



# Memorandum

## AGENDA ITEM 6

**DATE:** February 19, 2026  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 3/10/2026 Board Meeting: Appropriate \$97,000 in Prop L Funds, with Conditions, for Caltrain Governance 2026 Work Program and Ad Hoc Committee Support

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Appropriate \$97,000 in Prop L funds, with conditions, for Caltrain Governance 2026 Work Program and Ad Hoc Committee Support.</p> <p><b>SUMMARY</b></p> <p>At the January 8, 2026, meeting of the Caltrain Joint Powers Board (JPB), the JPB approved a motion directing the JPB's Ad Hoc Committee on Governance to work this year to bring forward recommended amendments to Caltrain's governing agreements, including addressing a number of related issues specified in the motion. At the Transportation Authority Board's January 27, 2026, meeting, Commissioner Walton requested that the Transportation Authority provide staff support for Caltrain governance development activities during 2026, including Director Walton's participation on the JPB Ad Hoc Committee. This effort is not included in the adopted Caltrain Maintenance 5YPP. In order to preserve the existing programming in the 5YPP which serves as San Francisco's local match contribution to Caltrain's state of good repair capital program, we are requesting a Strategic Plan amendment to fund this request from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5-Year Prioritization Program (5YPP) update. We are also seeking a waiver to Prop L policy to allow the funds to be used for expenditures prior to Board approval of the subject request, starting February 1, 2026.</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## **BACKGROUND**

**Caltrain Governance Context.** Caltrain is a joint powers entity, with three member agencies: the City and County of San Francisco (CCSF); the San Mateo County Transit District (SamTrans); and the Santa Clara Valley Transportation Authority (VTA). Since Caltrain's formation in 1991, SamTrans has served as the Managing Agency of the railroad. In 2008, the three member agencies entered into an amendment to one of Caltrain's governing agreements, the Real Property Ownership Agreement (RPOA), under which SamTrans could serve as the Managing Agency of Caltrain until it no longer wished to serve in that role, in exchange for foregoing certain interest payments on SamTrans' contribution to the purchase of the Caltrain right-of-way (ROW) in 1991.

In August 2020, the JPB adopted a resolution to place Measure RR on the ballot in the three Caltrain counties, with the measure proposing a one-eighth of one percent sales tax to be dedicated to the railroad's operations and capital improvements. In conjunction with placing Measure RR on the ballot, the JPB adopted a resolution expressing the JPB's desire to modify Caltrain's governance structure (including to allow the JPB to appoint the Caltrain Executive Director) and expressing the JPB's intent to reimburse SamTrans for its ROW investment.

Following the passage of Measure RR, the JPB considered numerous governance proposals. In August 2022, the member agencies entered into a Memorandum of Understanding (MOU) regarding Caltrain governance. Among other provisions, the MOU authorized the JPB to appoint its own Executive Director and established a first set of dedicated rail employees. The MOU recognized SamTrans' role as Managing Agency; however, the agreement narrowed the Managing Agency function, to consist of the provision of shared services and the employment of staff. The MOU also provided for the repayment to SamTrans of the other two member agencies' outstanding amounts for the original ROW investment; these payments, including by CCSF, have been completed.

**Ad Hoc Committee and Work Program Activities.** In 2025, the Governance Ad Hoc Committee of the JPB was appointed, with one member from each of the member agencies, in order to continue discussions on outstanding governance issues, including potential amendments to Caltrain's governing agreements. Some progress has been made to date, including the preparation of a draft Shared Services Agreement, which would be between Caltrain and SamTrans, to codify various procedures associated with SamTrans' provision of shared services to the railroad. In November 2025, JPB Director Pat Burt (one of VTA's representatives) requested a



performance audit of the existing shared services arrangement. In addition, Caltrain has advanced discussions with CalPERS to establish the railroad as an entity within the state retirement system, including to establish Caltrain as a “successor agency” to SamTrans for affected staff; Caltrain must also approve its own salary ordinance as part of this process.

In January 2026, JPB Chair Rico Medina requested that Director Walton serve as San Francisco’s representative on the Ad Hoc Committee going forward.

## **DISCUSSION**

At Director Walton’s request, the JPB deliberated a motion concerning governance at its January 8, 2026, meeting. The motion, as amended and approved by the JPB, calls for the Ad Hoc Committee to “bring forward recommended amendments to Caltrain’s governing agreement including addressing the managing agency role, address the shared services agreement and provide at least an update (or a report) on the performance audit (requested by Director Burt), as well as address the successor agency and Caltrain’s own salary ordinance”.

In response to Commissioner Walton’s request at the January 27, 2026, meeting of the Transportation Authority Board, we have prepared a scope of work to provide staff support to the Caltrain governance work program and Ad Hoc Committee process. This scope includes the following major tasks:

- **Ad Hoc Committee Staff Support** - Caltrain plans to convene the Ad Hoc Committee on an approximately monthly basis during 2026. For each meeting, Transportation Authority staff will review meeting materials and prepare briefing analyses to support Director Walton’s participation.
- **Technical Review and Policy Analysis** - Caltrain's governance work program will develop a number of key deliverables, including draft amendments to governing agreements and other deliverables (e.g., Performance Audit, Shared Services Agreement, Salary Ordinance). Transportation Authority staff will review these documents on behalf of San Francisco and prepare draft comments. We will also conduct additional policy analysis, as required, to facilitate effective review and input to governance proposals put forward through the Ad Hoc process.
- **Policy Coordination** - As governance-related items advance to the JPB, Transportation Authority staff will provide advice and recommendations, as appropriate, to San Francisco representatives. We will also coordinate at the staff



level with other San Francisco agency representatives, including the Mayor's Office and SFMTA.

This effort is not included in the adopted Caltrain Maintenance 5YPP. In order to preserve the existing programming in the 5YPP which serves as San Francisco's local match contribution to Caltrain's state of good repair capital program, we are requesting Board approval of a Strategic Plan amendment to fund this request from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5YPP update cycle.

Attachment 1 summarizes the subject funding request, and Attachment 2 includes a brief description of the scope of work. Attachment 3 summarizes the staff recommendation, including special conditions. Attachment 4 provides the Allocation Request Form, with more information on scope, schedule, budget, funding, and special conditions.

## **FINANCIAL IMPACT**

The recommended action would appropriate \$97,000 in Prop L funds. The appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the attached Allocation Request Form.

These funds will be included in the Transportation Authority's FY 2025/26 mid-year budget amendment. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

As noted above, this request is for funds from off the top of the Prop L capital program to be repaid by the Caltrain Maintenance program in the next Strategic Plan and 5YPP update that will commence in Fiscal Year 2027/28. THERE IS a NEGLIGIBLE EFFECT ON THE FINANCING COSTS TO THE OVERALL PROP L PROGRAM associated with the recommended action.

## **CAC POSITION**

The CAC will consider this item at its February 25, 2026, meeting.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Summary of Request
- Attachment 2 - Project Description
- Attachment 3 - Staff Recommendations
- Attachment 4 - Allocation Request Form

### Attachment 1: Summary of Requests Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop L	Off the Top of Capital Program / 8 <sup>5</sup>	SFCTA	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support	\$ 97,000	\$ 97,000	82%	0%	Planning	6, 10, Citywide
<b>TOTAL</b>				<b>\$ 97,000</b>	<b>\$ 97,000</b>				

Footnotes

<sup>1</sup> "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the Prop L Strategic Plan (e.g. Caltrain Maintenance).

<sup>2</sup> Acronyms: SFCTA (San Francisco County Transportation Authority)

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

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

<sup>5</sup> This effort is not included in the adopted Caltrain Maintenance 5YPP. In order to preserve the existing programming in the 5YPP which serves as San Francisco's local match contribution to Caltrain's state of good repair capital program, SFCTA staff is requesting a Strategic Plan amendment to fund this request from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5YPP update cycle.

## Attachment 2: Brief Project Descriptions<sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
Off the Top of Capital Program / 8	SFCTA	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support	\$97,000	At the January 27, 2026, meeting of the SFCTA Board, Commissioner Walton requested that SFCTA provide technical and policy support on behalf of San Francisco for Caltrain governance development activities during 2026, including to support Director Walton’s participation on the JPB Ad Hoc Committee on Governance. Requested funds will fund SFCTA staff time and as-needed specialty consultant support to provide technical analysis and policy input on the 2026 Caltrain governance work program. SFCTA staff will also coordinate with Caltrain staff and other local and regional counterparts. Since the Ad Hoc Committee on Governance began its work to guide the 2026 work program in January 2026, we are seeking approval for retroactive reimbursement from February 1, 2026.
<b>TOTAL</b>			<b>\$97,000</b>	

<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 3: Staff Recommendations<sup>1</sup>**

<b>EP Line No./ Category</b>	<b>Project Sponsor</b>	<b>Project Name</b>	<b>Prop L Funds Recommended</b>	<b>Recommendations</b>
Off the Top of Capital Program / 8	SFCTA	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support	\$97,000	<p><b>Special condition:</b> The requested allocation is conditioned upon <b>amendment of the Prop L Strategic Plan</b> to fund the project from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5-Year Prioritization Program (5YPP) update.</p> <p>Note: This effort is not included in the adopted Caltrain Maintenance 5YPP. In order to preserve the existing programming in the 5YPP which serves as San Francisco's local match contribution to Caltrain's state of good repair capital program, SFCTA staff is recommending a Strategic Plan amendment to fund this request from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5YPP update cycle.</p> <p><b>Special condition:</b> Recommendation includes a <b>waiver to Prop L policy to allow funds to be used for retroactive expenses</b> incurred since February 1, 2026.</p>
<b>TOTAL</b>			<b>\$ 97,000</b>	

<sup>1</sup> See Attachment 1 for footnotes.

**ATTACHMENT 4**  
**San Francisco County Transportation Authority**  
**Allocation Request Form**

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

**EXPENDITURE PLAN INFORMATION**

<b>PROP L Expenditure Plan</b>	Prop L Off the Top of Capital Program/Caltrain Maintenance
<b>Current PROP L Request:</b>	\$97,000
<b>Supervisory Districts</b>	Citywide, District 06, District 10

**REQUEST**

**Brief Project Description**

At the January 27, 2026, meeting of the SFCTA Board, Commissioner Walton requested that SFCTA provide technical and policy support on behalf of San Francisco for Caltrain governance development activities during 2026, including to support Director Walton's participation on the JPB Ad Hoc Committee on Governance. Requested funds will fund SFCTA staff time and as-needed specialty consultant support to provide technical analysis and policy input on the 2026 Caltrain governance work program. SFCTA staff will also coordinate with Caltrain staff and other local and regional counterparts.

**Detailed Scope, Project Benefits and Community Outreach**

**Background**

In 2022, the Caltrain Joint Powers Board (JPB) and its three member agencies (CCSF, SMCTD, and VTA) entered into a Governance Memorandum of Understanding (2022 MOU). The MOU codified the parties' commitment to advance the governance of the railroad, including a dedicated Executive Director and an initial set of wholly-dedicated Caltrain staff. The MOU acknowledged SamTrans' role as Managing Agency, and the agreement defined the Managing Agency function as limited to the employment of staff and the provision of shared services. The MOU also provided for the repayment to San Mateo County of remaining obligations by San Francisco and Santa Clara County for San Mateo County's original investment in Caltrain's right-of-way; these financial obligations have been fulfilled.

On January 8, 2026, the Caltrain Board approved a motion (proposed by Director Walton, with amendments made during the meeting) concerning governance development, as follows:

Move that Caltrain Governance Ad Hoc Committee bring forward to the Caltrain Board within 6 months recommended amendments to Caltrain's governing agreement including addressing the managing agency role, address the shared services agreement and provide at least an update (or a report) on the performance audit (requested by Director Burt), as well as address the successor agency and Caltrain's own salary ordinance.

To respond to the motion, the Caltrain staff report identified a set of activities to be undertaken by Caltrain during 2026, including:

- Regular meetings of the JPB Ad Hoc Committee on Governance (consisting of Directors Shamann Walton, Jeff Gee, and Margaret Abe-Koga)
- Financial analysis
- Synthesis of prior studies
- Efficiency/performance review of shared services, as request by JPB Director Pat Burt

- Preparation of proposed amendments to Caltrain's governing agreements
- Other work as directed by the Ad Hoc Committee

In parallel to this work, there are other related workstreams advancing, including the development of Caltrain's salary ordinance, to enable participation in CalPERS.

### **SFCTA Scope of Work**

At the January 27, 2026, meeting of the SFCTA Board, Commissioner Walton requested that SFCTA provide staff support on behalf of San Francisco for Caltrain governance development activities during 2026, including Director Walton's participation on the JPB Ad Hoc Committee on Governance. SFCTA staff will provide technical analysis and policy input on the following 2026 Caltrain governance work program in coordination with Caltrain staff and other local and regional counterparts, as well as the SF City Attorney's Office. Legal costs and tasks are not included in this scope of work or budget.

#### **Task 1 -- Ad Hoc Committee Staff Support**

Caltrain plans to convene the Ad Hoc Committee on an approximately monthly basis during 2026. For each meeting, SFCTA will review meeting materials and prepare briefing analysis to support Director Walton's participation on this Committee.

#### **Task 2 -- Technical Review and Policy Analysis**

Caltrain's governance work program will develop a number of key deliverables, including revisions / amendments to legacy governing agreements and the 2022 MOU and other deliverables (e.g., Shared Services Performance Review, Shared Services Agreement, Salary Ordinance). SFCTA will review these documents on behalf of San Francisco, and prepare draft comments. This task will be coordinated, as appropriate, with the City Attorney's office.

SFCTA will conduct policy analysis of Caltrain governance needs and opportunities, to further develop San Francisco input. This work may include review of prior Caltrain governance model options including organizational analysis, implementation considerations, financial assessment, and/or other relevant policy analyses. As needed, this technical analysis and policy review will be undertaken and/or supported by consultant resources. Consultant support is anticipated for: financial analysis of governance options or recommendations; review of the Shared Services Review interim and final deliverables; preparation of draft analyses to inform San Francisco input to other deliverables prepared for review through the Ad Hoc Committee process; and other review/technical development, as necessary/direct.

#### **Task 3 -- Policy Coordination and Support**

As governance-related items advance to the full Caltrain Board, SFCTA will provide advice and recommendations, as appropriate, to the San Francisco representatives to the JPB. SFCTA will also coordinate at the management and executive level with other San Francisco agency representatives, including the Mayor's Office and SFMTA.

#### **Request for Retroactive Reimbursement**

Retroactive reimbursement requested from February 1, 2026: On January 27, 2026, Commissioner Walton requested that Transportation Authority staff conduct a time-sensitive work program to support San Francisco's participation in the JPB Governance Ad Hoc Committee and in the associated 2026 work program of Caltrain governance efforts. Because this work program had already commenced (earlier in January 2026), it was necessary to begin work shortly following the request.

## Project Location

No Location Provided

<b>Is this project in an Equity Priority Community?</b>	No
<b>Does this project benefit disadvantaged populations?</b>	No

## Project Phase(s)

Planning/Conceptual Engineering (PLAN)

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	New Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Greater than Programmed Amount
<b>PROP L Amount</b>	\$97,000.00

## Justification for Necessary Amendment

As described in the scope section, on January 8, 2026, the Caltrain Board approved a motion concerning governance development for the railroad and in response, Caltrain staff identified a set of activities to be undertaken in 2026. At the January 27 SFCTA Board meeting, Commissioner Walton requested that SFCTA provide staff support on behalf of San Francisco for Caltrain governance development activities during the current calendar year. This effort is not included in the adopted Caltrain Maintenance 5YPP. In order to preserve the existing programming in the 5YPP which serves as San Francisco's local match contribution to Caltrain's state of good repair program, SFCTA staff is requesting a Strategic Plan amendment to fund this request from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5YPP update cycle.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

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

### SCHEDULE DETAILS

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-200: Prop L Off the Top	\$97,000	\$0	\$0	\$97,000
<b>Phases In Current Request Total:</b>	\$97,000	\$0	\$0	\$97,000

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$97,000	\$97,000	Staff estimate based on scope of work
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$97,000	\$97,000	

<b>% Complete of Design:</b>	N/A
<b>As of Date:</b>	N/A
<b>Expected Useful Life:</b>	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 - Ad Hoc Committee Staff Support	Task 2 - Technical Review and Analysis	Task 3 - Policy Coordination and Support	Total
SFCTA	\$ 29,100	\$ 21,594	\$ 9,700	\$ 60,394
Consultant	\$ -	\$ 36,606	\$ -	\$ 36,606
<b>Total</b>	<b>\$ 29,100</b>	<b>\$ 58,200</b>	<b>\$ 9,700</b>	<b>\$ 97,000</b>

DETAILED LABOR COST ESTIMATE			
Position	Total Hours for Nine Months	Rate	Total
Deputy Director	45	\$ 276	\$ 12,415
Rail Program Manager	90	\$ 291	\$ 26,213
Principal Planner	108	\$ 202	\$ 21,766
Consultant Support	122	\$ 300	\$ 36,606
<b>Total</b>	<b>365</b>		<b>\$ 97,000</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$97,000	<b>Total PROP L Recommended</b>	\$97,000

<b>SGA Project Number:</b>		<b>Name:</b>	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support
<b>Sponsor:</b>	San Francisco County Transportation Authority	<b>Expiration Date:</b>	06/30/2027
<b>Phase:</b>	Planning/Conceptual Engineering	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-200	\$60,000	\$37,000	\$97,000

### Deliverables

- SFCTA will report periodically to the Transportation Authority Board on Caltrain governance activities, at the call of the Transportation Authority Chair.
- At the conclusion of the work program overseen by the Ad Hoc Committee, SFCTA staff will prepare a summary report, describing outcomes for San Francisco and anticipated next steps.

### Special Conditions

- The requested allocation is conditioned upon amendment of the Prop L Strategic Plan to fund the project from off the top of the capital program to be repaid from the Caltrain Maintenance program in the next Strategic Plan and 5YPP update.
- Recommendation includes a waiver to Prop L policy to allow funds to be used for retroactive expenses incurred since February 1, 2026.

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

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Caltrain Governance 2026 Work Program and Ad Hoc Committee Support
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$97,000
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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

	<b>Project Manager</b>	<b>Grants Manager</b>
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