transit Planner IV (5290)	200	\$ 85.45	2.56	\$ 218.98	0.10	\$ 43,796
Project Manager II (5504)	200	\$ 110.93	1.69	\$ 187.07	0.10	\$ 37,414
Total*	718				0.35	\$ 165,000

Sum totals rounded to nearest \$100

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Mission/Alemany Community Based Transportation Plan
Primary Sponsor:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$200,000	Total PROP L Recommended	\$200,000

SGA Project Number:		Name:	Mission/Alemany Community Based Transportation Plan
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	12/31/2027
Phase:	Planning/Conceptual Engineering	Fundshare:	35.09%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-226	\$50,000	\$150,000	\$200,000

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, any issues that may impact schedule, and a summary of outreach performed the prior quarter including feedback received, in addition to all other requirements described in the Standard Grant Agreement.
2. With the quarterly progress report submitted June 2026, provide deliverables for Task 1: Project Management & Administration, including final project schedule, executed consultant contract/task order, and executed SFCTA/SFMTA Memorandum of Understanding defining final roles, responsibilities, and funding.
3. Upon completion of Task 4 (anticipated March 2026): Related Plans & Projects provide Summary Related Plans and Projects Memorandum.
4. Upon completion of Task 3 (anticipated May 2026): Baseline Conditions provide Summary Baseline Conditions Memorandum.
5. Upon completion of Task 5 (anticipated July 2026): Needs Assessment, Goals, and Objectives provide Summary Needs Assessment memorandum and Evaluation Framework including goals, objectives, and measures of effectiveness.
6. Upon completion of Task 6 (anticipated December 2026): Concept Development provide conceptual design drawings and/or descriptions (as appropriate) and conceptual cost estimates.
7. Upon completion of Task 7 (anticipated December 2026): Concept Analysis & Evaluation provide Evaluation Memorandum and analysis summaries.

8. Upon completion of Task 8 (anticipated March 2027): Draft & Final Recommendations provide draft recommendations summary memorandum.
9. Upon completion of Task 2 (anticipated June 2027): Outreach & Engagement provide Community Engagement Plan, Community Advisory Group meeting summaries, general public outreach materials, and overall community engagement summary report.
10. Upon completion of Task 9 (anticipated June 2027): Final Report provide final report, including implementation, funding, and monitoring plan. SFCTA shall present the final report to the Board for approval.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Equity Priority Transportation Program 5YPP. See attached 5YPP amendment for details.

Notes

1. Reminder: All flyers, brochures, posters, websites and other similar materials prepared with Proposition L funding shall comply with the attribution requirements established in the Standard Grant Agreement.
2. This project is required to provide at least one mid-point update to the SFCTA Community Advisory Committee.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	64.91%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	64.91%

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Mission/Alemany Community Based Transportation Plan
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$200,000
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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:

AH

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Andrew Heidel	Anna LaForte
Title:	Principal Transportation Planner	Deputy Director for Policy & Programming
Phone:	(415) 701-4803	(415) 522-4805
Email:	andrew.heidel@sfcta.org	anna.laforte@sfcta.org

Study Purpose & Outline

The Mission/Alemany Community Based Transportation Plan (CBTP) will engage community members in collaborative decision making to address transportation safety, access, and circulation challenges and gaps around the Mission Street corridor in the Outer Mission, Balboa Park, Crocker-Amazon and Excelsior Neighborhoods. This corridor is served by frequent bus service both along and perpendicular to Mission Street, but the surrounding neighborhoods have a higher drive-alone mode share than the San Francisco average, indicating potential unmet needs. Additionally, large sections of major roadways in the area, including Mission, Alemany, and Geneva are included as part of the city's High Injury Network, indicating a disproportionate concentration of crashes resulting in severe or fatal injuries. Commissioner Chen has expressed support for this request.

By engaging in robust community engagement, including convening a Community Advisory Group (CAG) composed of community leaders and agency staff, the Mission/Alemany CBTP will identify transportation and safety needs in the study area and develop prioritized solutions for implementation. To achieve this outcome, the study will:

- Develop a community outreach plan centered on seeking and incorporating the input of typically underserved groups, such as youth, senior, and limited English proficiency communities;
- Assess existing conditions in transportation circulation, access, and safety to identify gaps or areas of need, particularly to and from regional destinations, using both technical analysis and community input;
- Review prior plans and studies for past needs as well as unimplemented recommendations/solutions to consider;
- With the CAG, develop project goals, objectives, and evaluation criteria
- With the CAG and through outreach, co-create and evaluate potential interventions and improvements to address the identified gaps and challenges; and
- Advance interventions and improvements through focus groups and broader public outreach with community members and people who travel to and through the study area to create recommendations for implementation and adoption.

The study will be led by SFCTA with support from SFMTA throughout and in key tasks. This funding request proposes to allocate funds from the Community Based Transportation Plan placeholder in the Equity Priority Transportation Program, and will leverage \$370,000 in federal funds from the Metropolitan Transportation Commission available to San Francisco for community based transportation plans.

The study area for the Misson/Alemany CBTP is anticipated to focus on Equity Priority Communities located along the Mission St corridor between approximately Mission and Silver at the north to Mission and San Jose at the south, but will be confirmed/finalized as part of Task 3 - Existing Conditions assessment in collaboration with the CAG.

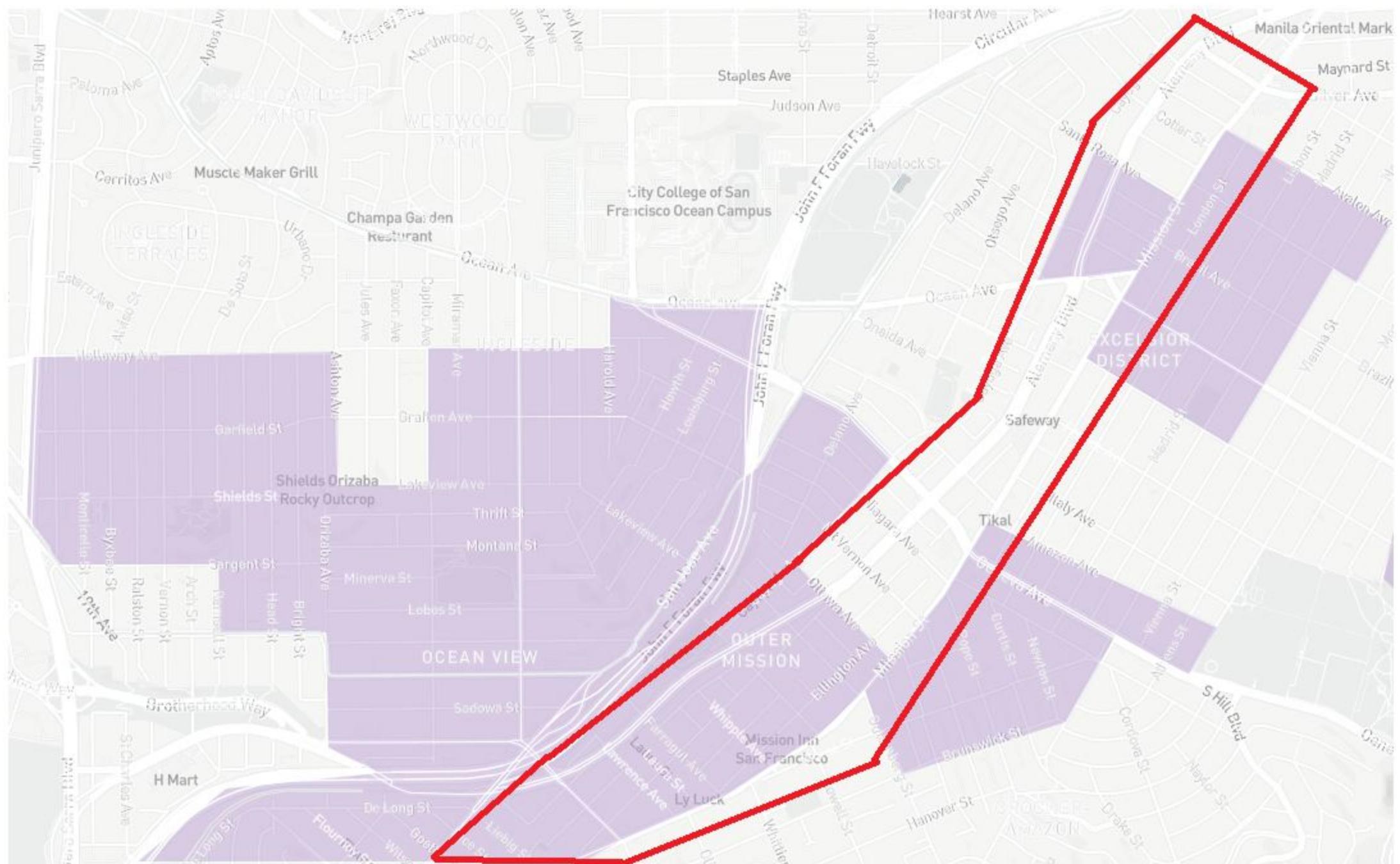
Study Schedule & Scope

The Mission/Alemany Community Based Transportation Plan scope is outlined below, with cost estimates for each task noted (consistent with the attached Major Line Item Budget). Work is expected to kick off in early 2026 and proceed for approximately 18 months in total.

- Task 1: Project Management & Administration (Lead: SFCTA) - \$50,000, February 2026 – June 2027
 - Description:
 - General project management including regular team meetings
 - Invoicing and schedule maintenance
 - Consultant procurement
 - SFCTA/SFMTA Memorandum of Understanding defining final roles, responsibilities, and funding
 - *Deliverables: Final project schedule, quarterly progress reports, executed consultant contract/task order, executed SFCTA/SFMTA MOU*
- Task 2: Outreach & Engagement (Lead: SFCTA) - \$195,000, February 2026 – June 2027
 - Description:
 - Develop a community outreach and engagement plan that establishes a Community Advisory Group (CAG) made up of representatives from community groups based in or providing services to the study area along with non-project team governmental agencies. Members will be selected in consultation with the District 11 Supervisor's office. The CAG will serve both an engagement and Technical Advisory Committee role.
 - Assume 4 CAG meetings over the course of the study
 - Develop a community engagement plan for broader outreach to residents, businesses, and other key stakeholders. Include both online and in-person engagement options, along with focus groups for hard-to-reach and underrepresented groups
 - Assume of 6 focus groups in 2 rounds, 3 per round
 - Assume 1 communitywide co-creation opportunity
 - Assume 4 rounds of social media engagement
 - *Deliverables: Community Engagement Plan, Community Advisory Group meeting summaries, General public outreach materials and events (up to three languages), Overall community engagement summary report*
- Task 3: Baseline Conditions (Co-lead: SFMTA/SFCTA) - \$40,000, March 2026 – May 2026
 - Description:
 - SFMTA: Review and summarize relevant traffic, transit, and safety data in the study area. Conduct additional data collection as appropriate to fill gaps in understanding, particularly with respect to issues identified by the community, to the extent practicable.

- SFCTA: As needed, review and summarize relevant data, including but not limited to travel diary and trip origin/destination information, to inform the identification of potential future study area transit, traffic, and circulation issues. This analysis will be used to develop an understanding of typical trips and travel profile (purpose, mode, etc.) to, from, and within the study area.
- Jointly develop a summary memo confirming the final study area and outlining the existing transportation environment, including a summary of existing transportation conditions and population statistics in the study area.
 - *Deliverables: Summary Baseline Conditions Memorandum*
- Task 4: Related Plans & Projects (Lead: SFCTA) - \$15,000, March 2026
 - Description:
 - Review and summarize relevant transportation and community plans, studies, and programs that provide policy and technical basis for transportation planning in the study area
 - *Deliverable: Summary Related Plans & Projects Memorandum*
- Task 5: Needs Assessment, Goals, and Objectives (Lead: SFCTA, Support: SFMTA) - \$30,000, May 2026 – July 2026
 - Description:
 - Using input from community engagement (Task 2), baseline conditions analysis (Task 3), and prior plans (Task 4), identify key local and regional destinations for community residents and employees. Identify and inventory gaps in transportation services and infrastructure that create barriers to access, mobility, and safety to, from, and within the community and to and from these key destinations
 - Develop a set of project goals and objectives that improvements or solutions should be developed to respond to and are expected to improve upon. Develop metrics and measures of effectiveness to assist in subsequent evaluation and reporting back to the CAG, stakeholders, and the broader public.
 - *Deliverables: Summary Needs Assessment memorandum, Evaluation Framework including Goals, Objectives, and Measures of Effectiveness*
- Task 6: Concept Development (Co-lead: SFMTA/SFCTA) - \$100,000, July 2026 - December 2026
 - Description:
 - Identify potential solutions, including potentially both operational and capital changes/improvements, to address the gaps identified in the needs assessment. These could include solutions from a standard toolbox of solutions as well as innovative approaches, depending on the direction from the CAG. These solutions may be new, or may have been identified in prior planning work but not yet implemented.
 - Develop and include a cost estimate for each potential improvement

- *Deliverables: Conceptual Design Drawings and/or Descriptions (as appropriate), Conceptual Cost Estimates*
- Task 7: Concept Analysis & Evaluation (Co-lead: SFCTA/SFMTA) - \$50,000, September 2026 - December 2026
 - Description:
 - Use the goals established in Task 5 to evaluate the potential solutions, including for cost-effectiveness.
 - Prepare a solutions evaluation memo documenting the expected performance of each option
 - Review potential improvements with the CAG for input and screening
 - As needed, SFCTA/consultant will provide analysis and data to support a technical performance evaluation
 - *Deliverables: Evaluation Memorandum, Analysis summaries*
- Task 8: Draft & Final Recommendations (Co-lead: SFCTA/SFMTA) - \$40,000, January 2027 - March 2027
 - Description:
 - Draft recommendations supported by the CAG and showing promise towards achieving project goals in the concept analysis and evaluation will be presented to the broader community for input. Broader community input from Task 2 will be summarized and presented to the CAG
 - The study team will develop a final set of recommendations for concurrence by the CAG and, subsequently, relevant boards (depending on recommendations and process outcome).
 - *Deliverables: Draft recommendations summary memorandum*
- Task 9: Final Report (Lead: SFCTA); Implementation & Monitoring Plan (Lead: SFMTA); Funding Plan (Lead: SFCTA) - \$30,000, March 2027- June 2027
 - Description:
 - Study team will develop a final report incorporating a documentation of the process, engagement, and technical work that support the final recommendations
 - This report will include an implementation and monitoring plan, including anticipated and potential funding sources as well as an approach to evaluate success in intended outcomes, for the recommended improvements
 - *Deliverables: Final report, including implementation, funding, and monitoring plan*



Study Area



Equity Priority Community

Exact study area to be confirmed in consultation with community stakeholders as part of scope of work

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Equity Priority Transportation Program (EP 26)

Programming and Allocations to Date

Pending February 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
TBD	Brotherhood Way Safety and Circulation Plan Implementation Placeholder	TBD	Programmed			\$1,000,000			\$1,000,000
TBD	Citywide Equity Planning Placeholder ¹	TBD	Programmed		\$160,110				\$160,110
TBD	Community Based Transportation Plan Implementation Placeholder	TBD	Programmed			\$600,000			\$600,000
TBD	Community Based Transportation Plan Implementation Placeholder	TBD	Programmed				\$600,000		\$600,000
TBD	Community Based Transportation Plan Placeholder ² (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon)	PLAN/CER	Programmed		\$0				\$0
TBD	Community Based Transportation Plan Placeholder ² (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon)	PLAN/CER	Programmed			\$0			\$0
TBD	Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon)	PLAN/CER	Programmed				\$100,000		\$100,000
SFMTA	Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder	TBD	Programmed		\$400,000				\$400,000
SFMTA	Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder	TBD	Programmed			\$600,000			\$600,000
SFCTA	Bayview Street Safety and Truck Relief Study ¹	PLAN/CER	Appropriated		\$139,890				\$139,890
SFCTA	Mission/Alemany Community Based Transportation Plan ²	PLAN/CER	Planned			\$200,000			\$200,000

Total Programmed in 2023 5YPP	\$0	\$700,000	\$2,400,000	\$700,000	\$0	\$3,800,000
Total Allocated and Pending	\$0	\$139,890	\$0	\$0	\$0	\$139,890
Total Unallocated	\$0	\$560,110	\$2,400,000	\$700,000	\$0	\$3,660,110
Total Programmed in 2023 Strategic Plan	\$0	\$800,000	\$2,300,000	\$700,000	\$0	\$3,800,000
Deobligated Funds	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity	\$0	\$100,000	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation						
Board Approved Allocation/Appropriation						

FOOTNOTES:

¹ 5YPP amendment to fund Bayview Street Safety and Truck Relief Study (Resolution 2025-022, 12/10/2024):

Citywide Equity Planning Placeholder: Reduced from \$300,000 to \$160,110 in FY2023/24.

Bayview Street Safety and Truck Relief Study: Added project with \$139,890 in FY2024/25.

² 5YPP amendment to fund Mission/Alemany Community Based Transportation Plan (Resolution 2026-XX, 02/28/2026):

Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon): Reduced from \$100,000 to \$0 in FY2024

Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon): Reduced from \$100,000 to \$0 in FY2025

Mission/Alemany Community Based Transportation Plan: Added project with \$200,000 for planning in FY2025/26.