



Agenda

COMMUNITY ADVISORY COMMITTEE Meeting Notice

DATE: Wednesday, March 25, 2026, 6:00 p.m.

LOCATION: Hearing Room, Transportation Authority Offices

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

Remote Access to Information and Participation

Members of the public may attend the meeting and provide public comment at the physical meeting location listed above or may join the meeting remotely through the Zoom link provided above.

Members of the public may comment on the meeting during public comment periods in person or remotely. In person public comment will be taken first; remote public comment will be taken after.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. the day before the meeting will be distributed to committee members before the meeting begins.

1. Call to Order
2. Chair's Report – **INFORMATION**

Consent Agenda

3. Approve the Minutes of the February 25, 2026 Meeting – **ACTION*** **5**
4. State and Federal Legislation Update – **INFORMATION*** **13**
Positions: Support: Assembly Bill (AB) 1421 (Wilson), AB 1837 (Gonzalez), and AB 2308 (Haney).

End of Consent Agenda

5. Adopt a Motion of Support to Allocate \$9,800,000 in Prop L Funds, with Conditions, for Three Requests – **ACTION*** **17**
Projects: Prop L: SFMTA: Powell Street Improvement (\$4,000,000). PCJPB: 22nd Street Station ADA Access Improvements (\$1,300,000). Port of San Francisco: Mission Bay Ferry Landing (\$4,500,000).
6. Adopt a Motion of Support to Amend the Prop K Standard Grant Agreement for the Potrero Yard Modernization Project to Allow Use of \$1,000,000 in Prop K Funds for Milestone Payment 1 Costs Under the Infrastructure Facility Project Agreement – **ACTION*** **67**
7. Adopt a Motion of Support to Approve a Two-Year Professional Services Contract with HNTB Corporation in an Amount Not to Exceed \$1,050,000 for Consulting Services for the Pennsylvania Avenue Extension Bridging Study – **ACTION*** **81**
8. Adopt a Motion of Support to Adopt San Francisco's One Bay Area Grant (OBAG) Cycle 4 County Framework, Including Recommending Programming \$2,153,000 to the Transportation Authority for Congestion Management Agency Planning, \$5,843,000 to the San Francisco Municipal Transportation Agency's Safe Routes to School Non-Infrastructure Program, and \$48,660,000 to Projects to be Selected Through a Call for Projects – **ACTION*** **93**

Other Items

9. Introduction of New Items – **INFORMATION**
During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration.
10. Public Comment

11. Adjournment

*Additional Materials

Next Meeting: April 22, 2026

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If any materials related to an item on this agenda have been distributed to the Community Advisory Committee after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, 22nd Floor, San Francisco, CA 94103, during normal office hours.

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DRAFT MINUTES

Community Advisory Committee

Wednesday, February 25, 2026

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:12 p.m.

CAC members present at Roll: Sara Barz, Zameel Imaduddin, Jerry Levine, Austin Milford-Rosales, and Kat Siegal (5)

CAC Members Absent at Roll: Najuwanda Daniels (entered during Item 7), Phoebe Ford, Sean Kim, Rachael Ortega, and Venecia Margarita (5)

There was no quorum at 6:12 p.m. Staff clarified that no actions could be taken and no minutes would be recorded until quorum was obtained.

Chair Siegal called Item 2 and Item 7; quorum was obtained at 6:40 p.m. during item 7.

2. Chair's Report - INFORMATION

[no quorum]

3. Approve the Minutes of the January 28, 2026 Meeting - ACTION

Item 7 was presented before Item 3.

There was no public comment.

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

The Minutes were approved by the following vote:

Ayes: CAC Members Barz, Daniels, Imaduddin, Levine, Milford-Rosales, and Siegal (6)

Absent: CAC Members Ford, Kim, Margarita, and Ortega (4)

4. Adopt a Motion of Support to Adopt the District 2 Safety Study Final Report – ACTION

Alex Pan, Transportation Planner, presented the item per the staff memorandum.

Member Levine thank staff for briefing him on the study, noted that the study was initiated by former Commissioner Stefani and asked whether Commissioner Sherrill had provided any input, acknowledging that District 2 staff had carried over.

Ms. Pan confirmed that her team collaborated with the same staff member from former Commissioner Stefani's office, ensuring continuity in the work.

Member Levine raised concerns about the Balboa High School area, noting feedback regarding congestion and safety challenges near the school. He asked if it would be possible to incorporate this area into the study at a future point, acknowledging that it was not included in the current scope.



Ms. Pan acknowledged that the topic had been raised in a previous community meeting and indicated that the area could be referenced as a potential future study location in the final report. She highlighted that Balboa High School might be able to look into SFMTA's school walk audit program to address transportation challenges.

Member Barz asked why neighborhood transportation studies were limited to quick-build projects.

Ms. Pan explained that the neighborhood transportation studies were not restricted to quick-build projects. She explained that in this instance, former Commissioner Stefani prioritized using the funds for initiatives that could be implemented rapidly and requested that most funds be directed toward implementation.

Member Barz commented that the report and methodology made sense and asked whether there were study areas that had been considered but not included.

Ms. Pan stated that the report included a list of locations considered but not included. She added that these were specific sites within each study area and that earlier iterations had encompassed larger areas, which were later reduced following field observations.

Member Barz asked why the study areas were reduced, questioning whether the change was driven by on-the-ground conditions or other factors.

Ms. Pan explained that the final report would include a technical appendix detailing the methodology and data used to create the study area maps. She stated that the original study areas were large, but observations had identified specific zones with the greatest challenges, leading to the exclusion of less relevant streets, such as some residential areas, from the final study.

Chair Siegal recalled a smaller quick-build project and asked whether a more comprehensive Franklin Street road diet, which reduced three lanes to two, had been paused or discontinued. She requested confirmation of its status and whether it had been considered in the current study.

Jennifer Molina, Senior Transportation Planner at SFMTA, stated that the Franklin Street project had been completed in 2022, followed by an evaluation and some signal retiming, and added that SFMTA could facilitate connecting with the Project Manager for any additional details, including information on the road diet. Chair Siegal indicated she would be interested in following up.

There was no public comment.

Member Barz acknowledged and appreciated Ms. Pan's acknowledgement at the beginning of the presentation to bring studies to the CAC before the final report. She stated that Ms. Pan's engagement with Member Levine before the meeting and Ms. Pan's thorough responses had influenced her decision to support the item.

Member Levine moved to approve the item, seconded by Member Barz.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Imaduddin, Levine, Milford-Rosales, and Siegal (6)

Absent: CAC Members Ford, Kim, Margarita, and Ortega (4)



5. Adopt a Motion of Support to Appropriate \$75,000 in Prop L Funds, with Conditions, for Federal Autonomous Vehicle Policy Development – ACTION

Jean Paul Velez, Principal Transportation Planner, presented the item per the staff memorandum.

Member Levine asked whether staff were pursuing ways to preempt federal oversight of state and local governments.

Mr. Velez clarified that the bill introduced in Congress would preempt state authority.

Member Levine asked whether the Transportation Authority would oppose it.

Mr. Velez confirmed that while there was no official position on the bill, the recommended position by staff at present would be to oppose.

Member Levine emphasized that state control over California municipalities was already concerning, and he warned that federal oversight of both state and local governments would create a disastrous situation.

Member Imaduddin requested clarification on Task 3, related to the peer exchange.

Mr. Velez explained that the peer exchange was still in the planning stages, focusing initially on identifying a group of cities with extensive Autonomous Vehicle (AV) testing and deployment, including San Francisco, Phoenix, and Austin. He stated that the exchange was aimed both at informing federal AV policy and at providing guidance to emerging cities anticipating AV expansion, sharing expertise and best practices from the experiences of established adopters.

Member Milford-Rosales thanked staff for initiating the effort and commented that he found the House bill highly concerning. He emphasized that San Francisco's experience could provide valuable insight to help influence federal legislation relative to other parts of the country.

Chair Siegal thanked staff for spearheading the work and wished staff success.

There was no public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Imaduddin, Levine, Milford-Rosales, and Siegal (6)

Absent: CAC Members Ford, Kim, Margarita, and Ortega (4)

6. Adopt a Motion of Support to Appropriate \$97,000 in Prop L Funds, with Conditions, for Caltrain Governance 2026 Work Program and Ad Hoc Committee Support – ACTION

Jesse Koehler, Rail Program Manager, presented the item per the staff memorandum.

Member Barz requested clarification on the time-sensitive aspects and the expected outcome. She also noted that governance had been a contentious issue for many years and asked what the areas of differing views were.

Mr. Koehler said that the Caltrain Board-approved motion called for this work to advance over approximately six months, with the Ad Hoc Committee planned to meet monthly. He



emphasized that the Transportation Authority would support Director Walton as well as coordinate with City agencies to ensure San Francisco's interests were effectively represented. He characterized the Ad Hoc Committee's work as addressing the unfinished business of the 2022 Memorandum of Understanding concerning governance of Caltrain, with the aim to codify governance agreements in a consolidated set of amendments to the Joint Powers Agreement and to resolve inconsistencies. Mr. Koehler identified the managing agency function as a key area of multiple viewpoints, noting that while SamTrans has served as managing agency since Caltrain's formation, agreements in 2008 and 2022 had modified the parameters of this role. He added that future policy direction could, for example, revert to provisions from governing agreements in the 1990s or allow Caltrain to contract with one or more member agencies for certain administrative functions. He also highlighted additional considerations, including establishing Caltrain as an entity within the state pension system to ensure employee transitions from SamTrans were handled appropriately.

Member Barz recapped that the Caltrain matter was time-sensitive, with the board emphasizing that collaboration and staff support needed to begin promptly, and she compared the situation to having multiple conflicting versions of bylaws that require harmonizing.

Member Barz asked whether one of the main points of disagreement was with respect to the managing agency and determining its responsibility.

Mr. Koehler stated that one of the points of disagreement was the issue of managing agency, including the rights of the managing agency and the oversight of the board and the member agencies.

Member Barz said that the Metropolitan Transportation Commission (MTC) now had a transit network management committee and asked whether the committee was involved in the Caltrain governance discussions.

Mr. Koehler said his understanding was that the MTC committee was not directly involved in these discussions, likely because network management committee had primarily focused on regional integration and agency interfaces from a customer perspective. He added that the Caltrain discussions had been more centered on the framework of agreements governing Caltrain among the three member counties.

During public comment, Roland Lebrun noted that the issue was time-sensitive because Supervisor Walton was leaving at the end of the year, and the matter had been delayed for four years.

Member Imaduddin moved to approve the item, seconded by Vice Chair Daniels.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Imaduddin, Levine, Milford-Rosales, and Siegal (6)

Absent: CAC Members Ford, Kim, Margarita, and Ortega (4)

7. SFMTA Curbside EV Charging Initiatives Update – INFORMATION

This item was called after Item 2 due to lack of quorum.

Broderick Paulo, Planner, Parking and Curb Management at SFMTA and Danny Yeung, Manager, Taxi, Access and Mobility Services at SFMTA, presented the item.



Quroum was reached at 6:40 p.m.

Member Barz asked how the SFMTA would place chargers in areas with bike lanes, transit lanes at the curb, or other fixed curb uses.

Mr. Paulo stated that safety was the SFMTA's top priority in its multimodal network. He noted that San Francisco faced high demand for curb space with competing uses, including loading zones, bus stops, parklets, vehicle storage, and transit or bikeway movement, and said that staff would coordinate with bike, transit, and paratransit teams when siting future charging stations.

Member Barz asked whether the teams within SFMTA would have identified potential conflicts from a process perspective.

Mr. Paulo confirmed that was correct and gave an example of how SFMTA could crosscheck a proposed location with the SFMTA's North Star map, included in the Biking and Rolling Plan, and if a vendor proposed a location on a street with a dedicated bike lane, SFMTA could redirect the vendor to find a nearby location that avoids conflicts with transit or bicycle infrastructure.

Member Barz asked about the draft map in the slide deck, asking for clarification on its purpose and what its future development might involve.

Mr. Yeung explained that the map was a tool designed to help SFMTA staff and potential applicants quickly identify sites that were technically infeasible, such as steep slopes or other obstacles, versus locations suitable for further evaluation. He noted that areas without obvious obstructions would allow private companies to focus on the easiest-to-implement sites rather than evaluating the entire city. Mr. Yeung stated that public outreach and confirmation of actual users would still be required, and that the tool reduced financial risk for the SFMTA while serving as a preliminary step for permit applications.

Member Barz stated that it would be helpful for CAC members to have the map clearly indicate the meaning of green, as companies were likely to focus on those areas with fewer reviews. She added that she appreciated the opportunity to provide feedback before being asked to approve the future allocation request for this work.

Chair Siegal asked about the initial site's reported 60% utilization and whether that indicated the space was occupied 60% of the time. She asked for clarification on whether vehicles were actively using the space or simply parked there without use.

Mr. Paulo clarified that vehicles must be actively charging to occupy the space, with permit holders allowed unlimited charging time and non-permit holders limited to two hours.

Chair Siegal asked how the charging system operated and whether it functioned on a monitored or honor basis for residential parking permit holders.

Mr. Paulo explained that once a vehicle was fully charged, an idling fee began, which applied only during daytime hours. He added that the fee did not apply roughly from 10 p.m. to 8 a.m., ensuring that drivers were not required to move their vehicles in the middle of the night.

Chair Siegal asked about the current landscape of electric vehicle charging and whether many parking garages in denser areas already had charging infrastructure, and whether the effort focused on locations without existing chargers, or if SFMTA-owned garages



were being used for charging at that time.

Mr. Paulo reported that SFMTA-owned lots and garages had 55 dual-port chargers generating approximately \$300,000 annually. He added that over the next three years, an additional 250 chargers would be installed in these facilities, while curbside charging would address gaps for individuals without overnight charging access.

During public comment, Edward Mason highlighted that white zones were for loading, with taxicab areas valued at \$250,000, and recommended that the SFMTA assess market rates for charging zones. He proposed modeling a revenue stream on San Jose's electric bill charges and noted that research and development costs, funded by Prop L, should ultimately be covered by users as a convenience fee. He also suggested implementing a web-based reservation system, similar to practices in other cities, to improve efficiency in curb space usage.

Roland Lebrun raised concerns about the loss of parking spaces and questioned the viability of Level 2 chargers, noting they required six to eight hours to charge a vehicle, making them suitable mainly for overnight use. He observed that current parking revenue losses could be mitigated by installing Level 3 chargers, which charged vehicles in roughly 30 minutes, and suggested the SFMTA could have leased spaces to commercial vendors such as Iona, EVgo, and Electrify America rather than directly investing in charging infrastructure. His remarks highlighted the potential of utilizing existing parking areas, including large shopping malls, for charging stations. He also noted that while charging fees could generate revenue, sales taxes reduced net returns, and he cautioned against applying additional convenience fees.

8. Geary/19th Ave Subway and Regional Connections Study Update – INFORMATION

Andrew Heidel, Principal Transportation Planner, presented the item per the staff memorandum.

Member Barz expressed strong enthusiasm for the project, highlighting its alignment with long-term planning goals. She shared that discussions with fellow residents reflected widespread support and that public outreach findings accurately captured community sentiment. She emphasized learning from prior megaprojects in the Bay Area and abroad, citing the Crossrail (Elizabeth line) project in England, and asked whether this project's planning incorporated lessons from other major initiatives outside the region.

Mr. Heidel described expanding the project review to include recently completed local initiatives, such as the Central Subway in San Francisco, as well as international examples, to inform lessons learned. He noted that while it was too early to finalize project delivery or construction methods, the early strategic planning phase was the appropriate time to consult project teams about which prior decisions were most impactful. He highlighted the value of these insights in avoiding future challenges or costs and cited the Crossrail as a successful long-term benchmark for inspiration in project planning and delivery.

Member Barz highlighted the Crossrail as an example, noting that its initial 1990s proposal had lacked political and public support, but a subsequent business case had demonstrated the project's net positive impact and had helped secure approval. She asked whether staff had applied a similar methodology in their planning.

Mr. Heidel explained that the staff, working with technical consultants and experienced staff from the SFMTA, drew on international examples, including Canada, to apply a



business case framework alongside the traditional environmental framework. He noted that the environmental framework guided decision-making while minimizing impacts, and he described efforts to integrate a business case approach to quantify benefits, noting the challenge of doing so at this study's relatively small scale. He indicated that this approach had remained under active consideration for future application.

Member Milford-Rosales expressed enthusiasm for the Transportation Authority's long-term planning and foresight. He asked whether requests for federal funding would be submitted before the end of 2028.

Mr. Heidel responded that they would not.

Chair Siegal acknowledged that public feedback on the project, including concerns about Central Subway costs, construction speed, disruptions, and displacement, aligned with what she heard in community discussions. She asked whether the final study would make recommendations to address these concerns or prioritize them once detailed planning begins.

Mr. Heidel indicated that the study would likely follow the latter approach and would not make specific recommendations but would capture concerns as part of a transparent process. He emphasized that the study would identify where decisions occur, and staff would highlight the issues that emerged as most important during outreach. He added that it would be essential to weigh these concerns as the project develops, noting that priorities such as cost, speed, and minimizing disruption may conflict, and underscoring that understanding these trade-offs is critical for ongoing community engagement and decision-making.

During public comment, Edward Mason reviewed the history of unrealized transit plans along the Geary corridor, from the 1930s O'Farrell Street proposal to the 1960 BART-to-Marín plan and the 1995 BART subsurface/light rail concept. He noted that the current study had overlooked the city's 20-year declining birth rate and emerging autonomous and shared vehicle services, which challenged assumptions about five-minute transit service. He expressed doubt that it would be realized, suggesting it might follow the pattern of prior uncompleted Geary corridor projects.

Other Items

Introduction of New Business - INFORMATION

Member Barz asked if it would be possible to agendize a presentation from BART on service decisions and the measures being implemented to address them.

There was no public comment.

9. Public Comment

During public comment, Mr. Mason described observing Muni buses bunching on multiple routes instead of maintaining even spacing, cited a MTC report showing increased San Francisco ridership, and stated he could not determine whether that trend related to conditions on the 48 line or Mission Street. He recounted recent experiences on the J line, including an outbound train delayed between 26th and 28th streets after becoming stuck in northbound automobile traffic on Church Street, and said he had seen



similar delays at times in the afternoon. He suggested these conditions may have been an unintended consequence of Slow Streets treatments on Sanchez Street creating a slow Birch Street, which he said appeared to have been affecting J line performance and contributing to periodic bunching, and concluded that such impacts reflected the realities of living in the city.

Vice Chair Daniels stated that February was Black History Month and honored Garrett Augustus Morgan (1877-1963), the inventor who patented the three-way traffic signal.

10. Adjournment

The meeting was adjourned at 8:03 p.m.



**AGENDA ITEM 4
STATE LEGISLATION - MARCH 2026**

(Updated March 19, 2026)

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

Staff are recommending approval of new support positions on Assembly Bill (AB) 1421 (Wilson), AB 1837 (Gonzalez) and AB 2308 (Haney) as shown in **Table 1**. We have also added AB 2276 (Soria) and Senate Bill (SB) 1411 (Stern) to the Watch list.

Table 1. Recommended New Positions

Recommended Positions	Bill # Author	Title and Summary
Support	AB 1421 Wilson D	<p>Vehicles: Road Usage Charge Technical Advisory Committee.</p> <p>This bill would require the California Transportation Commission (CTC), in consultation with the California State Transportation Agency (CalSTA), to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the CTC to submit a report to the Legislature by no later than January 1, 2027.</p> <p>We recommend supporting the bill to advance work on a statewide mileage-based road charge. The value of the gas tax is currently declining due, in part, to the greening of the vehicle fleet, limiting its long-term viability. A mileage-based fee would better reflect actual road usage and help shore up state transportation revenue, so it is critical the state continue exploring a possible transition to this new charging mechanism.</p>



<p>Support</p>	<p>AB 1837 Gonzalez D</p>	<p>Video imaging of parking violations.</p> <p>This bill would extend the authorization for public transit operators to use camera enforcement technology on buses to enforce parking violations in transit-only lanes and at transit stops indefinitely, lifting the January 1, 2027 sunset in current law.</p> <p>We recommend supporting this bill to further reduce delays in transit lanes. This strategy has proved successful - SFMTA's current camera enforcement program has resulted in a 20% reduction in transit delays. The State Legislation Committee has approved a support position on this bill, at the request of SFMTA.</p> <p><u>Update (03/18/2026): On March 12, after the March 10 Transportation Authority Board meeting, the bill was amended to eliminate the provision that would have allowed the use of cameras to enforce parking violations in bike lanes and for double parking. Uniquely in the state, SFMTA already has permanent authority to use these cameras to enforce parking violations in transit lanes. While this bill would no longer impact SFMTA's use of these cameras, the bill would extend authorization for other transit operators using San Francisco roadways, so we still recommend supporting the bill.</u></p>
<p>Add to Watch List</p>	<p>AB 2276 Soria D</p>	<p>Vehicles: active intelligent speed assistance devices.</p> <p>This bill, also known as the "Stop Super Speeders Act," would establish a statewide 5-year pilot program requiring drivers convicted of severe speeding-related offenses, including reckless driving and speeding over 100 miles per hour, to install active Intelligent Speed Assistance (ISA) devices in their vehicles before getting back on the road. These aftermarket devices use location-based technology to actively limit a motor vehicle's speed to posted or preset speed limits. Under the pilot program, courts would order the installation of an ISA device based on the severity and number of the driver's prior convictions, with installation terms increasing for repeat offenders. The bill would require an income-based fee structure.</p> <p>We are currently consulting with SFMTA and others on the provisions of the bill, which could potentially reduce speeding by high-risk drivers on San Francisco's roadways and improve traffic safety.</p>



<p>Support</p>	<p>AB 2308 Haney D</p>	<p>Redevelopment: successor agency debt: City and County of San Francisco.</p> <p>This legislation would authorize San Francisco’s Office of Community Investment and Infrastructure, which serves as the successor agency to the former San Francisco Redevelopment Agency, to extend its existing Net Tax Increment (NTI) pledge for formerly state-owned parcels around the Salesforce Transit Center. This would give the City the ability to extend its current agreement with the Transbay Joint Powers Authority (TJPA) to capture future tax increment funding for The Portal. The current agreement extends to 2050, and TJPA has proposed extending it an additional 25 years, to 2075.</p> <p>We recommend supporting this legislation to allow TJPA to continue discussions with the City about extending the NTI in support of The Portal. If approved, this could provide additional local revenue options as the project seeks to secure the additional funding needed to access the \$3.4 billion in federal funding anticipated for the project.</p>
<p>Add to Watch List</p>	<p>SB 1411 Stern D</p> <p>Co-authors: Allen D Durazo D Gonzalez D</p>	<p>Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.</p> <p>The new cap-and-invest spending plan, approved last year, commits \$500 million a year to the High-Speed Rail project. Current law prohibits the California High Speed Rail Authority from expending cap-and-invest funding outside of the Merced to Bakersfield segment until June 30, 2030. This bill would allow the use of cap-and-invest funds outside this initial segment for activities that maximize the efficiency of delivering the project.</p> <p>If approved, this could potentially provide an opportunity to seek cap-and-invest funding for The Portal, as well as the many transit projects in Northern and Southern California that would provide joint benefits to the High-Speed Rail project. We will reach out to the bill’s authors to discuss their intent behind the bill and speak with TJPA about how it could be leveraged to help secure additional funding for the project.</p>

SUPPLEMENTAL MATERIALS

- Attachment 1 - Resolution



RESOLUTION ADOPTING SUPPORT POSITIONS ON ASSEMBLY BILL (AB) 1421 (WILSON), AB 1837 (GONZALEZ), AND AB 2308 (HANEY)

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislatures; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted advocacy principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting a support position on Assembly Bill (AB) 1421 (Wilson), AB 1837 (Gonzalez), and AB 2308 (Haney), as shown in Attachment 1; and

WHEREAS, At its March 10, 2026 meeting, the Board reviewed and discussed AB 1421, AB 1837, and AB 2308; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts support positions on AB 1421, AB 1837, and AB 2308; and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all relevant parties.

Attachment:

1. State Legislation - March 2026



Memorandum

AGENDA ITEM 5

DATE: March 19, 2026

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director of Policy & Programming

SUBJECT: 4/14/2026 Board Meeting: Allocate \$9,800,000 in Prop L Funds, with Conditions, for Three Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$4,000,000 in Prop L funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. Powell Street Improvement <p>Allocate \$1,300,000 in Prop L funds to Caltrain (PCJPB) for:</p> <ol style="list-style-type: none"> 2. 22nd Street Station ADA Access Improvements <p>Allocate \$4,500,000 in Prop L funds to the Port of San Francisco for:</p> <ol style="list-style-type: none"> 3. Mission Bay Ferry Landing <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (i.e., stretching Prop L sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop L Expenditure Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for these requests, highlighting special



conditions and other items of interest. An Allocation Request Form for each project is attached, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

FINANCIAL IMPACT

The recommended action would allocate \$9,800,000 in Prop L funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop L Fiscal Year 2025/26 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocations and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Transportation Authority's approved FY2025/26 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

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

For reference: The Caltrain 22nd Street Station ADA Access Improvement Feasibility Study (2023) is accessible at [www.sfcta.org/sites/default/files/2023-03/SFCTA Board Caltrain22ndStreetStationADAAccessImprovementFinalReportENCLOSURE_2023-03-14.pdf](http://www.sfcta.org/sites/default/files/2023-03/SFCTA_Board_Caltrain22ndStreetStationADAAccessImprovementFinalReportENCLOSURE_2023-03-14.pdf)

Source	EP Line No./Program ¹	Project Sponsor ²	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	6	SFMTA	Powell Street Improvement	\$ 4,000,000	\$ 35,000,000	90%	89%	Construction	3
Prop L	10	PCJPB	22nd Street Station ADA Access Improvements	\$ 1,300,000	\$ 1,300,000	96%	0%; significant leveraging is expected for the construction phase	Design	10
Prop L	12	PORT	Mission Bay Ferry Landing	\$ 4,500,000	\$ 46,600,000	91%	90%	Construction	6
TOTAL				\$ 9,800,000	\$ 82,900,000				

Footnotes

- ¹ "EP Line No./Program" is the Prop L Expenditure Plan line number referenced in the Prop L Strategic Plan (e.g. Muni Maintenance, Transit Enhancements, and Mission Bay Ferry Landing).
- ² Acronym: SFMTA (San Francisco Municipal Transportation Agency), PCJPB (Caltrain), and PORT (Port of San Francisco)
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
6	SFMTA	Powell Street Improvement	\$4,000,000	Requested funds would be used for streetscape and pedestrian improvements on Powell Street from Market to Geary streets. This project will replace the sidewalks in the project area and widen the sidewalks between Ellis and Geary, install curb ramps at Powell and O'Farrell streets, add lighting and landscaping, and update loading and cable car stops between O'Farrell and Geary streets. SFMTA and SFPW are determining the impacts to transit service during construction and will share the transit service changes with the public prior to the start of construction. The project is included in Mayor Daniel Lurie's Executive Directive 25-04 to help revitalize downtown San Francisco and to accelerate the City's economic comeback. The project is expected to be open for use by December 2027.
10	PCJPB	22nd Street Station ADA Access Improvements	\$1,300,000	The Caltrain 22nd Street Station is the railroad's only regular service station that is not currently wheelchair accessible. While the Caltrain system as a whole provides meaningful access to passengers with disabilities, the platforms at 22nd Street Station are located below street-level and are only accessible by stairs. Requested funds would be used to complete the design phase for the recommended concept from the Prop K-funded Caltrain 22nd Street Station ADA Access Improvement Feasibility Study (2023) to achieve street to platform accessibility with one ramp on the northbound platform side and one ramp on the southbound platform. The project also includes wayfinding and safety improvements such as tactile strips, lighting, signage, and platform improvements. Caltrain expects to complete the design phase by summer 2027 and have the project open for use by December 2029, subject to funding availability.
12	PORT	Mission Bay Ferry Landing	\$4,500,000	Requested funds would be used to construct a single-float, two-berth ferry landing to provide regional ferry service to the Mission Bay area and surrounding neighborhoods. The scope of work includes installation of piles, gangways, fixed piers, canopies, utilities, landside improvements, and a ferry landing float with vessel charging infrastructure to support electric ferry service. The Mission Bay Ferry Landing is expected to serve more than 350,000 annual weekday passengers plus 125,000 people traveling for special events, helping reduce trips by car and easing overcrowding on regional transit. The project is expected to be open for use by September 2027.

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

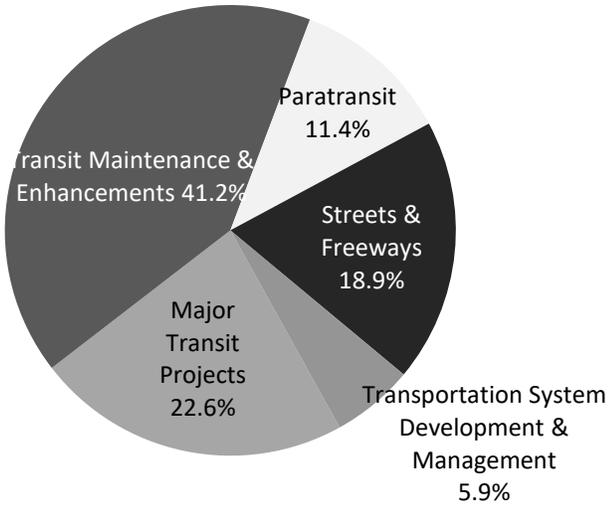
EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
6	SFMTA	Powell Street Improvement	\$ 4,000,000	<p>Special conditions: This request includes an amendment to the Muni Maintenance 5YPP to add the subject project with \$4,000,000 of the \$18,270,000 programmed to the Housing Incentive Pool (HIP) Grant Program Placeholder (RTIP Fund Exchange with Mid-Life Overhauls). Metropolitan Transportation Commission staff have confirmed that the project is an eligible use of HIP funds and they have no objections to the proposed allocation. See the attached 5YPP amendment for details.</p> <p>Recommendation includes a waiver to Prop L policy to allocate funds for the construction phase prior to completion of the design phase to accommodate the accelerated project delivery schedule to meet Mayor Lurie's goal per Executive Directive 25-04 for the project to break-ground by Fall 2026.</p> <p>Requested funds are placed on reserve to be released by SFCTA staff upon SFMTA staff providing evidence of completion of design for each bid package (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar).</p>
10	PCJPB	22nd Street Station ADA Access Improvements	\$ 1,300,000	
12	PORT	Mission Bay Ferry Landing	\$ 4,500,000	<p>Note: Port staff requested a waiver to the Prop L policy that prohibits the advertisement of services/contracts funded with Prop L funds prior to allocation of funds by the Transportation Authority Board to enable contractor mobilization during the 2026 in-water work window specified by the Department of Fish and Wildlife (June 1 - November 1). On March 2, 2026, Transportation Authority staff granted permission to advertise at-risk. This waiver does not presume a positive Board action and is not a guarantee of Prop L funds.</p>
TOTAL			\$ 9,800,000	

**Attachment 4.
Prop L Summary - FY2025/26**

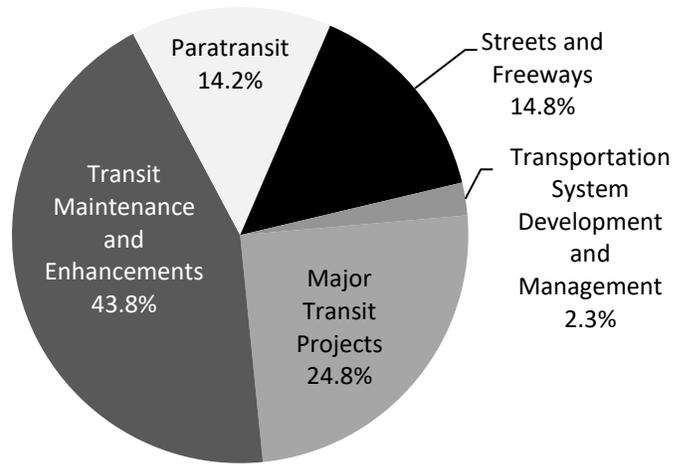
PROP L SALES TAX						
FY 2025/26	Total	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Prior Allocations	\$ 64,954,863	\$ 30,305,000	\$ 23,805,700	\$ 10,209,753	\$ 559,410	\$ -
Current Request(s)	\$ 9,800,000	\$ -	\$ 3,000,000	\$ 2,300,000	\$ 1,000,000	\$ 1,500,000
New Total Allocations	\$ 74,754,863	\$ 30,305,000	\$ 26,805,700	\$ 12,509,753	\$ 1,559,410	\$ 1,500,000

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

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



ATTACHMENT 5

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Muni Maintenance
Current PROP L Request:	\$4,000,000
Supervisorial District	District 03

REQUEST

Brief Project Description

The Powell Street Improvement Project will improve Powell Street between Market to Geary streets to make it safer and more inviting for residents and visitors coming to downtown San Francisco. The project will improve the public realm by widening sidewalks, improving cable car access, landscaping, and adding lighting elements to make Powell Street a safe and welcoming place. The project is included in Mayor Daniel Lurie's "Heart of the City" Executive Directive to help revitalize downtown San Francisco and accelerate the City's economic comeback.

Detailed Scope, Project Benefits and Community Outreach

The Powell Street Improvement Project consists of a comprehensive revitalization of the streetscape and pedestrian improvements on Powell Street between Market and Geary streets. The project is included in Mayor Daniel Lurie's "Heart of the City" Executive Directive to help revitalize downtown San Francisco and accelerate San Francisco's economic comeback. Construction is on an expedited schedule and anticipated to start by fall 2026 and be substantially completed by late 2027.

The Powell Street Improvement Project goals are to:

- Extend the historic character of Powell at Market Street
- Consider building facades as contributing to character
- Revitalize Downtown San Francisco
- Increase planting and greenery as much as possible
- Celebrate Cable Car Ingenuity at Turn-around

Project elements include:

- Sidewalk widening on Powell Street from Ellis to Geary streets from 15 feet to 20 feet
- Full Sidewalk replacement of approximately ~35,000 square feet
- 3 new curb ramps at the northeast, northwest, and southwest corners of Powell and O'Farrell streets
- Golden Lantern lighting element to be installed at Market / Powell streets
- The Powell Street lanterns catenary lighting system
- 10+ benches along the corridor
- Movable tables and chairs
- 11,850 square feet of gray unit pavers in furnishing zone
- 20+ new planter pots
- Dark gray City Standard CIP concrete with Sparkle finish, and metal inlays.

- Updated loading and cable car service stops (see attached graphic for more details on cable car stop relocation and consolidation)
 - The existing northbound cable car bus stops at Powell/O'Farrell and Powell/Geary are proposed to be consolidated to one midblock bus stop on Powell Street between O'Farrell and Geary streets.
 - The existing southbound cable car bus stops at Powell/Geary and Powell/O'Farrell are proposed to be consolidated to one midblock bus stop on Powell Street between O'Farrell and Geary streets.

See the attached presentation for conceptual design renderings for this project.

Impacts to transit service during construction:

The project team is utilizing the current Construction Manager/General Contractor (CM/GC) contracting methodology to start preparing for transit rerouting and service support. Impacts to cable car service during the construction period are still to be determined. The CM/GC contract is in the pre-construction phase and will determine phasing, future transit rerouting/ bus substitution, and service support. Transit service changes will become more clear upon completion of design in August 2026. SFPW has advertised the CM/GC contract already to work towards full construction to start by November 2026. Final project design will be implemented by DPW and its contractor. SFMTA will support as needed.

Construction Management / General Contracting (CM/GC) contract:

San Francisco Public Works is issuing a CM/GC contract for this project, with the pre-construction phase awarded in February 2026. The intention of the CM/GC contract is to allow a construction expert in the design process in order to work out any issues with constructability while the design is being completed. This will help inform the actual construction of the project in November 2026. The pre-construction phase will cover mostly pre-assessment, constructability review, and phasing of the project area.

As part of the CM/GC process, individual trade packages may be ready as early as August 2026 to begin construction on certain elements of the project. Depending on coordination efforts with CM/GC, scope and level of design, SFPW may elect to bid out / award bid packages before 100% design in August 2026. Costs of bid packages will be determined when trade packages are issued in August 2026. The same CM/GC prime contractor will continue in this next phase, performing the work and managing subcontractors to deliver construction services. Full allocation of funds is requested at this time to maintain the CM/GC contract schedule and to allow timely release of trade packages.

Project Location

Powell Street from Market to Geary streets (three blocks) in downtown San Francisco

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?	New 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	\$4,000,000.00

Justification for Necessary Amendment

This request includes an amendment to the Muni Maintenance 5YPP to add the subject project with \$4,000,000 of the \$18,270,000 programmed to the Housing Incentive Pool (HIP) Grant Program Placeholder (RTIP Fund Exchange with Mid-Life Overhauls). See the attached 5YPP amendment for details.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Powell Street Improvement
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)	Jan-Feb-Mar	2023	Oct-Nov-Dec	2025
Environmental Studies (PA&ED)	Jan-Feb-Mar	2025	Apr-May-Jun	2025
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2025	Jul-Aug-Sep	2026
Advertise Construction	Oct-Nov-Dec	2025		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2026		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2027
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2028

SCHEDULE DETAILS

Construction completion goal is November 2027. Significant community outreach has been led by the Union Square Alliance in partnership with various City agencies (OEWD, SFMTA, SFPW) between January 2023 and present-day.

Project is in close coordination with the SFMTA Powell Safety Project (currently under construction) that is set to be complete in Summer 2026. The project limits of the Powell Safety Project include Powell Street from Ellis Street and Post Street. The project scope includes the following:

- Traffic signal improvements to increase safety through upgraded traffic signals, signal timing, and new accessible pedestrian signals (APS).
- Additional street lighting to allow for better visibility for pedestrians and drivers in the roadway.
- New curb ramps to provide better sidewalk accessibility for those with mobility challenges and others who use mobility devices.

Other funding sources:

- General Obligation bond funds have a 3-year spend down requirement.
- SFPW and OEWD are working closely with the Downtown Development Corporation to finalize an accept and expend resolution at the Board of Supervisors by June 2026 for the \$16M of private funds.

San Francisco County Transportation Authority Allocation Request Form

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

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-206: Muni Maintenance	\$4,000,000	\$0	\$0	\$4,000,000
Healthy, Safe and Vibrant SF (Prop B) General Obligation bond	\$0	\$15,000,000	\$0	\$15,000,000
Private Funding (SF Downtown Development Corp)	\$0	\$16,000,000	\$0	\$16,000,000
Phases In Current Request Total:	\$4,000,000	\$31,000,000	\$0	\$35,000,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$4,000,000	\$0	\$0	\$4,000,000
Healthy, Safe and Vibrant SF (Prop B) General Obligation bond	\$0	\$15,000,000	\$7,000,000	\$22,000,000
Private Funding (SF Downtown Development Corp)	\$0	\$16,000,000	\$0	\$16,000,000
Funding Plan for Entire Project Total:	\$4,000,000	\$31,000,000	\$7,000,000	\$42,000,000

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	\$7,000,000		Actual costs to date and engineering estimate of cost to complete based on previous projects
Construction	\$35,000,000	\$4,000,000	Engineering estimate based on previous projects
Operations	\$0		
Total:	\$42,000,000	\$4,000,000	

% Complete of Design:	35.0%
As of Date:	02/12/2026
Expected Useful Life:	20 Years

San Francisco County Transportation Authority

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

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of construction	SFPW	SFMTA	Contractor
1. Contract					
Task 1: Site Prep and Demolition	\$ 4,000,000				\$ 4,000,000
Task 2: Concrete	\$ 12,000,000				\$ 12,000,000
Task 3: Lighting	\$ 6,000,000				\$ 6,000,000
Task 4: Utilities	\$ 4,000,000				\$ 4,000,000
Subtotal					
2. OCS Replacement					
3. Construction					
Management/Support	\$ 4,000,000	11%	\$ 2,500,000	\$ 1,500,000	
4. Other Direct Costs *	\$ 2,000,000			\$ 1,500,000	\$ 500,000
5. Contingency	\$ 3,000,000	9%			\$ 3,000,000
TOTAL CONSTRUCTION PHASE	\$ 35,000,000		\$ 2,500,000	\$ 3,000,000	\$ 29,500,000

*Task 2: Concrete includes: Sidewalk replacement- 33,000 square feet, Curb replacement- 1,800 linear feet, Foundation - 650 cubic yards, Roadway reconstruction - 5,000 square feet, Sub-sidewalk basement - 9,000 square feet

** e.g. PUC sewer inspection (\$300k), PG&E utility relocation costs (\$200k), SFMTA cable car shutdown/bus bridge cost (~\$1.5 million)

The tables shown here are meant as an example to demonstrate how the required budget information can be represented. Applicant may modify the format as needed to fit the proposed project as long as the requested information is provided in Excel format.

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$4,000,000	Total PROP L Recommended	\$4,000,000

SGA Project Number:		Name:	Powell Street Improvement
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2028
Phase:	Construction	Fundshare:	11.43%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-206	\$2,000,000	\$2,000,000	\$4,000,000

Deliverables

- Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
- With the first QPR, 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.

Special Conditions

- The recommended allocation is conditioned upon amendment of the Muni Maintenance 5YPP to add the subject project with \$4,000,000 in funds from the Housing Incentive Pool (HIP) Grant Program Placeholder (RTIP Fund Exchange with Mid-Life Overhauls). See attached 5YPP amendment for details.
- Recommendation includes a waiver to Prop L policy to allocate funds for the construction phase prior to completion of the design phase to accommodate the accelerated delivery method to meet Mayor Lurie's goal per Executive Directive 25-04 for the project to break-ground by Fall 2026.
- Requested funds for the construction phase are placed on reserve to be released by SFCTA staff upon SFMTA staff providing evidence of completion of design for each bid package (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar).

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	88.57%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	90.48%

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$4,000,000
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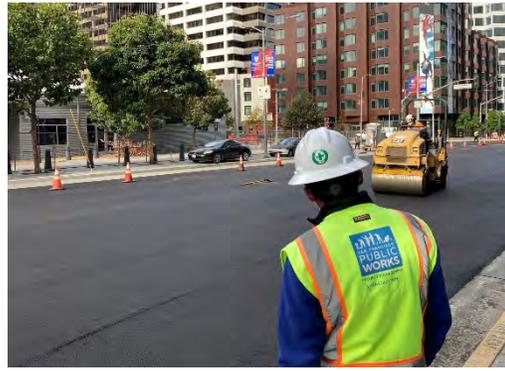
1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

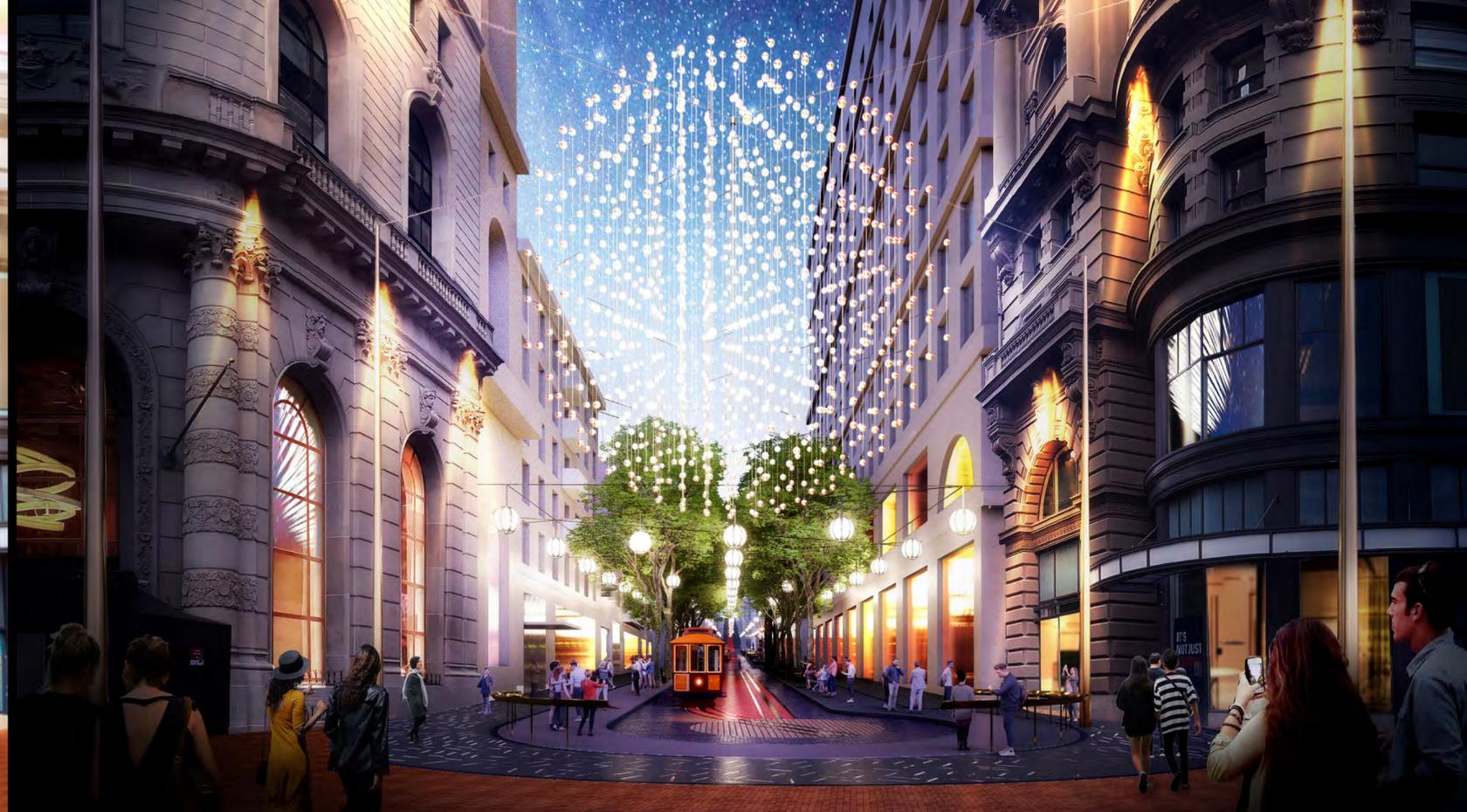
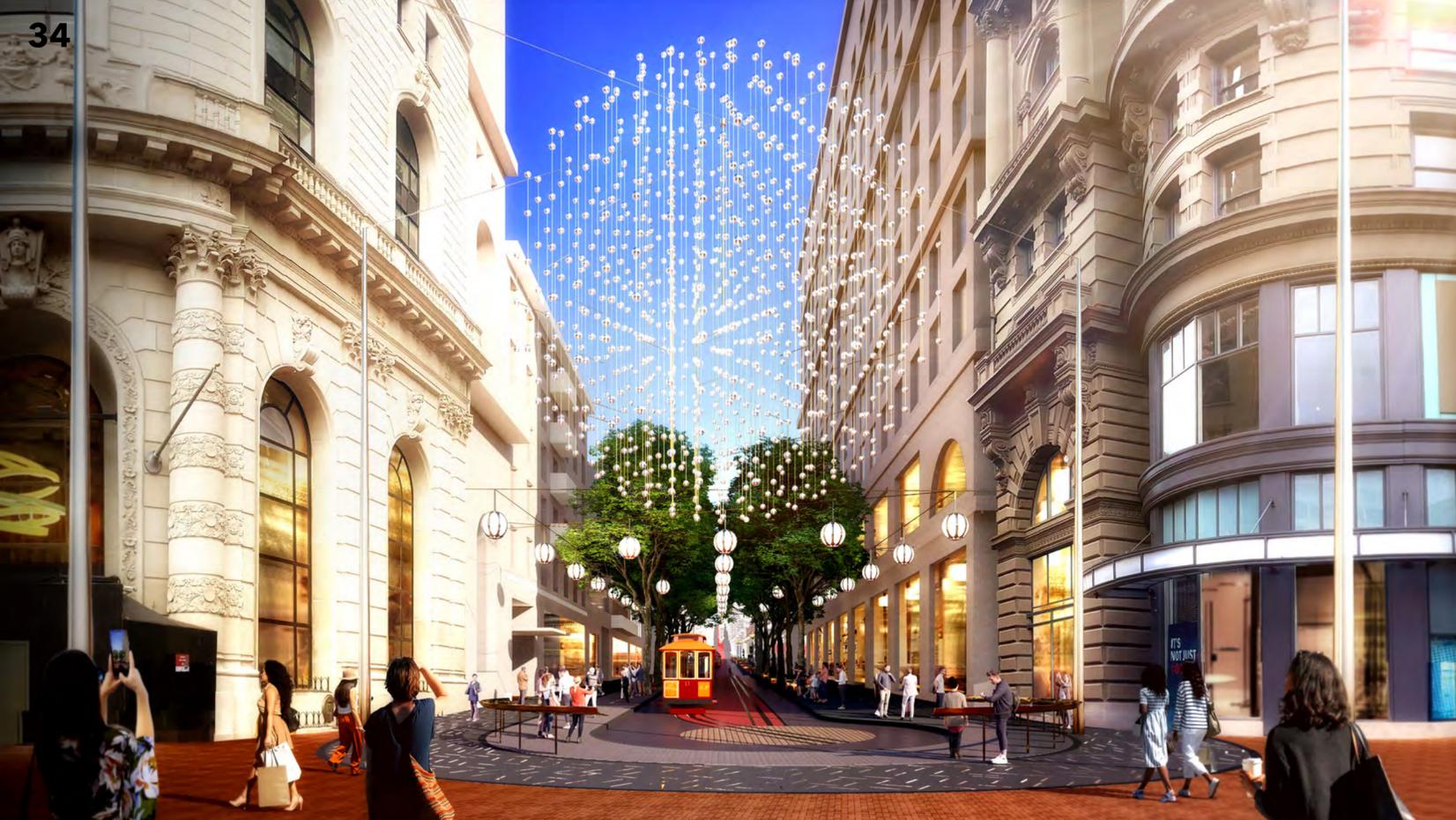
	Project Manager	Grants Manager
Name:	Victoria Chong	Kathryn Studwell
Title:	Transportation Planner	Grant Administration Manager
Phone:	(415) 646-2706	(415) 517-7015
Email:	victoria.chong@sfmta.com	kathryn.studwell@sfmta.com



Project Delivery Division, Bureau of Project Management Powell Street Improvement Project

CONCEPTUAL DESIGN



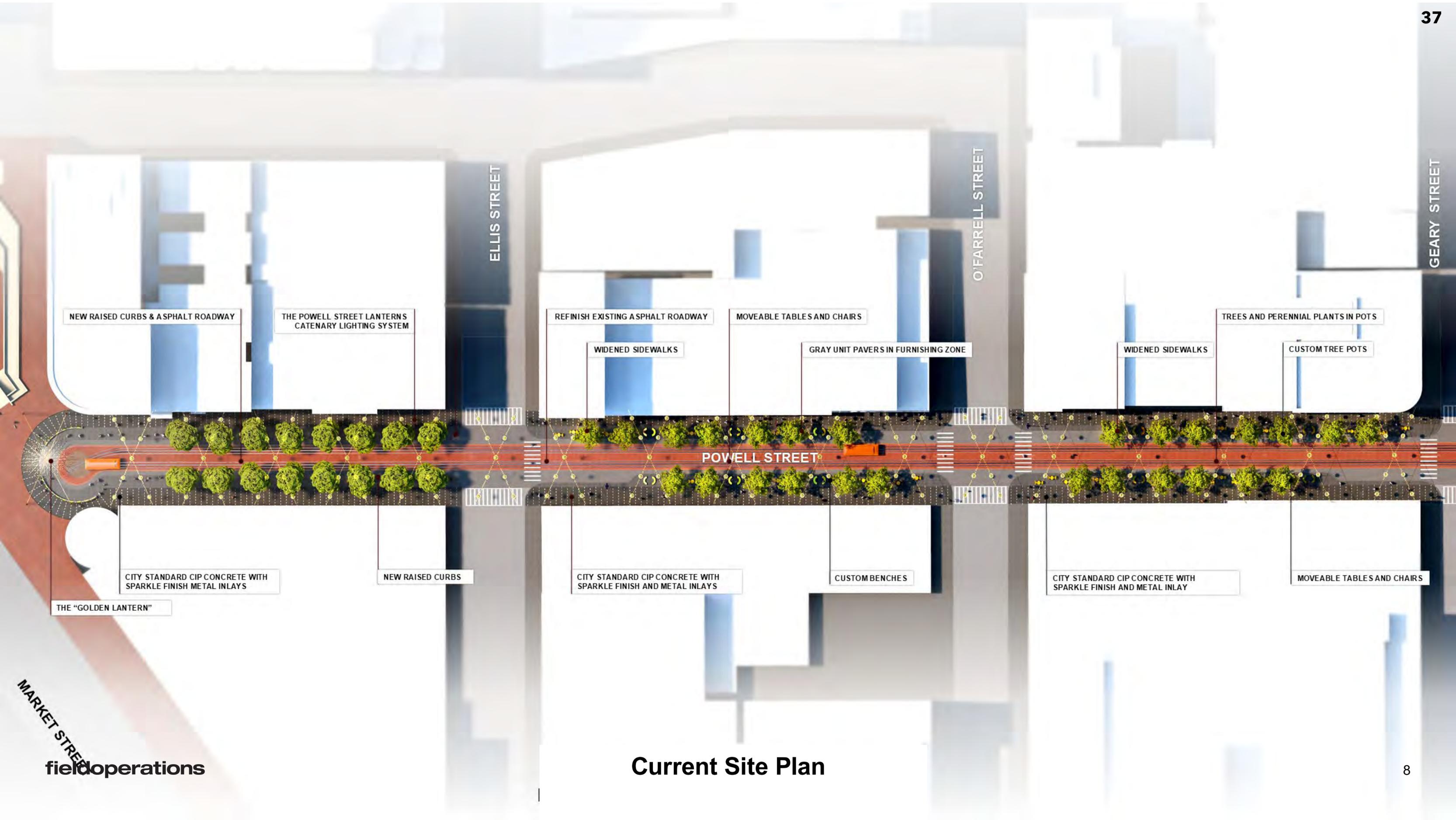


PROJECT GOALS:

- **Extend the historic character of Powell at Market Street**
- **Increase planting and greenery as much as possible**
- **Consider building facades as contributing to character**
- **Celebrate Cable Car Ingenuity at Turn-around**
- **Revitalize Downtown San Francisco**
- **Complete construction November 2027**







ELLIS STREET

O'FARRELL STREET

GEARY STREET

NEW RAISED CURBS & ASPHALT ROADWAY

THE POWELL STREET LANTERNS CATENARY LIGHTING SYSTEM

REFINISH EXISTING ASPHALT ROADWAY

MOVEABLE TABLES AND CHAIRS

TREES AND PERENNIAL PLANTS IN POTS

WIDENED SIDEWALKS

GRAY UNIT PAVERS IN FURNISHING ZONE

WIDENED SIDEWALKS

CUSTOM TREE POTS

POWELL STREET

CITY STANDARD CIP CONCRETE WITH SPARKLE FINISH METAL INLAYS

NEW RAISED CURBS

CITY STANDARD CIP CONCRETE WITH SPARKLE FINISH AND METAL INLAYS

CUSTOM BENCHES

CITY STANDARD CIP CONCRETE WITH SPARKLE FINISH AND METAL INLAY

MOVEABLE TABLES AND CHAIRS

THE "GOLDEN LANTERN"

MARKET STREET
field operations

Current Site Plan





fieldoperations

Powell Street Vision

Powell Street Improvement Project





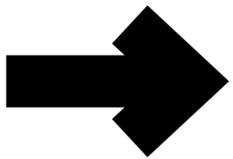
fieldoperations



Powell St Furnishings

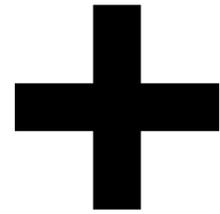
Double-arc geometries create significant waste during casting process - thereby increasing cost per unit

Orthogonal and single-arc surfaces streamline the casting and manufacturing process, reducing costs. This allows us to proceed with bronze within the project budget.



Concept Design Planter

Bronze Manufacturing Ease



Proposed cable car stop changes on Powell Street from Market to Geary



2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28) (As Amended March 2025)
Muni Maintenance (EP 6)
Programming and Allocations to Date
Pending April 2026 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
Subprogram: Vehicles									
SFMTA	32' Motor Coach El Dorado Midlife Overhauls (30 Vehicles)	CON	Programmed					\$4,550,000	\$4,550,000
SFMTA	40' Hybrid Motor Coach Replacement (94 Vehicles)	CON	Allocated	\$32,300,000					\$32,300,000
SFMTA	60' and 40' Battery Electric Bus Procurement Replacing Hybrid Motor Coaches (18 Vehicles)	CON	Allocated	\$10,000,000					\$10,000,000
SFMTA	Cable Car Restoration	CON	Allocated		\$900,000				\$900,000
SFMTA	Housing Incentive Pool (HIP) Grant Program Placeholder ² (RTIP Fund Exchange with Mid-Life Overhauls)	TBD	Programmed			\$14,270,000			\$14,270,000
SFMTA	LRV Quarterlife Overhauls Phase I (99 Vehicles)	CON	Programmed				\$13,900,000		\$13,900,000
SFMTA	New Flyer Midlife Overhauls Phase II	CON	Allocated			\$12,640,000			\$12,640,000
SFMTA	New Jersey PCC Streetcar Midlife Overhauls (16 Vehicles)	CON	Programmed				\$947,000		\$947,000
SFMTA	Paratransit Vehicle Replacement (72 Vehicles)	PLAN	Programmed					\$2,993,000	\$2,993,000
TJPA	The Portal (RTIP Fund Exchange with Mid-Life Overhauls)	CON	Programmed					\$17,847,000	\$17,847,000
Subprogram: Facilities and Guideways									
SFMTA	Cable Car Barn Rehabilitation	PAED	Allocated			\$2,000,000			\$2,000,000
SFMTA	Cable Car Barn Rehabilitation	PS&E	Programmed				\$3,496,000		\$3,496,000
SFMTA	Kirkland Yard Electrification	PS&E	Programmed		\$5,496,000				\$5,496,000
SFMTA	Muni Metro Stations Condition Assessment (Embarcadero to West Portal)	PLAN	Allocated		\$750,000				\$750,000
SFMTA	Potrero Yard Modernization	PS&E	Allocated	\$12,500,000					\$12,500,000
SFMTA	Presidio Yard Modernization	PLAN	Allocated	\$5,000,000					\$5,000,000
SFCTA	Presidio Yard Modernization	PLAN	Appropriated	\$150,000					\$150,000
SFMTA	Station Condition Assessment (Embarcadero to West Portal)	PLAN	Allocated	\$750,000					\$750,000
SFMTA	Woods/Islais Creek Yard Electrification Phase I	PS&E	Allocated	\$2,358,000					\$2,358,000
SFMTA	Powell Street Improvement ²	CON	Pending			\$4,000,000			\$4,000,000
Total Programmed in 2023 5YPP				\$63,058,000	\$7,146,000	\$32,910,000	\$18,343,000	\$25,390,000	\$146,847,000
Total Allocated and Pending				\$63,058,000	\$1,650,000	\$18,640,000	\$0	\$0	\$83,348,000
Total Unallocated				\$0	\$5,496,000	\$14,270,000	\$18,343,000	\$25,390,000	\$63,499,000
Total Programmed in Strategic Plan				\$63,058,000	\$7,146,000	\$32,910,000	\$18,343,000	\$25,390,000	\$146,847,000
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 Amended March 25, 2025 (Resolution 25-38).

² 5YPP amendment to fund Powell Street Improvement (Resolution 2026-0XX, 4/28/2026):

Housing Incentive Pool (HIP) Grant Program Placeholder (RTIP Fund Exchange with Mid-Life Overhauls): Reduced from \$18,270,000 to \$14,270,000 in FY2025/26.

Powell Street Improvement: Added project with \$4,000,000 in FY2025/26 for construction.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	22nd St Station ADA Access Improvements
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Transit Enhancements
Current PROP L Request:	\$1,300,000
Supervisory District	District 10

REQUEST

Brief Project Description

The Caltrain 22nd Street Station is the railroad's only regular service station that is not currently wheelchair accessible. While the Caltrain system as a whole provides meaningful access to passengers with disabilities, the platforms at 22nd Street Station are located below street-level and are only accessible by stairs. Prop L funds would be used for final design of the recommended concept from the Prop K funded Caltrain 22nd Street Station ADA Access Improvement Feasibility Study (2023), which includes one ramp on the northbound platform side and one ramp on the southbound platform.

Detailed Scope, Project Benefits and Community Outreach

The project will provide Americans with Disabilities Act (ADA) access to the 22nd Street Station platforms, approximately 25 feet below existing grade. The recommended alternative (presented to Peninsula Corridor Joint Powers Board in December 2021 and SFCTA Board in March 2023) is to install a northbound platform ramp: approximately 305 feet, 6.5% slope, and a southbound platform ramp: approximately 465 feet, 6.1% slope.

The project will improve access and enhance the customer experience at the 22nd St Station by adding wheelchair accessible ramps to the northbound and southbound platforms, which are currently only accessible by stairs. In addition, the project will include other ADA-related improvements including wayfinding and safety improvements such as tactile strips, lighting, signage, and platform improvements.

Caltrain will review the 30% design and advance it to 100% design, which will include plans, specifications, a construction cost estimate, schedule estimate and environmental assessment for CEQA and NEPA. The environmental assessment will be funded with Prop K funding from the previous allocation. The scope of the work will be to review the existing 30% design done by a consultant for the 22nd Street ADA project; conduct a Geotech survey and generate a report with the findings; develop the 65% plans, specs and construction cost and schedule estimate, present at Accessibility Committee and vet plans through key stakeholders; develop the 95% plans, specs and construction cost and schedule estimate, and vet plans through key stakeholders; develop the 100% plans, specs and construction cost and schedule estimate, design services during construction, produce as-built drawings and vet final plans through key stakeholders.

The conceptual design for this project is attached. For reference: Caltrain 22nd Street Station ADA Access Improvement Feasibility Study (2023) is accessible at https://www.sfcta.org/sites/default/files/2023-03/SFCTA_Board_Caltrain22ndStreetStationADAAccessImprovementFinalReportENCLOSURE_2023-03-14.pdf

Project Location

22nd Street Station

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

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$1,300,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	22nd St Station ADA Access Improvements
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Environmental Type:	TBD
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2023	Jul-Aug-Sep	2026
Environmental Studies (PA&ED)	Apr-May-Jun	2026	Jul-Aug-Sep	2027
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2026	Jul-Aug-Sep	2027
Advertise Construction	Oct-Nov-Dec	2027		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2028		
Operations (OP)				
Open for Use			Apr-May-Jun	2029
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2029

SCHEDULE DETAILS

1 Review 30% design and other documentation: 7/1/26 - 8/1/26

GeoTech Report: 7/1/26 - 10/1/26

65% Plans, Specs, Construction Cost Estimate and Schedule, engagement with key stakeholders (SFPW, SFPUC etc.): 8/1/26 - 2/1/27

90% Plans, Specs, Construction Cost Estimate and Schedule, engagement with key stakeholders (SFPW, SFPUC etc.): 2/1/27 - 5/1/27

100% Plans, Specs, Construction Cost Estimate and Schedule, engagement with key stakeholders (SFPW, SFPUC etc.): 5/1/27 - 6/30/27

Note: Construction schedule is dependent on funding availability.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	22nd St Station ADA Access Improvements
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-210: Transit Enhancements	\$0	\$1,300,000	\$0	\$1,300,000
Phases In Current Request Total:	\$0	\$1,300,000	\$0	\$1,300,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$2,253,000	\$0	\$2,253,000
Caltrain Regional Source	\$2,000,000	\$0	\$0	\$2,000,000
Planned TBD (OBAG, FTA ASAP)	\$13,413,000	\$0	\$0	\$13,413,000
SFCTA Prop K	\$0	\$0	\$734,000	\$734,000
Funding Plan for Entire Project Total:	\$15,413,000	\$2,253,000	\$734,000	\$18,400,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$734,000		Actuals
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$1,300,000	\$1,300,000	Engineer's estimate at 30% design
Construction	\$16,366,000		Engineer's estimate at 30% design
Operations	\$0		
Total:	\$18,400,000	\$1,300,000	

% Complete of Design:	30.0%
As of Date:	03/12/2026
Expected Useful Life:	40 Years

Major Line Item Budget

Description of Work	Estimate To Complete
Engineering- Final Design Consultant	\$ 804,850
Agency Staff	\$ 322,442
PM Consultant	\$ 6,597
TASI Support (O&M Contractor)	\$ 3,651
Legal Support	\$ 5,558
Contingency	\$ 156,901
Grand Total	\$ 1,300,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	22nd St Station ADA Access Improvements
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$1,300,000	Total PROP L Recommended	\$1,300,000

SGA Project Number:		Name:	22nd St Station ADA Access Improvements
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	Expiration Date:	03/31/2028
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-210	\$1,000,000	\$300,000	\$1,300,000

Deliverables

1. Monthly progress reports shall include % complete of the funded phase, work performed in the prior month, work anticipated to be performed in the upcoming month, and any issues that may impact schedule and cost, in addition to all other requirements described in the Standard Grant Agreement. Monthly reports will provide updates on Caltrain's survey of all parties with infrastructure adjacent to or within the project area (e.g., utilities, potholing, etc.) as a means of risk mitigation during final design.
2. Upon completion (anticipated October 2026), Sponsor shall provide the geotechnical survey report.
3. Upon completion of 65% design, Sponsor shall present the project to the Caltrain Accessibility Committee and provide a summary of feedback received along with 65% plans to SFCTA for review and comment.
4. Upon completion of 95% design, Sponsor shall provide plans to SFCTA for review and comment.
5. Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar).
6. Upon completion, Sponsor shall provide an updated scope, schedule, budget, and funding plan for construction. This deliverable may be met with an allocation request for construction.

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	87.76%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	22nd St Station ADA Access Improvements
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$1,300,000
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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:	Anna Hibbard	Michelle Stewart
Title:	Senior Grant Analyst	Director of Grants
Phone:	(650) 508-7749	
Email:	hibbarda@samtrans.com	stewartm@caltrain.com

Photos of Existing Conditions

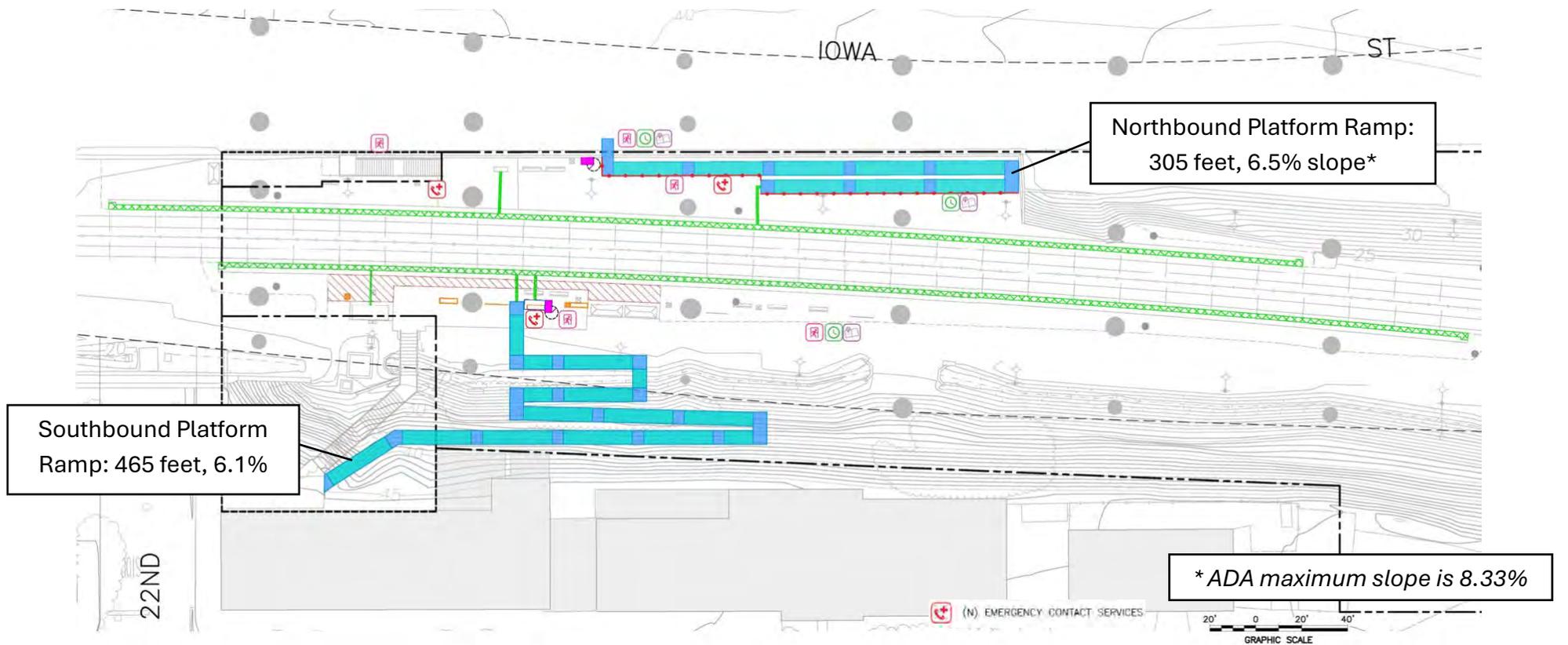


Northbound Platform, Facing South from the Top of the Staircase



Southbound Platform Staircase

Recommended Conceptual Design Alternative



LEGEND		
(N) CONCRETE PAVEMENT	(N) WHEELCHAIR LIFT STORAGE	TRAIN MAP
(N) DETECTABLE WARNING TACTILE	(N) ENTRANCE AND EXIT SIGNS	(N) PASSENGER ASSISTANCE AND COMMUNICATIONS TELEPHONES
(N) DETECTABLE DIRECTIONAL TACTILE	(N) TRAIN SCHEDULE	(N) EMERGENCY CONTACT SERVICES

ATTACHMENT 5

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Mission Bay Ferry Landing
Primary Sponsor:	Port of San Francisco

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Mission Bay Ferry Landing
Current PROP L Request:	\$4,500,000
Supervisory District	District 06

REQUEST

Brief Project Description

The Mission Bay Ferry Landing (MBFL) project will construct a single-float, two-berth ferry landing to provide regional ferry service to the Mission Bay area and surrounding neighborhoods. Prop L funds would be used for the construction phase of the project, which includes installation of piles, floats, gangways, fixed piers, canopies, utilities, and landside improvements. The MBFL will serve more than 350,000 annual weekday passengers plus 125,000 people traveling for special events, helping reduce trips by car to these new jobs and housing hub and easing overcrowding on regional transit.

Detailed Scope, Project Benefits and Community Outreach

The Project entails construction of a single-float, two-berth Ferry Landing. Public access included with the project would create an approximately 5,800 square feet plaza at the ferry terminal and improve approximately 23,323 square feet of the existing Agua Vista Park. The MBFL will serve more than 350,000 annual weekday passengers plus 125,000 people traveling for special events, helping reduce trips by car to these new jobs and housing hub and easing chronic overcrowding on regional transit.

Phase 1 construction was completed in November 2020. The scope of work included the partial removal of former Pier 64 and dredging of contaminated sediment. Phase 2a construction was completed in November 2025. The scope of work included completion of Pier 64 removal and the capping of the former contaminated area and placement of clean sediment.

The remaining work to implement MBFL (Phase 2b) includes installation of piles, floats, gangways, fixed piers, canopies, utilities, landside improvements. While the design of these components was complete in 2020, the MBFL project has been delayed by several factors, including the onset of the Covid-19 pandemic as well as a legal challenge to Regional Measure 3 (RM3). The RM3 legal challenge was resolved in March 2023. The project delay allowed for the scope addition of electrical charging infrastructure, meeting WETA's zero emission California Air Resources Board (CARB) mandate.

The project has gone through several reviews by the Southern Waterfront Advisory Committee (SAC) and Mission Bay Community Advisory Committee (CAC). The project has been presented to the SAC no less than 6 times, Mission Bay CAC no less than 4 times and the Mission Bay Bio-Science working group about 3 times.

Project Location

Adjacent to the intersection of Terry A. Francois Boulevard and 16th Street.

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

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$4,500,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Mission Bay Ferry Landing
Primary Sponsor:	Port of San Francisco

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)			Jan-Feb-Mar	2021
Environmental Studies (PA&ED)			Jan-Feb-Mar	2023
Right of Way				
Design Engineering (PS&E)			Oct-Nov-Dec	2025
Advertise Construction	Jan-Feb-Mar	2026		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2026		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2027
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2027

SCHEDULE DETAILS

Phase 1 construction was completed in November 2020. Phase 2a construction was completed in November 2025.

The schedule above reflects Phase 2b. Construction will commence in June of 2026 with completion of all infrastructure targeted by June 2027, except for the ferry landing float with vessel charging infrastructure, which is to be provided by San Francisco Bay Ferry (SFBF) and lags about a quarter behind with anticipated completion by September 2027.

Special event service and commuter service will begin following completion of the ferry landing, dependent on SFBF's operations plan.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Mission Bay Ferry Landing
Primary Sponsor:	Port of San Francisco

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-212: Mission Bay Ferry Landing	\$0	\$4,500,000	\$0	\$4,500,000
2012 GO Bond	\$0	\$0	\$2,000,000	\$2,000,000
EPA Grant	\$0	\$0	\$18,200,000	\$18,200,000
Port Capital	\$0	\$0	\$800,000	\$800,000
PUC Funds	\$0	\$2,100,000	\$0	\$2,100,000
RM3	\$0	\$0	\$14,300,000	\$14,300,000
TIRCP	\$0	\$0	\$2,000,000	\$2,000,000
UCSF Project Contribution	\$0	\$2,700,000	\$0	\$2,700,000
Phases In Current Request Total:	\$0	\$9,300,000	\$37,300,000	\$46,600,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$4,500,000	\$0	\$4,500,000
2012 GO Bond	\$0	\$0	\$2,000,000	\$2,000,000
EPA Grant	\$0	\$0	\$18,400,000	\$18,400,000
General Fund	\$0	\$0	\$1,200,000	\$1,200,000
Office of Community Investment & Infrastructure	\$0	\$0	\$8,500,000	\$8,500,000
Pier 64 Clean Up	\$0	\$0	\$1,400,000	\$1,400,000
Port Capital	\$0	\$0	\$7,000,000	\$7,000,000
PUC Funds	\$0	\$2,100,000	\$0	\$2,100,000
RM3	\$0	\$0	\$26,000,000	\$26,000,000
TIRCP	\$0	\$0	\$2,000,000	\$2,000,000
UCSF Project Contribution	\$0	\$2,700,000	\$1,300,000	\$4,000,000

Funding Plan for Entire Project Total:	\$0	\$9,300,000	\$67,800,000	\$77,100,000
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Major Line Item Budget

Cost of Phase 1, 2a, 2b and Vessels	\$ 143.5
Cost Without Vessels	\$ 77.1
Soft Costs	\$ 9.1
Project Management and related Port staff labor	\$ 0.6
Design, Entitlements, & Regulatory Fees	\$ 6.4
CM, Inspections, Monitoring	\$ 1.7
<i>Phase 2a - CM</i>	<i>\$ 0.2</i>
<i>Phase 2b - CM</i>	<i>\$ 1.0</i>
<i>Phase 2a - Inspections and Monitoring</i>	<i>\$ -</i>
<i>Phase 2b - Inspections and Monitoring</i>	<i>\$ 0.5</i>
WETA labor for Phase 2b	\$ 0.4
Construction (Contracts and Contingency)	\$ 68.0
Phase 1	\$ 10.2
Phase 2a	\$ 13.1
Phase 2b - Construction of Waterside and Plaza (subject of this request)	\$ 44.7
Shorepower and Anchoring Systems	\$ 10.8
<i>Charging Float (SFBF)</i>	
<i>Guide and Fender</i>	
Gangway	\$ 2.0
Fixed Pier	\$ 10.4
Ferry Plaza	\$ 4.4
Shoreside Charging infrastructure - Back of Meter	\$ 2.0
Shoreside Charging infrastructure - Front of Meter (SFPUC)	\$ 2.5
Contingency/ Escalation 2 additional years (5%)	\$ 8.5
Emergency Firefighting Water System - SFPUC funds	\$ 2.1
Agua Vista Park	\$ 2.0
Electric Vessels	\$ 66.4
3 Small Vessels	\$ 30.4
Large Vessel	\$ 36.0

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$600,000		Actual Cost
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$6,400,000		Actual Cost
Construction	\$70,100,000	\$4,500,000	Actual Cost for Phase 1 and 2A, and Engineers Estimate for Phase 2B at 95% design
Operations	\$0		
Total:	\$77,100,000	\$4,500,000	

% Complete of Design:	100.0%
As of Date:	01/05/2026
Expected Useful Life:	50 Years

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Mission Bay Ferry Landing
Primary Sponsor:	Port of San Francisco

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$4,500,000	Total PROP L Recommended	\$4,500,000

SGA Project Number:		Name:	Mission Bay Ferry Landing
Sponsor:	Port of San Francisco	Expiration Date:	09/30/2028
Phase:	Construction	Fundshare:	9.46%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2028/29	FY2029/30	FY2030/31	Total
PROP L EP-212	\$1,000,000	\$1,500,000	\$2,000,000	\$4,500,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

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

Notes

1. The Port requested that the Transportation Authority waive the Prop L policy that prohibits the advertisement of services/contracts funded with Prop L prior to allocation of funds by the Transportation Authority Board for the Mission Bay Ferry Landing project to enable contractor mobilization during the 2026 in-water work window specified by the Department of Fish and Wildlife (June 1 - November 1). On March 2, 2026, Transportation Authority staff granted permission to advertise at-risk and noted that such a waiver does not presume a positive Board action and is not a guarantee of Prop L funds.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	90.34%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	94.16%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Mission Bay Ferry Landing
Primary Sponsor:	Port of San Francisco

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$4,500,000
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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:

SB

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Simon M Betsalel	Meghan Wallace
Title:	Project Manager	Finance and Procurement Manager
Phone:	(415) 609-8549	555-5555
Email:	simon.betsalel@sfport.com	meghan.wallace@sfport.com

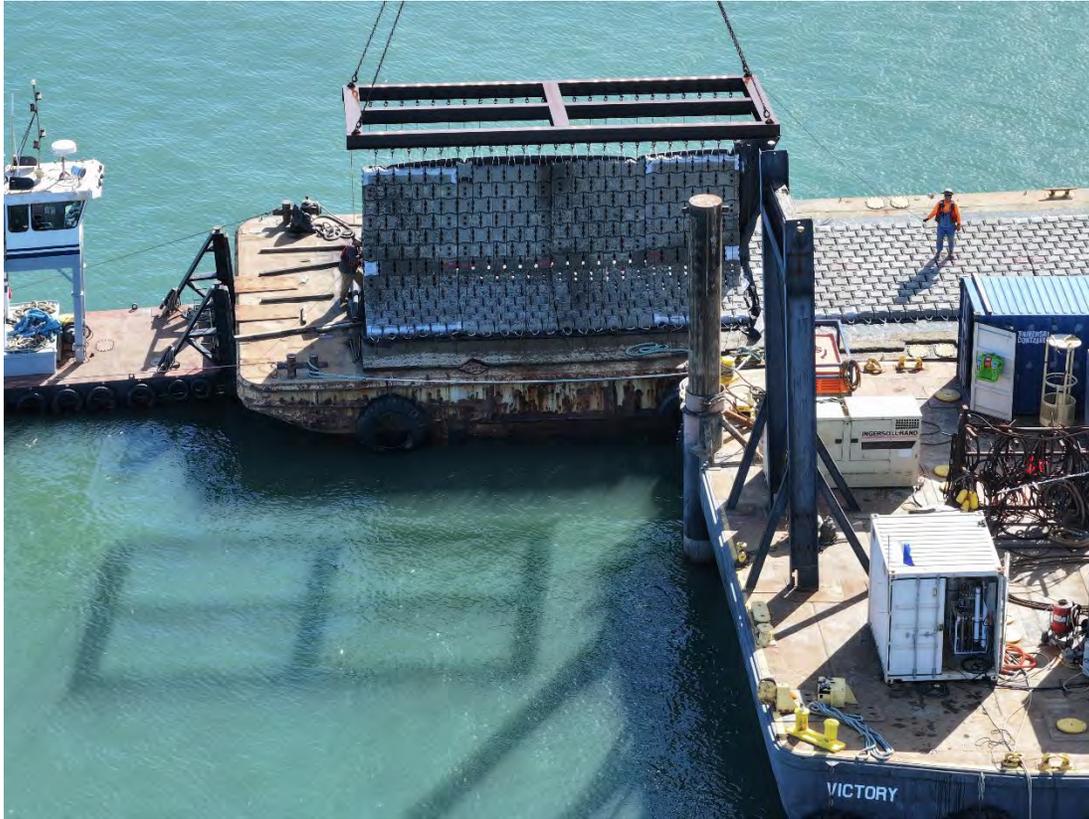
Landside Renderings of Mission Bay Ferry Landing



Aerial Rendering of Mission Bay Ferry Landing



Phase 2A Mattress Installation





Memorandum

AGENDA ITEM 6

DATE: March 19, 2026

TO: Transportation Authority Board

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

SUBJECT: 4/14/2026 Board Meeting: Amend the Prop K Standard Grant Agreement for the Potrero Yard Modernization Project to Allow Use of \$1,000,000 in Prop K Funds for Milestone Payment 1 Costs Under the Infrastructure Facility Project Agreement

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Amend the Prop K Standard Grant Agreement (SGA) (120-910070) for the Potrero Yard Modernization Project to Allow Use of \$1,000,000 in Prop K funds for Milestone Payment 1 Costs Under the Infrastructure Facility Project Agreement.</p> <p>SUMMARY</p> <p>The Potrero Yard Modernization Project (Project) will replace SFMTA’s Potrero bus yard in the Mission District with a modern bus maintenance and storage facility. The Project will be delivered through a Design-Build-Finance (DBF) arrangement with a private developer partner, selected by SFMTA in 2022 through an open and competitive procurement process. In February 2021, the Transportation Authority Board allocated \$5,773,403 in Prop K funds to SFMTA to support development of the Project, with \$1,000,000 of these funds restricted to be used only for compensation to proposers not selected by SFMTA to serve as lead developer through the Project procurement process. Since that time, SFMTA has compensated the unsuccessful proposer(s) using non-Prop K funds. On March 24, 2026, the San Francisco Board of Supervisors is anticipated to consider approval of the Potrero Yard Modernization Project Infrastructure Facility Project Agreement (Project Agreement), which will formally move the project into the delivery phase.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input checked="" type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: <u>Amendment to Prop K SGA</u>
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<p>Financial Close is planned to follow in April 2026, at which time SFMTA will be obligated to make a first milestone payment of \$65,000,000 to the Project developer team. SFMTA has requested an amendment to the February 2021 allocation to allow \$1,000,000 in Prop K funds to be used for Milestone Payment 1 costs. This memorandum also provides an updated on the Project, including modifications to scope and delivery method since the Prop K funds were allocated.</p>	
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BACKGROUND

SFMTA's Potrero Yard serves a large share of the Muni trolleybus fleet. The facility has been in continuous operation since 1915. It is functionally obsolete and vulnerable to an earthquake. The Project is SFMTA's highest priority major initiative within the agency's Building Progress Program, to repair, renovate, and modernize outdated transit facilities.

Procurement Process. In March 2021, the San Francisco Board of Supervisors adopted Ordinance #38-21, which granted SFMTA authority to use an integrated joint development procurement approach for the Project. This was the City's first legislation authorizing major project delivery through a public-private partnership (P3) approach.

SFMTA conducted an open and competitive procurement process to select a developer team to deliver the Project. A Request for Qualifications (RFQ) was issued in August 2020, resulting in the identification of three shortlisted teams. In April 2021, a Request for Proposals (RFP) was issued to the shortlisted teams. In September 2022, SFMTA selected Potrero Neighborhood Collective LLC (PNC) as the Project's lead developer. PNC is led by Plenary Americas, an experienced investor and developer of infrastructure projects in North America. SFMTA and PNC entered into a Predevelopment Agreement (PDA) in November 2022, to advance planning, design, and certain other pre-construction activities for the Project.

Prop K and Prop L Allocations. In February 2021, the Transportation Authority Board allocated \$5,773,403 in Prop K funds to support development of the Project. Of this funding, \$1,000,000 was restricted to be used by SFMTA only for compensation to proposers not selected to serve as the Project's lead developer through the Project procurement process.

In December 2023, the Transportation Authority Board allocated \$12,500,000 in Prop L funds to support continued progression of the project during the PDA phase.



Modifications to Project Scope and Delivery Method. The Project was conceived to include an affordable housing component. SFMTA is prohibited by the City Charter from funding housing design or construction; as such, the Project's housing component is contingent upon the developer securing independent financing. In 2025, the Project's scope was modified, due to the lack of affordable housing funding and budget constraints confronting the agency. This change removed the ability to construct approximately 365 units directly above the new transit facility, while preserving the potential for approximately 104 units adjacent to the facility along Bryant Street.

The Project's delivery method was originally planned as Design-Build-Finance-Operate-Maintain (DBFOM), whereby the developer would be responsible for certain facility operations/maintenance functions for an approximately 30-year term following construction, as well as financing a significant portion of the Project's capital cost over this same term. In order to keep the Project affordable, the long-term facility operations and maintenance services were removed from the developer's scope, and SFMTA is now moving forward with a DBF delivery method. Under the DBF structure, SFMTA will be responsible for all facility operations and maintenance activities; the developer's role following construction will be limited to financing a portion of the capital cost, as further described below.

SFCTA Oversight. Concurrent with the February 2021 allocation to SFMTA, the Board appropriated \$150,000 in Prop K funds to provide for our enhanced oversight of the Project through Financial Close. We have worked closely with SFMTA throughout the Project's PDA phase, including to provide support and input to the procurement process, funding plan, Project Agreement, and risk management activities, among other efforts.

DISCUSSION

Project Agreement Approvals and Contract Structure. On March 3, 2026, the SFMTA Board authorized the execution of the Project Agreement, for the design, construction, and long-term financing of the Project. On March 24, 2026, the Board of Supervisors is anticipated to consider approval of the Project Agreement. The Project Agreement has a contract term that extends for 30 years following substantial completion of the new transit facility.

The Project Agreement will be with PRG Potrero Properties LLC (PRG), which is a special purpose non-profit entity that will serve as the contractual counterparty to



SFMTA, in order to facilitate access to tax-exempt bond financing. The lead developer PNC will be responsible for design and construction, under a Project Implementation Agreement with PRG.

Capital Cost. The Project's capital cost is estimated at approximately \$833 million, excluding the borrowing cost of the financing provided by PRG. Of this amount, design and construction of the new transit facility have a negotiated cost of \$612 million. Total costs, including PRG's cost of borrowing, are approximately \$1.4 billion.

SFMTA Payment Obligations and Project Funding. Under the terms of the Project Agreement, SFMTA will be obligated to make the following payments to PRG:

- *Milestone Payment 1 (MP1): \$65M at Financial Close* - SFMTA has secured all funding for MP1, with the exception of the \$1 million in Prop K funds that are the subject of this memorandum. Funding for MP1 includes \$42 million in Regional Measure 3 funds allocated by the Metropolitan Transportation Commission (MTC) in December 2025.
- *Milestone Payment 2 (MP2): \$250M during Construction* - Of this amount, \$200 million of MP2 funding is planned to come from the Emergency Safety and Emergency Response (ESER) bond that will be before San Francisco voters in June 2026. The remainder of MP2 will be funded by SFMTA capital funds, including from cost savings on other SFMTA capital projects. Should the June 2026 bond measure not be approved, SFMTA would explore other revenue and/or financing options, including potential future bond measure(s).
- *Annual Payments (APs) with Estimated Cumulative Total of \$980M* - Commencing approximately one year after substantial completion, SFMTA will be obligated to make regular payments to PRG over the 30-year financing term, in the amount of approximately \$33 million per year. SFMTA plans to fund APs with capital funds programmed in future SFMTA Capital Improvement Programs (CIPs), including General Fund Population Baseline funds and State SB1 funds. SFMTA has also identified Transportation Authority sales tax funds as a potential funding source to support a portion of AP obligations; however, this would be subject Transportation Authority Board approval. Further, SFMTA also assumed sales tax funds from the successor to the Prop L expenditure plan in the later years of the repayment period.



In addition to these payment obligations, the Project Agreement includes a \$5 million development fee, payable to PNC as compensation for managing and overseeing design and construction (with \$4 million due at substantial completion and \$1 million upon achievement of specified post-completion milestones). Funding for the development fee will be sourced from the borrowing undertaken by PRG.

SFMTA has also budgeted approximately \$83 million for SFMTA staff/consultant costs during construction and for SFMTA-retained contingency. These costs are planned to be funded with Federal Transit Administration (FTA) Formula Funds, General Fund Population Baseline funds, State SB1 funds, and remaining Prop L funds from the December 2023 allocation.

Prop K SGA Amendment. SFMTA has requested an amendment to the February 2021 allocation to allow \$1,000,000 in Prop K funds to be used for MP1 costs. The original Prop K allocation designated this amount for compensation to unsuccessful proposers, as part of the Project's procurement process. SFMTA used non-Prop K funds to compensate the unsuccessful proposer(s).

We are recommending an amendment to the Prop K SGA (120-910070) for the Project, to allow \$1,000,000 in Prop K funds to support MP1 costs, as requested by SFMTA. The total MP1 amount of \$65 million will compensate the Project developer for costs incurred during the PDA phase, including design advancement, due diligence, and other pre-construction activities.

FINANCIAL IMPACT

The recommended action would amend the Prop K SGA (120-910070) for the Potrero Yard Modernization Project, to allow \$1,000,000 in Prop K funds to be used for MP1 costs under the Project Agreement. There is no impact on the adopted Fiscal Year 2025/26 budget since these funds were previously allocated and sufficient funds are included in the budget to accommodate the recommended action.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed SGA Amendment (120-910070)
- Attachment 2 - Revised Prop K Allocation Request Form

Attachment 1

Proposed Standard Grant Agreement (SGA) Amendment - Potrero Yard Modernization - Professional Services Reimbursement

Resolution	Prop K SGA Number	Project Name (Project Sponsor)	Need for Amendment and Project Description	Recommendations
21-30	120-910070	Potrero Yard Modernization - Professional Services Reimbursement (20M) (SFMTA)	<p>SFMTA's Potrero Yard services a large share of Muni's trolleybus fleet. The facility is more than 100 years old, is well past its useful life, and is vulnerable to an earthquake. The Potrero Yard Modernization Project will replace the existing facility with a modern, efficient transit yard that will serve SFMTA's electric trolley and future battery-electric bus fleets. The original project concept also included a Residential and Commercial component with 365 mixed-income housing units.</p> <p>In 2025, due to a lack of funding for developing affordable housing and budget constraints facing the agency, the SFMTA reduced the scope of the project to lower construction costs. Within the reduced scope, the SFMTA has preserved the ability for future construction of up to 100 units of affordable housing at the project site along Bryant Street.</p> <p>In February 2021, the Transportation Authority allocated \$1,000,000 in Prop K funds to compensate unsuccessful design-build proposers during the procurement process. SFMTA used non-Prop K funds for this compensation. In March 2026, the San Francisco Board of Supervisors is expected to approve the Final Project Agreement, moving the project to construction. Financial close is expected April 17, 2026. SFMTA requests amending the 2021 Prop K allocation to apply the unspent \$1,000,000 to Milestone Payment 1 – a \$65 million payment due at financial close for design, due diligence, underwriting, contract assembly, and other pre-construction work under the Infrastructure Facility Project Agreement.</p>	Amend the Prop K Standard Grant Agreement (SGA)(120-910070) for the Potrero Yard Modernization Project to Allow Use of \$1,000,000 in Prop K funds for Milestone Payment 1 Costs Under the Infrastructure Facility Project Agreement.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Potrero Yard Modernization - Professional Services Reimbursement (20M) - Amendment - NEW
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Muni Maintenance
Current PROP K Request:	\$1,000,000
Supervisory District	Citywide

REQUEST

Brief Project Description

The Potrero Yard Modernization Project (Project) will replace SFMTA's Potrero bus yard with a modern four-story bus maintenance and storage facility. The Project will use a Design-Build-Finance (DBF) delivery method, with completion planned for 2030, followed by a 30-year financing term. The Project's total estimated costs, including financing costs, are approximately \$1.4B. The new facility will expand storage capacity by ~68%, support SF's electric trolley and future zero-emission fleet, improve transit reliability, consolidate operations, and provide a safe and climate-resilient workspace.

Detailed Scope, Project Benefits and Community Outreach

Scope to be amended

In February 2021, the Transportation Authority Board allocated \$5.8 million in Prop K sales tax funds to SFMTA to support the development of the Project. Of this amount, \$1.0 million in Prop K sales tax funding was designated for Professional Services Reimbursement, to compensate the proposer(s) not selected by SFMTA to serve as the Project's lead developer through a competitive procurement process conducted beginning in 2020. The Request for Proposals (RFP) process required proposers to undertake design work, cost estimating, and financial modeling. The Professional Services Reimbursement mechanism helped to incentivize high-quality proposal deliverables from the proposing teams.

Amended scope

SFMTA paid the unsuccessful bidder(s) using non-Prop K funds and requests an amendment to allow the \$1 million in Prop K funds to be used to support SFMTA's fulfillment of the first Milestone Payment to the Project developer, as described in the DBF Project Agreement. This first Milestone Payment will compensate the developer's costs during the predevelopment phase, including but not limited to advancing the design of the bus yard, performing due diligence site investigation, community outreach and engagement, financial modeling and lender underwriting, contract assembly, and design-build contractor procurement.

1.0 INTRODUCTION

On March 24, 2026, the San Francisco Board of Supervisors will consider authorizing the execution of the Potrero Yard Modernization Project Infrastructure Facility Project Agreement (Project Agreement) for the design, construction, and financing of the Project. Below is a summary of the Project background, scope of work, and financial structure.

2.0 PROJECT BACKGROUND

The Project is SFMTA's first initiative under the Building Progress Program to repair, renovate, and modernize outdated transit facilities. The Project site is the existing Potrero Division bus yard at 2500 Mariposa Street, bounded by Bryant, 17th, Hampshire, and Mariposa streets, occupying 4.4 acres in the Mission District. The facility has been in continuous operation since 1915 and currently houses approximately 158 electric trolley buses in a two-story structure that is functionally obsolete and operating beyond capacity. The facility is more than 100 years old, well past its useful life, and vulnerable to earthquake damage.

SFMTA selected Potrero Neighborhood Collective LLC (PNC), led by Plenary Americas US Holdings Inc., as its private partner for delivery of the Project, through a full and open competitive procurement process. This process consisted of a Request for Qualifications (RFQ) issued in 2020, followed by the RFP issued to the three teams shortlisted through the RFQ. SFMTA and PNC entered into a Predevelopment Agreement (PDA) in November 2022, under which PNC was required to advance design, environmental review, financing analysis, and negotiation of project agreements at its own expense. Predevelopment work is now complete, and the Project is now planned to advance to the delivery phase.

The approval of the Project Agreement by the SFMTA Board and the Board of Supervisors will formally move the Project into delivery and will obligate SFMTA to a set of financial obligations to the developer partner. The Project Agreement will be with PRG Potrero Properties LLC (PRG), which is a flow-through non-profit entity that will serve as the contractual counterparty to SFMTA, in order to facilitate access to tax-exempt bond financing. The lead developer (PNC) will be responsible for design and construction, under a Project Implementation Agreement with PRG.

In March 2021, the Board of Supervisors adopted Ordinance #38-21, which granted SFMTA the authority to use an integrated joint development procurement approach for the Potrero Yard Modernization Project. This was the City's first legislation authorizing major project delivery through a public-private partnership approach. The Project will be delivered using a Design-Build-Finance (DBF) delivery model. Under the DBF arrangement, SFMTA will be responsible for all facility operations and maintenance; the developer's role following construction will be limited to financing a portion of the Project's costs.

3.0 SCOPE OF WORK

The Project will deliver a modern, four-story bus storage and maintenance facility through a DBF delivery model. The fixed design and construction price is \$612,107,000, with substantial completion planned for 2030. The Project will:

1. Replace the existing seismically deficient two-story structure and expand maintenance and storage capacity at the site by approximately 68%;
2. Support the SFMTA's electric trolley bus fleet and enable future transition to battery-electric vehicles, advancing the agency's zero-emission fleet goals;
3. Consolidate Muni operator training functions on-site and provide adequate working space for transit maintenance support functions;
4. Provide safe, naturally lit, and well-ventilated workspaces resilient to climate change and seismic events;
5. Improve transit service reliability by reducing breakdowns, increasing on-time performance, and reducing overcrowding; and
6. Comply with LEED sustainability standards.

A separate Lease Development and Disposition Agreement will provide for continued predevelopment of an affordable housing component adjacent to the bus facility, with approximately 104 affordable residential units and approximately 2,800 square feet of ground-floor commercial space. SFMTA is prohibited by Charter from funding housing design or construction; the housing component is contingent on the developer securing independent financing.

4.0 CONTRACTUAL AND FINANCING STRUCTURE

The estimated cost of the Project is approximately \$1.4 billion, including the developer's cost of borrowing. Under the Project Agreement, the developer will be compensated through the following structure:

4.1 Milestone Payment 1 - \$65,000,000

This payment is due at Financial Close, soon after approval of the Project Agreement. The payment will be funded from multiple sources, including the \$1,000,000 in SFCTA Prop K sales tax funds that are the subject of this request, as well as \$42,393,000 in MTC Regional Measure 3 Bridge Toll Funds; \$5,150,953 in Caltrans SB 1 State of Good Repair funds; \$5,750,000 in City General Fund (Prop B Transit); and \$10,706,047 in FTA Section 5307 Formula Funds.

4.2 Milestone Payment 2 - \$250,000,000

Of this amount, \$200 million is anticipated from a General Obligation (GO) Bond measure that will be before San Francisco voters in June 2026. Should the GO Bond not be approved, SFMTA will explore alternative revenue and/or financing options. The remaining \$50 million will be from other SFMTA sources, including from cost savings on other completed capital projects.

4.3 Development Fee - \$5,000,000

The development fee is payable to PNC, as compensation for managing and overseeing design and construction: \$4,000,000 at substantial completion and \$1,000,000 upon achievement of specified post-completion milestones. Funding for these amounts will be sourced from the borrowing issued by PRG.

4.4 Annual Availability Payments - Approximately \$980,000,000 Cumulative Total

Beginning in Fiscal Year 2032 and continuing for up to 30 years, the SFMTA will make annual availability payments to the developer. Payments are projected to be approximately \$33 million per year. The annual payments are planned to be funded from future capital funds programmed to SFMTA's Facilities Program in future Capital Improvement Programs (CIPs).

5.0 APPROVALS AND NEXT STEPS

The following approvals are required to advance the Project to construction:

1. SFMTA Board of Directors authorized the execution of the Project Agreement - March 3, 2026;
2. Board of Supervisors approval under Charter Section 9.118(b), required because the contract term exceeds 10 years - anticipated March 24, 2026;
3. Financial Close - approximately one month after commercial close; and
4. Substantial completion of the infrastructure facility - targeted June 2030, with a 30-year financing term expected to conclude in 2060.

The PDA expires March 31, 2026. The SFMTA Board has been authorized to amend the Predevelopment Agreement to extend its term, if necessary, to allow sufficient time to obtain the required approvals.

Project Location

2500 Mariposa Street, San Francisco (double block bound by Mariposa, Bryant, Hampshire and 17th Streets)

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

Project Phase(s)

Design Engineering (PS&E)

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 K Amount	\$1,000,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Potrero Yard Modernization - Professional Services Reimbursement (20M) - Amendment - NEW
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2018	Oct-Nov-Dec	2021
Environmental Studies (PA&ED)	Jan-Feb-Mar	2018	Oct-Nov-Dec	2024
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2026	Apr-May-Jun	2027
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2027		
Operations (OP)	Apr-May-Jun	2030		
Open for Use			Apr-May-Jun	2030
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2030

SCHEDULE DETAILS

Upcoming Milestones:

- Financial Close and NTP 1 Apr 17, 2026
- NTP 2 Jul 16, 2026
- Site Access Jul 16, 2026
- PGE Service Application (new service) Sep 15, 2026
- 100% design submittal Apr 01, 2027
- Site Permits May 27, 2027
- Demo Structure Jul 08, 2027
- Substantial Completion / Occupancy Jun 26, 2030
- Final Completion Dec 23, 2030

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Potrero Yard Modernization - Professional Services Reimbursement (20M) - Amendment - NEW
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-206: Muni Maintenance	\$0	\$0	\$3,118,982	\$3,118,982
FTA Formula Funds	\$0	\$0	\$11,056,047	\$11,056,047
General Fund Population Baseline	\$0	\$0	\$8,095,846	\$8,095,846
MTC Regional Measure 3	\$0	\$0	\$45,896,055	\$45,896,055
Prop K: EP-120M: Facilities - MUNI	\$0	\$1,000,000	\$4,773,403	\$5,773,403
SB1 State of Good Repair	\$0	\$0	\$8,281,609	\$8,281,609
SFMTA Operating Funds	\$0	\$0	\$1,000,000	\$1,000,000
Phases In Current Request Total:	\$0	\$1,000,000	\$82,221,942	\$83,221,942

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$0	\$12,500,000	\$12,500,000
APs: SFMTA Capital Funds (multiple sources)	\$980,351,548	\$0	\$0	\$980,351,548
FTA Formula Funds	\$0	\$30,401,378	\$11,056,047	\$41,457,425
General Fund Population Baseline	\$0	\$21,442,773	\$8,095,846	\$29,538,619
MP2: GO Bond & SFMTA Capital Funds	\$0	\$250,000,000	\$0	\$250,000,000
MTC Regional Measure 3	\$0	\$0	\$45,896,055	\$45,896,055
Prop K: EP-120M: Facilities - MUNI	\$0	\$1,000,000	\$4,773,403	\$5,773,403
SB1 State of Good Repair	\$0	\$22,155,849	\$8,281,609	\$30,437,458
SFMTA Operating Funds	\$0	\$0	\$1,000,000	\$1,000,000
Funding Plan for Entire Project Total:	\$980,351,548	\$325,000,000	\$91,602,960	\$1,396,954,508

COST SUMMARY BY PHASE		
Phase	Total Cost	Prop K Amendment - Current Request
PDA Phase - SFMTA Costs	\$18,221,942	
PDA Phase - Developer Costs	\$65,000,000	\$1,000,000
Delivery Phase - SFMTA Costs	\$83,381,018	
Delivery Phase - Facility Construction	\$612,107,000	
Delivery Phase - Other Developer Costs	\$54,667,751	
Developer's Cost of Borrowing	\$563,576,797	
Total:	\$1,396,954,508	\$1,000,000

% Complete of Design:	30.0%
As of Date:	12/17/2025
Expected Useful Life:	70 years

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Memorandum

AGENDA ITEM 7

DATE: March 18, 2026

TO: Transportation Authority Board

FROM: Carl Holmes - Deputy Director for Capital Projects

SUBJECT: 04/14/2026 Board Meeting: Approve a Two-Year Professional Services Contract with HNTB Corporation in an Amount Not to Exceed \$1,050,000 for Consulting Services for the Pennsylvania Avenue Extension Bridging Study

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Approve a two-year professional services contract with HNTB Corporation in an amount not to exceed \$1,050,000 for consultant services for the Pennsylvania Avenue Extension (PAX) Bridging Study • Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions <p>SUMMARY</p> <p>PAX is a future rail project, which is planned to grade separate existing at-grade rail crossings of the Caltrain corridor at Mission Bay Drive and 16th Street. The project will improve connectivity between Mission Bay and adjacent neighborhoods, improving emergency access, pedestrian safety, bus transit reliability, and traffic management. In 2022, the Transportation Authority completed the PAX Project Initiation Study. The Project Initiation Study developed and evaluated a range of initial alignment options for PAX. We are now initiating the PAX Bridging Study (Study) to further advance planning and conceptual design for the project, including to coordinate with related projects. We issued a Request for Proposals (RFP) on October 31, 2025, seeking consultant services for the Study. We received six proposals by the due date of December 19, 2025. Following evaluation of proposals and interviews, the selection panel, comprised of staff from the Transportation Authority and SFMTA,</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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<p>recommended contract award to HNTB Corporation to provide the requested services. We anticipate the Study will take approximately two years, with a final report to be brought forward to the Board for consideration at the Study's conclusion.</p>	
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BACKGROUND

Previous Studies. In 2018, the San Francisco Planning Department, in partnership with the Transportation Authority and other partner agencies, concluded the Railyard Alignment and Benefits (RAB) Study. The RAB Study assessed options for the alignment of the Caltrain corridor through San Francisco and identified the recommended long-term alignment as a tunnel beneath 7th Street and Pennsylvania Avenue, connecting to The Portal project (also known as the Downtown Rail Extension) and extending the below-grade rail alignment southward. The Transportation Authority Board endorsed this PAX project alignment in September 2018 through approval of Resolution 19-12.

The Transportation Authority's PAX Project Initiation Study identified three broad potential design options for the project, based on a preliminary evaluation of constructability, cost, risk, environmental considerations, and benefits. The Project Initiation Study did not identify a recommended project option. In July 2022, the Board accepted the final report of the Project Initiation Study.

Related Projects. Planning for PAX requires close coordination and consultation with multiple related projects and partner entities. PAX will serve Caltrain rail operations and, in the future, the project will also serve rail operations of the California High-Speed Rail Authority (CHSRA). The project will have a direct connection to The Portal, which is led by the Transbay Joint Powers Authority (TJPA). The Portal will extend the Caltrain corridor to Salesforce Transit Center via a new tunnel and will be completed prior to potential future implementation of PAX.

The interface of The Portal and PAX projects will be at the existing Fourth and King Railyards site, which is Caltrain's current northern terminus. Prologis, a private entity, owns the Railyards site. Caltrain holds a perpetual easement to use the Railyards Site for rail purposes. In 2024, Caltrain and Prologis concluded the Railyards Preliminary Business Case (PBC) process. The Business Case investigated multiple long-term options for the future configuration of the Railyards, including potential land use development and associated modifications/improvements to rail infrastructure. In



March 2026, Prologis submitted a project application for development of the Railyards site to the City and County of San Francisco (CCSF).

Major stakeholders for projects related to the Railyards have entered into a Memorandum of Understanding (MOU) to coordinate planning and project development activities, including for PAX, The Portal, and the Railyards site development. Parties to the MOU are the Transportation Authority, CCSF, TJPA, Caltrain, CHSRA, and Prologis.

Study Funding, Timing, and Objectives. In March 2023, the Board appropriated \$2.5 million in Prop K sales tax funds for the PAX Bridging Study. Since that time, we have deferred the broad initiation of the Study, in order to allow related projects to further progress. With the recent advancement of both The Portal project and the Railyards site development proposal, we are now moving forward with the Study.

The primary objectives of the Study are to:

- Develop stated requirements for PAX design and construction (Owner's Project Requirements), with consideration of related projects;
- Investigate opportunities to reduce PAX cost and risk;
- Coordinate with related projects;
- Engage with partner agencies, stakeholders, and the community; and
- Identify potential next steps for the project.

These objectives will be addressed through a technical and engagement work program, for which we require a qualified consultant team to provide planning, engineering, engagement, and project development services.

DISCUSSION

Procurement Process. We issued an RFP for consultant services for the Study on October 31, 2025. We hosted a pre-proposal conference on November 10, 2025, which provided opportunities for small and local businesses to meet larger firms and form partnerships. Thirty-two firms registered for the conference. We took steps to encourage participation from small and local enterprises, including advertising in six local newspapers: the San Francisco Chronicle, San Francisco Examiner, El Reportero, Nichi Bei, the Small Business Exchange, and Wind Newspaper. We also distributed the RFP and questions and answers to certified small and local businesses, Bay Area and cultural chambers of commerce, and small business councils.



By the due date of December 19, 2025, we received six proposals in response to the RFP. A selection panel comprised of Transportation Authority and SFMTA staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. We held interviews with four teams during the week of January 12, 2026.

Based on the competitive process defined in the RFP, the panel recommends that the Board award the contract to the highest-ranked firm: HNTB Corporation. The HNTB Corporation team distinguished itself based on their strong technical expertise in tunneling; their deep understanding of, and experience with, the involved partner agencies; and their proposed approach to developing Owner's Project Requirements, reflecting both technical and strategic considerations for the PAX project.

We established a Local Business Enterprise (LBE), Small Business Enterprise (SBE), and San Francisco Transportation Disadvantaged Business Enterprise (SFCTA DBE) goal of 13%. The HNTB Corporation team includes 13% LBE/SBE/SFCTA DBE participation from Monument ROW, Inc. (SBE), MSA Design & Consulting, Inc. (LBE/SBE), and Telamon Engineering Consultants, Inc. (LBE/SBE).

FINANCIAL IMPACT

The proposed contract will be funded by Prop K sales tax funds, appropriated through Resolution 23-38. The adopted Fiscal Year 2025/26 budget includes sufficient funds to accommodate the recommended action(s), and sufficient funds will be included in future budgets.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 - Scope of Services

ATTACHMENT 1

PENNSYLVANIA AVENUE EXTENSION BRIDGING STUDY

HNTB CORPORATION

SCOPE OF WORK

HNTB Corporation (Contractor) and its subconsultants shall perform the following consultant services as required to the not-to-exceed limit for this Scope of Work.

Approach to Contractor Scope of Services

The Transportation Authority plans to progress the Study in two phases, as follows:

- Phase A: Project Requirements and Optioneering (Tasks 1-5)
- Optional Phase B: Project Advancement (Tasks 6-9)

The Transportation Authority will award a contract to the Contractor for Phase A. If the Transportation Authority determines in its sole and absolute discretion that the Contractor has performed Phase A satisfactorily and that there is a need to proceed to Phase B, the Transportation Authority will amend the Contractor contract to include some or all of Phase B. The Transportation Authority reserves the right to conclude the Bridging Study at the completion of Phase A, or to re-procure and to select a different consultant for Phase B. Authorization for future task(s), if any, will be at the Transportation Authority's sole and absolute discretion and will be by amendment to the Contractor contract.

The Transportation Authority has budgeted up to \$700,000 in Contractor costs for Phase A, and up to \$350,000 in consultant costs for Phase B. Please note that these are ceilings, not targets.

Phase A: Project Requirements and Optioneering

Phase A will consider Project design, constructability, and integration with adjacent/interfaces projects focusing on the north end of the Project alignment (e.g., with The Portal project and Railyards Project). Phase A will also: explore potential opportunities to reduce Project cost and risk; and coordinate and engage with Project partners. A key outcome for Phase A is to increase confidence in the ability to construct the Project in the future, including protection for the Project in the context of related projects. Approximately 12 months are anticipated for the completion of core Phase A tasks.

Task 1 - Project Management and Partner Engagement

1.1 Phase A Project Management

Prepare an updated Work Plan for organizing the technical and engagement activities of Phase A, including considerations for options development, coordination/integration with related studies/projects, and other issues as appropriate. Review and revise this Work Plan in collaboration with Transportation Authority staff.

ATTACHMENT 1

Conduct ongoing project management activities. Convene and facilitate regular project management meetings with the Transportation Authority. Maintain Study work plan, schedule, and other project management tools. Support management of Study issues and Study-phase risks.

As directed, prepare periodic presentations to executive staff.

Deliverables:

- *Work Plan and Schedule*
- *Project management tools and regular meetings with Transportation Authority Staff*
- *Project update presentations*

1.2 Phase A Partner Engagement

Conduct engagement during Phase A with Project partners, including through a Study Technical Advisory Committee (TAC), with representation including CCSF departments, Caltrain, CHSRA, TJPA, Caltrans, Metropolitan Transportation Commission (MTC), and other partners as appropriate. Engage directly with partners as required for agency-specific needs. Periodically engage with the Railyards MOU Staff Working Group.

Deliverables:

- *Partner engagement materials*

Task 2 - Requirements and Constructability

2.1 Owner's Project Requirements

Develop a clear set of Owner's Requirements for the Project, with a focus on the northernmost segment of the Project and associated interfaces. These Requirements are intended to serve as Project inputs to related projects (as such projects may advance on timelines independent of PAX), in order to provide for and protect for the future ability to construction, commission, and operate the Project. Engage with Caltrain, TJPA, and other partners as required for this task.

Development of Task 2.1 will be supported by Tasks 2.2, 2.3, and 2.4. The Contractor team will serve as technical and strategic advisor to the Transportation Authority in order to identify the appropriate focus and level of detail for these requirements, so as to effectively serve the Project's needs and engage with partners.

Deliverables:

- *Owner's Project Requirements (Draft)*
- *Owner's Project Requirements (Revised)*

2.2 Adjacent and Interfacing Projects

Refine and/or develop sketch-level design concepts for the Project's relationship with adjacent projects and interfacing projects. This work is planned to focus on adjacencies at or near the Railyards site, where the PAX alignment is most fixed and where other

ATTACHMENT 1

significant infrastructure and development work is advancing (including The Portal and Railyards Site Development). Task 2.2 will be supported by Tasks 2.3 and 2.4.

Advise on the approach to considering and planning for Project interfaces in the context of multiple projects and relevant uncertainties. Develop conceptual approaches to enabling and facilitating the future construction of PAX under multiple scenarios for the sequencing of PAX and related projects. Engage with Caltrain, TJPA, and other partners as required for this task; conduct technical review sessions/meetings with relevant partners and respective technical advisors.

Deliverables:

- *Initial concept design development for interfaces with related projects*
- *Materials to support engagement with partners*
- *Supporting technical deliverables, as required*

2.3 Constructability

Refine the construction approach for the Project, with a focus on adjacent/interfacing projects. Engage with Caltrain, TJPA, and other partners as required for this task. Provide input to Task 2.1.

Deliverables:

- *Technical memorandum: Constructability assessment*

2.4 Phasing and Sequencing

Study the phasing of the Project relative to related/adjacent/interfacing projects, including consideration of multiple scenarios for the progression of independent projects over time. Engage with Caltrain, TJPA, and other partners as required for this task. Provide input to Task 2.1.

Deliverables:

- *Technical memorandum: Phasing/sequencing assessment*

Task 3 - Option Development and Refinement

3.1 Review of Options, Constraints and Opportunities

Review Project options, constraints, and opportunities, with the goal of identifying potential approaches to reduce costs, mitigate risks, and manage constraints. The review will consider Project options developed through the PAX Concept Study and, as appropriate, will also include refined and/or new sketch-level conceptual options. These additional options may include options proposed by the Study TAC and/or Project partners; options proposed by the Contractor team; options previously considered and screened; options enabled by relaxation of previously assumed constraints; etc. To prepare for the review, consider previous designs, studies, and other existing base information.

Design, prepare for, and facilitate an intensive technical review workshop with the Transportation Authority and other agencies, as appropriate. Develop executive-level briefing materials summarizing the workshop and its initial outcomes. Prepare a

ATTACHMENT 1

memorandum to synthesize the review of options and constraints, including description of refined/new options, and recommendations for additional work.

Deliverables:

- *Meeting Materials: Options/Constraints/Opportunities Technical Workshop*
- *Executive Briefing Deck*
- *Technical Memorandum: Options Review*

3.2 Project Options Design Development

Guided by the outcomes of Task 3.1 (and coordinated with Tasks 2.1 through 2.4), undertake design investigation and early concept-level design development, to advance understanding of options for the Project. Conduct initial analysis of new and/or refined options. It is anticipated that Task 3.1 will advance new/refined options to enable initial comparison to previously developed options, within the parameters of Phase A schedule and budget.

Deliverables:

- *Project Options Design Development*
- *Options Analysis*

3.3 Utility Analysis

To support Tasks 3.1 and 3.2, conduct utility analysis as appropriate. This Task may consist of concept design development and associated analysis and could also consist of review/input of work undertaken by utility owners (e.g., CCSF). The specific scope of Task 3.3 will be determined by the Transportation Authority with the input of Project partners and the Contractor; the approach may also be informed by work under Tasks 3.1 and 3.2.

Deliverables:

- *Utility Analysis documentation, as directed*

3.4 Planning-Level Cost and Schedule

Develop coarse capital cost estimates and characterization of Project schedule and risk. For 3 previously developed options, update capital costs and schedule with current assumptions; for up to 3 new/refined options, develop initial/high-level capital cost estimates and implementation schedules.

Deliverables:

- *Technical Memorandum: Updated/New Capital Costs and Schedules*

3.5 Supporting Technical Analyses

Undertake supporting technical analyses, to advance understanding of Project options, consistent with the Study Work Plan, and within Phase A's constraints of schedule and budget. Potential sub-tasks could include other existing infrastructure analysis; operations analysis; climate and/or resilience analysis; and/or other sub-tasks to be identified.

Deliverables:

- *Technical Memoranda: Supporting Technical Analyses*

ATTACHMENT 1

Task 4 - Support for Community Engagement

Provide support to engagement with stakeholders and the broader community. Provide technical staff support for stakeholder and/or community meetings. The Transportation Authority anticipates separately engaging other consultant(s) to provide public engagement services, to the extent such services are required for Phase A of the Study.

Deliverables:

- *Technical support for stakeholder/community engagement activities*

Task 5 - Phase A Study Report

Upon sufficient completion of Phase A tasks, prepare a Phase A Study report to document the activities of Phase A and document findings and recommendations. As directed, prepare a draft work plan for Phase B of the Bridging Study, reflecting the recommended approach to further work. As necessary, support Transportation Authority staff in engagement processes with agency leadership and with Project partners, in order to successfully conclude Phase A.

Deliverables:

- *Phase A Study Report*
- *Phase B Work Plan (draft)*

Phase B: Project Advancement (Optional)

Phase B, if pursued, would continue to advance the Project, guided by the outcomes of Phase A.

Approximately 12 months are anticipated for the completion of core Phase B tasks. Given that Phase B will be guided by the outcomes of Phase A, this RFP provides less detail with respect to the specific scope of certain Phase B tasks.

Task 6 - Phase B Project Management and Partner Engagement

6.1 Phase B Project Management

Prepare an updated draft of the Phase B work plan. Conduct ongoing project management activities. Convene and facilitate regular project management meetings with the Transportation Authority. Maintain Study work plan, schedule, and other project management tools. Support management of Study issues and Study-phase risks.

Deliverables:

- *Phase B work plan (revised)*
- *Phase B schedule*
- *Project management tools and regular meetings with Transportation Authority staff*

6.2 Phase B Partner Engagement

ATTACHMENT 1

Conduct engagement during Phase B with Project partners, including with CCSF departments, Caltrain, CHSRA, TJPA, Caltrans, MTC, and other partners as appropriate. Engage directly with partners as required for agency-specific needs. Periodically engage with the Railyards MOU Staff Working Group.

Deliverables:

- *Partner engagement materials*

Task 7 - Project Technical Advancement

7.1 Phase B Design and Other Technical Studies

Undertake design work and technical studies associated with PAX Project Options, consistent with the Phase B work plan. Potential sub-tasks are as follows:

- Design Development/Refinement
- Existing Infrastructure Assessment
- Utility Analysis
- Surface Transportation/Traffic Analysis
- Operational Analysis
- Constructability Analysis and Staging Approach
- Cost, Risk, and Schedule
- Resilience and Climate
- Other Technical Analyses, as required

Deliverables:

- *Technical memoranda and other work products, per Phase B work plan*

7.2 Phase B Related Projects Coordination and Interfaces

Conduct technical coordination, review, and engagement with related and adjacent/interfacing projects on behalf of the Project and the Transportation Authority, during the period of execution of other Phase B tasks. Task 7.2 is expected to include: participation in technical review sessions or workshops convened by other agencies; review of deliverables/design produced by other agencies and their consultants; and provision of strategic and technical advice to the Transportation Authority. This Task may also include work to prepare or update technical requirements, as input to development/design of interfacing projects.

Deliverables:

- *Interface coordination meetings/charrettes*
- *Review/comment of deliverables produced by other agencies*
- *PAX technical requirements input to other projects (as needed)*

Task 8 - Phase B Support to Stakeholder and Community Engagement

Provide support to engagement with stakeholders and the broader community. Provide technical staff for stakeholder and/or community meetings. The Transportation Authority anticipates separately engaging other consultant(s) to provide public engagement services, to the extent such services are required for Phase B of the Study.

ATTACHMENT 1*Deliverables:*

- *Technical support for stakeholder/community engagement activities*

Task 9 - Bridging Study Final Report9.1 Project Roadmap

Develop a high-level roadmap for future advancement of the Project, with the input of the Transportation Authority and Project partners. This roadmap will consider, as appropriate, the Caltrain Crossings Delivery Guide.

Deliverables:

- *Memorandum: Project Advancement Framework*

9.2 Final Report

At the sufficient completion of Phase B tasks, prepare draft final report for the Study, including documentation and synthesis of Study technical and engagement activities, as well as Study findings. Support review of draft report with partners and other key stakeholders. Respond to comments. Prepare revised final report.

Deliverables:

- *Draft Final Report*
- *Revised Final Report*

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Memorandum

AGENDA ITEM 8

DATE: March 20, 2026

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 4/14/2026 Board Meeting: Adopt San Francisco’s One Bay Area Grant (OBAG) Cycle 4 County Framework, Including Recommending Programming \$2,153,000 to the Transportation Authority for Congestion Management Agency Planning, \$5,843,000 to the San Francisco Municipal Transportation Agency’s Safe Routes to School Non-Infrastructure Program, and \$48,660,000 to Projects to be Selected Through a Call for Projects

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt San Francisco’s OBAG Cycle 4 County Framework, including</p> <ul style="list-style-type: none"> • Recommending programming \$2,153,000 to the Transportation Authority for Congestion Management Agency (CMA) Planning, \$5,843,000 to the San Francisco Municipal Transportation Agency’s (SFMTA’s) Safe Routes to School (SRTS) Non-Infrastructure Program, and \$48,660,000 to projects to be selected through a call for projects • Project Screening and Prioritization Criteria <p>SUMMARY</p> <p>The Metropolitan Transportation Commission’s (MTC’s) OBAG Cycle 4 program directs federal funding to projects and programs that implement the Regional Transportation Plan (Plan Bay Area 2050+), with particular focus on projects that support areas within a mile of Priority Development Areas (PDAs) - places near public transit planned for new homes, jobs, and community amenities - or Transit-Oriented Communities (TOCs) - places within one half-mile from transit stops and stations that are designed to enable people to</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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access and use transit more often for more types of trips. MTC has set aside \$319 million in federal funds for the OBAG 4 County Program for a wide range of local priority projects that support shared objectives, with an emphasis on local road safety, complete streets, and state of good repair. As the CMA for San Francisco, the Transportation Authority is responsible for identifying San Francisco's OBAG 4 county priorities and submitting them to MTC which will select projects from a regionwide candidate pool. MTC has requested that by October 31, 2026, counties submit project lists totaling 120% of our nomination targets which are based on a formula considering population and housing production, with an emphasis on affordable housing. San Francisco's 120% target is 14.8% of the funds available regionwide or \$56.7 million over four fiscal years (2026/27-2029/30). The recommended actions include a San Francisco OBAG 4 county framework, with a funding distribution for our \$56.7 million 120% target (Attachment 1) and project screening and prioritization criteria (Attachment 3) for a \$48.7 million competitive call for projects. Similar to previous cycles and as allowed by MTC, we are recommending \$2.2 million for CMA planning activities to supplement our base CMA planning funds from MTC and \$5.8 million for the SFMTA's SRTS Non-Infrastructure Program (Attachment 2), a long standing program funded through MTC-established set asides in prior OBAG cycles and matched with our sales tax funds. At the Board meeting, SFMTA staff will present an update on the SRTS Non-Infrastructure Program. MTC will evaluate nominated projects and select the project priorities in early 2027.

BACKGROUND

In May 2012, MTC adopted the inaugural OBAG Program (Cycle) 1 to better integrate the region's federal transportation program with its Sustainable Communities Strategy (SCS). Pursuant to SB 375 (Steinberg 2008), the SCS aligns regional transportation planning with land use and housing in order to meet state greenhouse gas reduction targets. The OBAG County Program established funding guidelines and policies to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and that have historically produced housing. It also promoted transportation investments in Priority



Development Areas (PDAs), which are places near public transit planned for new homes, jobs and community amenities, created and planned by local governments, which nominate eligible areas to the Association of Bay Area Governments for adoption. In November 2015, MTC adopted the OBAG Cycle 2 framework, largely maintaining the same framework and policies as OBAG Cycle 1, with some refinements that attempted to address the region's growing challenge with the lack of housing and affordable housing, in particular. In January 2022, MTC adopted the OBAG Cycle 3 framework, maintaining the same goals as prior OBAG cycles while soliciting nominations for 120% of the available funding capacity for the County Program, from which MTC selected projects to award the available funding. The San Francisco projects funded through OBAG Cycles 1, 2, and 3 are shown Attachment 6.

In February 2026, MTC adopted the OBAG Cycle 4 framework. Like past cycles, the OBAG 4 framework is designed to advance the implementation of the Regional Transportation Plan, incorporate recent MTC policy initiatives, address federal planning and programming requirements, advance equity and safety, and emphasize a partnership between MTC and county transportation agencies, like the Transportation Authority, to identify local priorities and administer the program within each county.

As the CMA for San Francisco, the Transportation Authority is responsible for partnering with MTC to identify local priorities and administer San Francisco's OBAG Cycle 4 County Program.

DISCUSSION

Nomination Target. As part of the OBAG Cycle 4 County Program, MTC set nomination targets for each county based on a formula that considers population and housing (RHNA, production, and additional weight based on affordability). To ensure a sufficient pool of project nominations, MTC is soliciting nominations for 120% of the available funding capacity for the County Program. San Francisco's estimated share of the OBAG Cycle 4 County Program is 14.8% or \$56.7 million for our 120% target and about \$47.2 million at 100% of available programming over the four-year OBAG Cycle 4 period (Fiscal Years 2026/27-2029/30). MTC's guidelines indicate that targets do not commit or imply a guaranteed share of funding to any individual county.

Our proposed Funding Framework Distribution of those funds is summarized in the table below and detailed in Attachment 1.



Table 1. San Francisco OBAG Cycle 4 County Program Funding Framework Distribution

CMA Planning (supplemental funds)	\$2,153,000
SFMTA SRTS Non-Infrastructure Program	\$5,843,000
Competitive Call for Projects	\$48,660,000
Total Nomination Target (120%)	\$56,656,000

CMA Planning. CMAs are required to perform various planning, fund programming, monitoring, and outreach functions in compliance with regional, state, and federal requirements. As was done in prior OBAG cycles, MTC sets aside a minimum base amount of funds for CMAs' planning activities which is \$4,958,294 for San Francisco over the four-year OBAG 4 cycle. MTC also continues to allow CMAs to designate additional funding from their County Program to augment this funding for planning efforts. We recommend augmenting CMA planning funds by \$2.2 million, or 3.8% of the 120% target to allow us to support CMA planning efforts at the same expenditure level as recent years. CMA planning efforts over the next four years include, but are not limited to long range planning such as the San Francisco Transportation Plan and follow-on studies, PDA planning, TOC planning, and equity studies, modal market surveys, among others.

SFMTA's SRTS Non-Infrastructure Program. Consistent with prior OBAG cycles and as permitted by MTC, we recommend prioritizing San Francisco's SRTS Non-Infrastructure Program for \$5.8 million in OBAG 4 funds. This program provides educational events and outreach activities intended to encourage students, caretakers, and families to use active and shared transportation modes such as walking, biking, taking transit, and carpooling to get to and from school. In previous OBAG cycles, MTC established region wide SRTS investment targets and allowed counties to prioritize OBAG funds for SRTS as a set-aside in the County Program Framework. MTC no longer has a regional SRTS investment target for OBAG 4; however, CMAs may continue to recommend an OBAG funding set-aside for SRTS programs by designating funds in the County Program Framework. The recommended funds, along with Prop L match (programmed in the Prop L Safer and Complete Streets 5-Year Prioritization Program) would provide funding stability for the SRTS Non-Infrastructure program starting July 2027 (when OBAG Cycle 3 and Prop L matching funds are anticipated to be fully expended) through September



2030. The proposed SRTS Non-Infrastructure Program scope, schedule, cost, and funding plan are detailed in Attachment 2.

Competitive Call for Projects. For the remaining \$48.7 million in County Program nomination target funds, we will identify and select projects through a competitive and transparent process, as required by MTC. The following section provides more detail on the call for projects process, including the proposed screening and prioritization criteria staff will use to evaluate project applications, the call for projects schedule, and the outreach plan.

San Francisco's OBAG Cycle 4 Call for Projects. OBAG 4 provides a high degree of flexibility in terms of what types of projects can be funded, provided that for urbanized counties like San Francisco, at least 80% of the OBAG 4 County Program funding be invested in projects that are located partially or entirely within a mile of a PDA or TOC. Given the extent of PDA and TOC coverage in San Francisco, functionally all of the city meets this condition. Eligible project types are determined by federal fund source eligibility (Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement program (CMAQ)) and MTC policies, and include, but are not limited to, transit reliability and access improvements; safety, streetscape, and complete streets improvements; SRTS capital projects; and PDA and TOC planning and implementation.

Screening and Prioritization Criteria. MTC's OBAG 4 guidelines lay out extensive project selection requirements, including screening and prioritization criteria, eligible project types and sponsors, and public outreach, all of which are intended to comply with federal requirements and meet the goals of OBAG 4. MTC requires CMAs to use its established screening and prioritization criteria but allows CMAs to add criteria to prioritize projects based on the needs of the county. County nominated projects will go into the regionwide pool for evaluation and prioritization by MTC

Attachment 3 includes the proposed project screening and prioritization criteria that staff propose to use to identify San Francisco's OBAG 4 project nominations. In order to maximize funds for San Francisco projects, our evaluation criteria take into consideration the need to position projects to score well regionally. MTC's project evaluation includes up to 75 points for CMA prioritization, 10 points for regional alignment, 5 points for federal performance goals, and 10 points for deliverability. Projects that are eligible for federal air quality improvement funds (CMAQ) can receive up to 10 additional points in MTC's project evaluation to help ensure MTC has enough projects to use up all the CMAQ funds.



The proposed San Francisco-specific prioritization criteria are essentially the same as the Board-approved criteria used for the previous OBAG cycle, such as multi-modal benefits, multiple project coordination, and safety. We have also incorporated additional San Francisco guidance (examples) for projects that reduce emissions, improve the resilience of the transportation system to climate change, and manage stormwater, as these considerations were added to MTC's County Program guidelines for OBAG 4. Given the challenge of meeting the timely use of funds requirements associated with federal OBAG funds and MTC's emphasis on deliverability, we will give strong consideration to project readiness when evaluating projects. For instance, applications must demonstrate that the project will obligate OBAG 4 funds, or transfer funds to the Federal Transit Administration, by the September 30, 2031 obligation deadline. As administrator of a variety of fund sources, we also will consider the amount and timing of funding availability for other sources, as well as their specific requirements and purposes, in order to match projects with the most fitting funding sources as part of the application evaluation.

Call for Projects Schedule. Following the Board's first approval of the proposed framework on April 14, we will release the call for projects contingent upon final approval by the Board on April 28. Attachment 4 shows the schedule by which we propose soliciting projects from sponsors, evaluating applications, and recommending the project list to the Community Advisory Committee (CAC) and Board in October in order to meet MTC's October 31 deadline.

Outreach Plan. Consistent with MTC's OBAG Cycle 4 guidelines, our public outreach will build on outreach from recent comprehensive San Francisco efforts, including for the San Francisco Transportation Plan. These efforts include outreach regarding priorities for transportation investments in San Francisco, with an emphasis on Equity Priority Communities (see Attachment 5 for map) and disadvantaged populations. In addition, for the OBAG 4 call for projects, our public outreach approach will include, but not be limited to, the following:

- Public meetings of the Transportation Authority CAC and Board
- Presentations and information sharing with the Bicycle Advisory Committee (which will also satisfy OBAG 4 requirements to make Complete Streets Checklists for OBAG projects available to Bicycle and Pedestrian Advisory Committees prior to project selection)
- Commissioner engagement (e.g., briefings) and coordination with project sponsors, constituents, community-based organizations, and other stakeholders



- Outreach tools including our OBAG website (www.sfcta.org/funding/one-bay-area-grantprogram), email, social media
- Multilanguage translations of materials and meetings, as requested

FINANCIAL IMPACT

The recommended action would not have an impact on the Fiscal Year 2025/26 budget. A portion of the proposed \$2,153,000 in OBAG Cycle 4 CMA Planning funds would be included in the Fiscal Year 2026/27 budget and the remainder in future budgets to support CMA planning activities in those respective fiscal years.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed OBAG Cycle 4 Funding Framework Distribution
- Attachment 2 - Safe Routes to School Non-Infrastructure Application
- Attachment 3 - Screening and Prioritization Criteria
- Attachment 4 - Call for Project Schedule
- Attachment 5 - Map of Equity Priority Communities
- Attachment 6 - OBAG Cycles 1 - 3 County Program Awarded San Francisco Projects List

Proposed San Francisco One Bay Area Grant 4 Funding Framework Distribution

Fiscal Year(s)	Sponsor	Project Name	Project Description	Phase(s)	District(s)	Total Project Cost	OBAG 4 Funds Proposed
FY 2026/27- FY 2029/30	SFCTA	Congestion Management Agency (CMA) Planning	This request would augment CMA Planning baseline funds for long range planning such the San Francisco Transportation Plan and follow-on studies, as well as Priority Development Area (PDA) planning, Transit-Oriented Community (TOC) planning, equity studies, modal market surveys, and water front planning, among other planning efforts.	Planning	Citywide	N/A	\$ 2,153,000
FY 2026/27- FY 2029/30	SFMTA	Safe Routes to School (SRTS) Non-Infrastructure Program	This request would fund San Francisco's SRTS Non-Infrastructure Program for approximately three years, from July 2027 after the current OBAG Cycle 3 grant is exhausted through September 2030 which is the end of the OBAG 4 cycle. Led by the SFMTA and in partnership with the San Francisco Unified School District, the program's goals are to increase students commuting to school by walking, bicycling, taking transit, and carpooling, and reduce school-related collisions and injuries. OBAG 4 funds will fund planning, program administration and evaluation, in addition to implementing specific SRTS programming. Priority is given to the SRTS Non-Infrastructure Program given the history of support for SRTS in all of the prior OBAG cycles and the limited discretionary funding opportunities for such ongoing programs.	Construction	Citywide	\$ 6,694,400	\$ 5,843,000
FY 2026/27- FY 2029/30	TBD	Call for Projects	The Transportation Authority will release a call for projects inviting eligible project sponsors to apply for OBAG 4 funds. Projects will be evaluated and scored based on the screening and prioritization criteria adopted by the Transportation Authority Board. Staff will present the list of recommended projects to the Board for approval, prior to submitting the list to MTC on October 31, 2026.	TBD	TBD	TBD	\$ 48,660,000
						Total	\$ 56,656,000

Project Nomination Target (120%)² \$ 56,656,000

Project Nomination Target (100%)² \$ 47,213,000

¹ Sponsor abbreviations include: San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA).

² MTC has established a target funding amount for each county based on population and housing production. San Francisco's target share is 14.8%, or approximately \$47.2 million of the \$319 million available regionwide. To ensure a sufficient pool of project nominations for regional project selection, MTC is soliciting nominations for 120% of the available funding for the County Program. With a total of \$319 million available for programming, the nomination target for the call for projects totals \$389 million (120%) and San Francisco's targeted share of \$389 million is approximately \$57 million. MTC will award \$319 million to projects selected from the larger nomination pool.

San Francisco County Transportation Authority One Bay Area Grant Cycle 4 Request Form

Project Name:	Safe Routes to School Non-Infrastructure Program
Primary Sponsor:	San Francisco Municipal Transportation Agency

Supervisory District	Citywide
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REQUEST

Brief Project Description

The San Francisco Safe Routes to School (SRTS) Non-Infrastructure program supports San Francisco families by providing access to the tools, skills and knowledge to build student independence and increase safe travel to and from schools. Led by the SFMTA and in partnership with the SFUSD, the program's goals are to increase students commuting to school by walking, bicycling, taking transit, and carpooling, and to reduce school-related collisions and injuries. Prop L funds would provide the local match to federal One Bay Area Grant cycle 4 funds covering July 2027 through September 2030.

Detailed Scope, Project Benefits and Community Outreach

See attached scope.

Project Location

Citywide

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

Project Phase(s)

Construction (CON)

San Francisco County Transportation Authority One Bay Area Grant Cycle 4 Request Form

Project Name:	Safe Routes to School Non-Infrastructure Program
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)	Jul-Aug-Sep	2027		
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2030

San Francisco County Transportation Authority One Bay Area Grant Cycle 4 Request Form

Project Name:	Safe Routes to School Non-Infrastructure Program
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
Prop L Sales Tax	\$516,000	\$335,400	\$0	\$851,400
One Bay Area Grant (OBAG) Cycle 4	\$5,843,000	\$0	\$0	\$5,843,000
Phases In Current Request Total:	\$6,359,000	\$335,400	\$0	\$6,694,400

COST SUMMARY

Phase	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	
Environmental Studies	\$0	
Right of Way	\$0	
Design Engineering	\$0	
Construction	\$6,694,400	Existing contract and SFMTA staff estimates
Operations	\$0	
Total:	\$6,694,400	

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

PROJECT BUDGET - CONSTRUCTION

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	SFUSD	SFMTA	Contractor
SFMTA				
Program Management	\$ 1,781,300		\$ 1,781,300	
SFUSD				
Outreach and coordination	\$ 461,400	\$ 461,400		
Contractor/Professional Service Contract				
	\$ 4,451,700			\$ 4,451,700
TOTAL CONSTRUCTION PHASE	\$ 6,694,400	\$ 461,400	\$ 1,781,300	\$ 4,451,700

San Francisco County Transportation Authority

One Bay Area Grant Cycle 4 Request Form

Project Name:	Safe Routes to School Non-Infrastructure Program
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Deliverables

1. Annually, SFMTA staff will provide a report on how the SRTS Non-Infrastructure program is doing with respect to achieving the established goals of reducing single-family vehicle trips to school to 30% by 2030 and school-related collisions by 50% from an annual average of 2 severe- and 32 total-injury collisions. The next annual report, covering the 2025-26 school year, is expected in December 2026.

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Ben Frazier	Kathryn Studwell
Title:	Transportation Planner III	Grant Administration Manager
Phone:		(415) 517-7015
Email:	ben.frazier@sfmta.com	kathryn.studwell@sfmta.com

Program Objectives:

SF SRTS Outcomes (City Goals)

- Reduction of single-family car trips to 30%
- Reduce School collisions by 50% from 2018 baseline

SF SRTS - NI Behavior Change model objectives to achieve:

- Increasing individual positive perceptions of safe routes to schools and the Four Fun Ways: walking, biking and rolling, taking transit, and carpooling
- Increase access to safe and active transportation modes
- Support program participants engage in active use of the Four Fun Ways

Key participation Goals: with no funding increase (a net resource reduction due to increased costs):

- 275-300 events/activities a year
- 18,000-20,000+ annual engagements

Scope:

The SRTS non-infrastructure program (Safe Routes Program/SRTS) supports San Francisco families by providing access to the tools, skills and knowledge to build student independence and increase safe travel to and from schools for families. By providing increased access to safe, easy and convenient transportation of children to schools in San Francisco while providing greater transportation options to families, this application would fund the SRTS non-infrastructure program (Safe Routes Program) for an additional three years (July 2027 to October 2030). Led by the San Francisco Municipal Transportation Agency (SFMTA) and in robust partnership with the San Francisco Unified School District (SFUSD) the program will coordinate across all of the city's school transportation services, including planning, operations, education, outreach, and capital improvement activities.

An iteration of this program is currently funded through School Year 2026/2027, and the proposed scope of work would build on the foundation of the current Safe Routes Program which includes educational, encouragement, experiential, and evaluation activities. In coordination with the SFMTA's larger Safe Routes to School Project, the Safe Routes Program would work to increase the percentage of students actively commuting or commuting in non-single-family vehicles to San Francisco's schools, to improve safety of walking and bicycling routes for all San Francisco school children, support families, reduce city congestion and air pollution, and to inspire the next generations of confident walkers, bicyclists, and transit users.

Specific tasks to be accomplished through the grant include:

- Identify and implement opportunities for in-school education related to transportation safety and choices
- Hold neighborhood skill building, encouragement, and outreach events to help reach and support parent/guardian champions, age-appropriate Muni transit-trainings parent-led walking school buses and bike trains; weekend bike classes at shared schoolyards; annual Take Muni to School week Walk and Roll to School Day, and Bike and Roll to School week

- Identify clusters of schools with common routes to school and connect parents and community members to joint resources for walking, bicycling, carpooling, and transit use
- Provide technical assistance and education on personal safety in school communities where real and perceived environmental hazards are barriers to families walking and biking to school
- Coordinate between SFUSD and SFMTA's school-serving programs to streamline communication and agency response to traffic and safety needs on and around school sites, including receiving and responding to parent and community concerns, safety assessments related to existing infrastructure, identifying needs for improvements, and engaging in ongoing planning processes

To achieve this, the program will be updated through a new call for contracting support via an RFP in the Fall of 2026, with final program design selected from proposals submitted by interested respondents. When developed, the RFP will provide clear guidance on outcomes and areas of focus, but will retain flexibility for interested respondents to propose how they will achieve best-practice outcomes is selected. The following framework outlines the principles for this:

1. School Assessment and Engagement

- a. The Safe Routes Program will assess and evaluate SFUSD public, non-charter, schools to determine a ranked list of 30-35 "Focus Schools" that will be prioritized for program activities and support. Prioritization shall elevate both serving underserved communities and Safe Routes Program mode shift goals.
 - i. Potential evaluation criteria can include: socio-economic/demographic data, student distance from school data, student travel tallies, school/student location with PDAs/TOCs/etc., and others.
- b. The Safe Routes Program will operate under a structure that will distribute program resources across the city:
 - i. The Safe Routes Program will prioritize activities at the selected Focus Schools, reserving an allotment for SFUSD non-Focus Schools.
 - ii. The Safe Routes Program will generate communication and other engagement touchpoints with *ALL* non-charter SFUSD schools.

2. Program Activity Implementation

- a. The Safe Routes Program will have a catalog of educational, experiential, and engaging activities that will:
 - i. Implement age-appropriate in-school education related to transportation safety, choices, and best practices.
 - ii. Provide school and neighborhood skill building, encouragement, and outreach events to help reach and support parent/guardian champions, such as weekend bike classes at shared schoolyards; parent-led walking school buses and bike trains; annual Walk and Roll to School Day, Ride Muni to School Week and Bike and Roll to School week, and carpool coordination.

- iii. Provide technical assistance and education on personal safety in school communities where real and perceived environmental hazards are barriers to families walking and biking to school.
 - iv. Provide technical assistance to schools with drop-off/ circulation concerns, and coordination with SFMTA staff as needed.
 - v. Work towards building student travel confidence and independence.
 - b. Safe Routes Program activities will also work towards implementing selected recommendations from the SFCTA School Access Plan (2023), such as:
 - i. Infrastructure Safety Improvements (continue coordination, see 2.e.i)
 - ii. Pickup/ Drop-off Zone Guidance (continue)
 - iii. Transit Trainings (continue/modify existing activities)
 - iv. Fare Program Awareness (continue activities such as Free Muni for Youth Outreach)
- c. The Safe Routes Program, in close coordination with the SFUSD will develop two sets of in-classroom/schoolyard/assembly educational class modules. One module will be geared towards younger students and one towards high school students. The intent of these modules is to have a lesson or series of lessons that every student in grades X and Y would receive.
 - i. These modules will convey engaging, age-appropriate safety and encouragement information/content about walking, biking, transit, and carpooling. Content will be interactive/physically active (experiential) when possible.
 - ii. Modules will work towards building student travel confidence and independence.
 - iii. The high school module will include a greater focus on public transit, transportation decision making, and understanding their built environment.
- d. Parent-Focused Programing
 - i. The Safe Routes Program will create educational and general promotional engagement and communication strategies targeted at parents and guardians. This messaging will be used to promote safety, travel options, programming opportunities, and other types of communications.
- e. Infrastructure and Agency Coordination
 - i. The SFMTA will continue to coordinate all school-related efforts in the broader Safe Routes to School Project with the Safe Routes Program. These efforts would be led by the SFMTA Schools Manager and Schools Coordinator.
 - 1. The SFMTA will share updates on street safety or transit improvement projects near schools (including those from the School Walk Audit Program) with the Safe Routes Program who will coordinate with schools to propose

activities to educate the students/school community about the changes and encourage them to use/experience them.

2. Coordinate updates/needs with Muni Transit Assistance Program (MTAP), SFMTA engineering staff, crossing guards, parking control officers, SFUSD Transportation, and other groups/services.
 3. Respond to requests for assistance from School District to support transportation services for students (including homeless and foster youth).
- f. Program Incentives for Student and Community Participations (Purchasing)
- i. The Safe Routes Program can provide age-appropriate incentives for participation in program activities. Incentives can include items like bike lights, reflective stickers, reflective backpack straps, etc.
 - ii. The Safe Routes Program can also provide safety equipment, like helmets, to students and class participants when needed.
 - iii. Incentives will have a safety benefit when reasonable.
- g. Program Communications
- i. The Safe Routes Program will develop fun, audience-appropriate communications for interactions with school administrators and staff, school district staff, the general public (when appropriate), and students.
3. Program Evaluation
- a. The Safe Routes Program will revise its 2023-2027 Evaluation Framework and will conduct annual evaluations based on the updated Framework.
 - b. The Safe Routes Program will plan and help implement bi-annual (every other year) student travel tallies surveys to all SFUSD schools with support from SFUSD.
 - i. Student travel tallies shall cover all grades across the district and occur during the fall of even numbered years.

OBAG 4 County Program Base Application

Instructions

Agencies applying for One Bay Area Grant (OBAG 4) County Program funds from the Metropolitan Transportation Commission (MTC) must complete and submit the following grant application to the appropriate County Transportation Agency (CTA), along with any required attachments, by the deadline established by the CTA. Applications should be completed and submitted as a fillable PDF form, separate from any attachments, and should not be scanned, signed, or otherwise modified to remove form fields.

Additional information on the OBAG 4 program is available on [MTC's website](#).

General Information

Agency Name	
Contact Name/Title	
Contact Email	
Contact Phone	

Project Name	TIP ID if applicable

Project Location <i>Specify street names where applicable, including the closest cross streets (e.g. Main St from 2nd Ave to 7th Ave). Provide a project overview map as an attachment, if available.</i>

Project Scope <i>Provide a brief description of activities to be funded (limited to 250 characters for consistency with TIP listing if awarded).</i>

Project Mode(s):	Pedestrian	Bicycle	Transit	Auto	Other
Percent Share <i>Portion of total project cost</i>					

Project Eligibility

Project Eligibility

Specify applicable federal fund source(s) and confirm regional eligibility requirements

Project is eligible for the following OBAG 4 federal fund sources:

- Surface Transportation Block Grant Program (STP) ([23 U.S.C. § 133](#))
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) ([23 U.S.C. § 149](#))

Note: applications for \$1 million or more in OBAG 4 funds for CMAQ-eligible projects must include a completed [Air Quality Input Form](#) as an attachment.

Project meets regional eligibility requirements:

- Project is consistent with *Plan Bay Area 2050+* (included as a named project or consistent with a programmatic listing in the Transportation Project List, see link on MTC's [OBAG 4 webpage](#)).
- Project consists of eligible activities for OBAG 4 county funds as listed in MTC Resolution No. 4740, Attachment A (available on MTC's [OBAG 4 webpage](#)), which excludes air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Need and Benefits

Need and Benefits

Describe how the project will address transportation and related needs and provide clear benefits, with specific consideration for safety, multi-modal accessibility, emissions reduction, resilience, stormwater management, and state of good repair as applicable.

Empty text box for describing project needs and benefits.

Local Priority

Community Support

Describe community support for the project, including any letters of support and/or applicable local plans that prioritize the project, such as Community-Based Transportation Plans (CBTPs), Priority Development Area (PDA) Plans (e.g. Specific Plan, PDA Investment and Growth Strategy), Countywide Transportation Plans (CTPs), or other local plans/project prioritization processes. Include descriptions of public outreach responses specific to this project, including comments received at public meetings or hearings, feedback from community workshops, or survey responses.

Letters of Support

List any individuals (with affiliations) and/or organizations providing letters of support for this project (attach copies if applicable).

Plan Name <i>List any local plans that identify or prioritize the application project</i>	Plan Year <i>Completed or last updated</i>	Plan Type <i>CBTP, PDA, CTP, or other</i>	Plan Link <i>Attach copy if not available</i>	Reference <i>Page(s) with named project</i>

Equity Impacts

Equity Impacts

If applicable, describe how the project will provide demonstrated benefits to historically marginalized or underserved groups, including benefits to [Equity Priority Communities \(EPCs\)](#) or similar local designations, and/or align with applicant [Americans with Disabilities Act \(ADA\) Transition Plans](#).

EPC Relationship

Indicate the project's relationship to MTC-designated EPCs or similar local designations. Projects located outside of these areas remain eligible for funding.

- Project is located within an MTC-designated EPC and is designed to benefit this population as described above
- Project is located within a similar local designation and is designed to benefit this population as described above
- Project is not located within an EPC or similar local designation but is designed to specifically benefit historically marginalized or underserved groups as described above
- Project is not located within an EPC or similar local designation and is not designed to specifically benefit historically marginalized or underserved groups (not disqualifying)

Applicant ADA Transition Plan Link	Reference
<i>Required for all applications, attach copy if not available</i>	<i>Page reference(s) if applicable</i>

Regional Alignment

Plan Strategies

Briefly describe how the project supports Plan Bay Area 2050+ strategies, linked on [OBAG 4 webpage](#).

Safety/Vision Zero

Briefly describe how the project supports MTC's [Regional Safety/Vision Zero Policy](#), if applicable.

Complete Streets

Briefly describe how the project supports MTC's [Complete Streets Policy](#), if applicable.

Transit Transformation

Briefly describe how the project supports MTC's [Transit Transformation Action Plan](#), if applicable.

Transit Priority

Briefly describe how the project supports MTC's [Transit Priority Policy for Roadways](#), if applicable.

Federal Performance

Federal Performance Measures

Select the federal performance measures (23 U.S.C. § 150) that are supported by the project.

- Safety:** significantly reduce traffic fatalities and serious injuries on public roads and improve safety of public transportation systems.
- Infrastructure Condition:** maintain the condition of Interstate and National Highway System (NHS) assets and public transit assets in a state of good repair.
- Congestion Reduction:** significantly reduce congestion on the NHS in urbanized areas.
- System Reliability:** improve the reliability of the Interstate system and NHS.
- Freight Movement and Economic Vitality:** improve the reliability of the Interstate system for truck travel.
- Environmental Sustainability:** improve emission reductions from the transportation system, specifically from CMAQ-funded projects.

Deliverability and Risk

Delivery Risks

Identify any known risks to project delivery and briefly describe planned mitigation efforts, as applicable, including the status and timeline for any environmental and/or right-of-way approvals.

Environmental Approval and Right-of-Way

Specify applicable fund source(s) and confirm other eligibility requirements.

Select the anticipated NEPA class of action for the project:

- Categorical Exclusion (CE)
- Environmental Assessment (EA)
- Environmental Impact Statement (EIS)

Select applicable right-of-way and utility challenges for the project:

- Project area is not located entirely on applicant right-of-way
- Project may require temporary use of areas outside of the applicant right-of-way
- Project is adjacent to or may impact the operations of a railroad, light rail, or Caltrans facility
- Project may require utility relocation

Schedule and Funding Plan

Phase	Fiscal Year <i>Phase start</i>	OBAG 4 Request	Other Amount	Other Description <i>Fund source name(s), secured/unsecured</i>
Preliminary Engineering (PE)				
Right-of-Way (ROW)				
Construction (CON)				
Non Infrastructure (NI)				
Total	<i>Latest 2031</i>			<i>Non-federal share must be ≥11.47%</i>

Funding and Schedule Requirements

Confirm that the project schedule and funding plan meet the following requirements.

- Total requested award amount meets the minimum applicable threshold:
 - \$500,000 or more for projects in Alameda, Contra Costa, and Santa Clara Counties
 - \$250,000 or more for projects Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma Counties
 - \$150,000 or more with a request for an exception to the standard minimum
- Non-federal share of the project total meets or exceeds the federal 11.47% minimum local match
- Applicant will obligate any awarded OBAG 4 funds by the September 30, 2031 obligation deadline
- Requested award amount is rounded to the nearest \$1,000

Contribution to Geographic Minimum

PDA and TOC Relationship

A minimum share of each county’s projects must support a Priority Development Area (PDA) and/or Transit Oriented Community (TOC), generally defined as projects within a mile or less of a PDA and/or TOC (see [reference map](#)). Projects located outside of these areas remain eligible for funding. Indicate the location of the project relative to PDAs/TOCs.

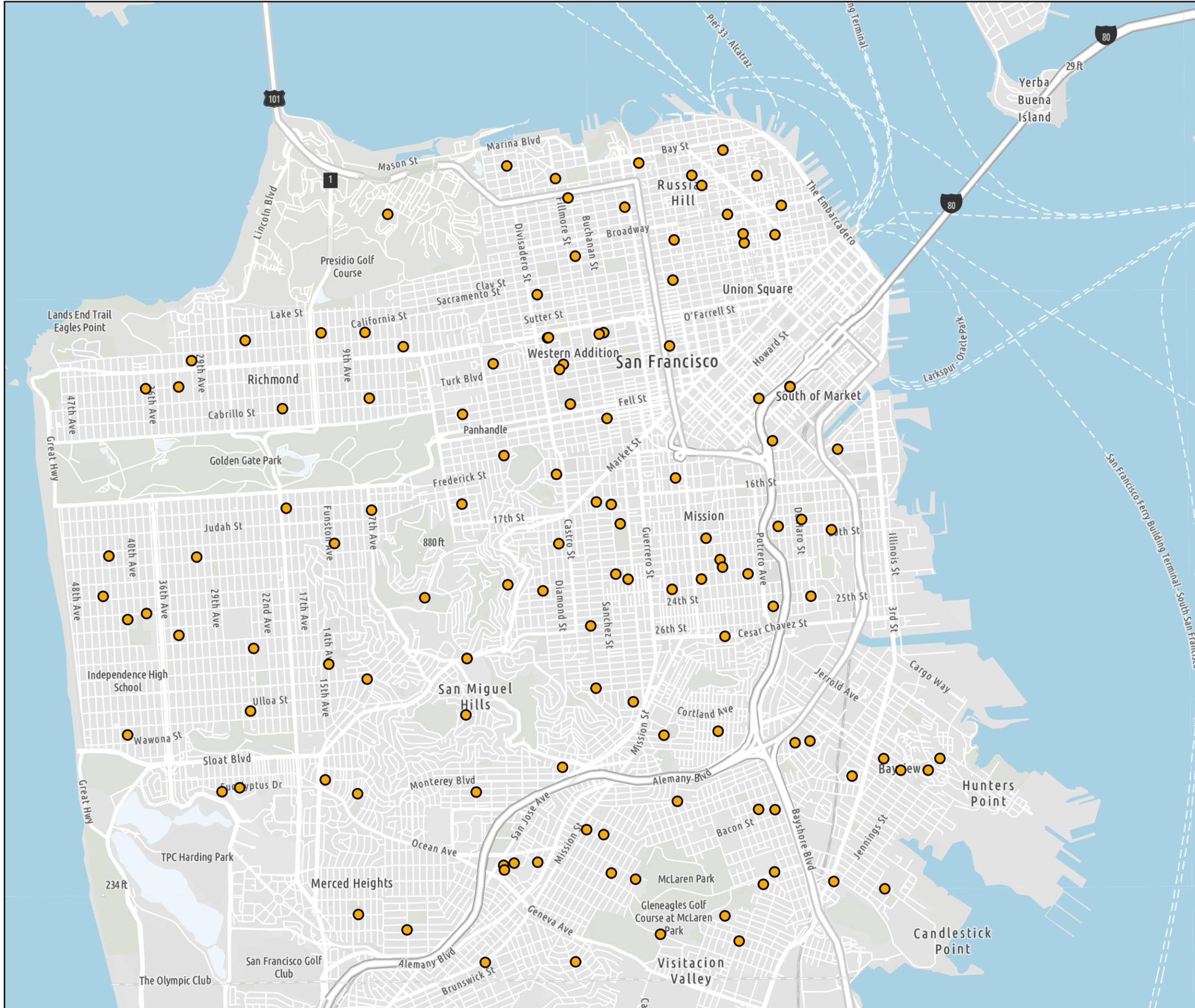
- Project is located within a mile or less of a PDA and/or TOC
- Project is countywide or otherwise not confined to a fixed location
- Project is not located within a mile or less of a PDA or TOC (not disqualifying)

Applicant Acknowledgements

Applicant Acknowledgements

Affirm understanding of, and intent to comply with, OBAG 4 requirements as summarized below and detailed in MTC Resolution No. 4740, Revised (available on MTC's [OBAG 4 webpage](#)).

- Complete Streets Checklist:** applicant has submitted a checklist for this project in MTC's [Complete Streets Portal](#) to demonstrate consistency with MTC's [Complete Streets Policy](#) and [Transit Priority Policy for Roadways](#), including project review by a local Bicycle and Pedestrian Advisory Committee (BPAC) and/or transit agency/ies as applicable.
- Project Delivery Policy:** if awarded OBAG 4 county funds, applicant will comply with MTC's [Regional Project Delivery Policy](#), including designation of a staff Single Point of Contact (SPOC), adoption of a [Resolution of Local Support](#), project inclusion in the federal Transportation Improvement Program (TIP) and MTC's associated TIP management platform, and participation in the Annual Obligation Plan (AOP) process.
- Jurisdiction Requirements:** jurisdiction applicants, or applicants requesting OBAG 4 funds on behalf of one or more jurisdiction(s), acknowledge the following ongoing requirements for jurisdiction recipients:
 - State Housing Element certification, Annual Progress Report (APR) submission, and compliance with select state housing laws
 - Updated Local Roadway Safety Plan (LRSP) or equivalent plan as defined by California Highway Safety Improvement Program (HSIP) guidelines
 - Pavement Management Program (PMP) certification and participation in statewide local streets and roads needs assessment surveys
 - Federal Highway Performance Monitoring System (HPMS) traffic count reporting
- Attachments:** applicant will provide the following attachments with this application, as applicable:
 - Project overview map (if available)
 - CMAQ [Air Quality Input Form](#) (for eligible applications requesting over \$1 million)
 - Letter(s) of support (if referenced above)
 - Local plan(s) (if referenced above but no link is provided)
 - Applicant ADA Transition Plan (required, attach if no link is provided above)



San Francisco Safe Routes to School Non-Infrastructure Program Area Map

March 2026

Map of San Francisco Safe Routes to School Non-Infrastructure program area, including all public schools in San Francisco Unified School District (SFUSD) from the California Department of Education.

LEGEND

- SFUSD School (public non-charter)



0.2 miles

Scale 1:51,345

Date Saved: 3/17/2026

For reference contact: Ben.Frazier@sfmta.com

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."





Background & Instructions

The Metropolitan Transportation Commission (MTC) is required to calculate and report on air quality improvements associated with projects awarded federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. Project sponsors applying for and/or awarded CMAQ funding from MTC must provide the following inputs for use by MTC staff to calculate associated air quality improvements.

This form must be completed and submitted in Word document form. Sponsors must complete the General Information section for all CMAQ-eligible projects, along with any applicable subsequent section(s) based on project type. Measurements of current conditions (e.g. existing traffic volume) should use the most recent available data. For current transit ridership, FTA's [National Transit Database](#) (NTD) is the preferred data source. Projected future conditions (e.g. future traffic volume) should use the sponsor's best estimates given the information available.

For assistance completing this form, please contact Harold Brazil at hbrazil@bayareametro.gov.

General Information (All CMAQ-Eligible Projects)

Project Name:	San Francisco Safe Routes to School – Non-infrastructure Program
Location: <i>County</i>	San Francisco
Funding Request: <i>CMAQ amount</i>	\$5,843,000
Completion Year:	2030
General Notes: <i>Optional</i>	<i>General notes (optional)</i>

Bicycle & Pedestrian Facilities

Facility Length/Type

Facility Type <i>Complete one row per facility type</i>	Project Length <i>Include units</i>	Total Facility Length <i>Include units</i>
<i>Select facility type</i>	<i>Project length</i>	<i>Total facility length (incl. project)</i>
<i>Select facility type</i>	<i>Project length</i>	<i>Total facility length (incl. project)</i>
<i>Select facility type</i>	<i>Project length</i>	<i>Total facility length (incl. project)</i>
<i>Select facility type</i>	<i>Project length</i>	<i>Total facility length (incl. project)</i>

Crossing County/Type

Crossing Type <i>Complete one row per crossing type</i>	Crossing Count
<i>Select crossing type</i>	<i>Crossing count</i>
<i>Select crossing type</i>	<i>Crossing count</i>

Additional Project Information

Bike Station Count: <i>Number added</i>	<i>Bike station count</i>
Roadway Type: <i>Functional class, for on-street facilities</i>	<i>Roadway type</i>
Roadway Lanes: <i>Both directions</i>	<i>Lane count</i>
Posted Speed Limit: <i>MPH</i>	<i>Posted speed limit</i>
Daily Traffic: <i>Average annual daily traffic volume (AADT), both directions</i>	<i>Average daily traffic</i>
Daily Traffic Year: <i>Year AADT measured (use most recent data available)</i>	<i>Measurement year</i>



Parallel Roadway Type, if Applicable: <i>Functional class of adjacent corridor</i>	<i>Roadway type</i>
Parallel Roadway Lanes, if Applicable: <i>Both directions</i>	<i>Lane count</i>
Parallel Posted Speed Limit, if Applicable: <i>MPH</i>	<i>Posted speed limit</i>
Parallel Daily Traffic, if Applicable: <i>Average annual daily traffic volume (AADT), both directions</i>	<i>Average daily traffic</i>
Parallel Daily Traffic Year, if Applicable: <i>Year parallel AADT measured (use most recent data available)</i>	<i>Measurement year</i>
Nearby Destinations: <i>Activity centers within ½ mile of project, including banks, churches, hospitals/ clinics, light rail stations, office parks, post office, libraries, shopping areas, universities/colleges</i>	<i>Destination count</i>
Nearby Colleges/ Universities: <i>Within 2 miles of project</i>	<i>College and/or university count</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Rideshare Programs

Average Current Daily Ridership: <i>Average number of weekday riders prior to project implementation</i>	<i>Average current ridership</i>
Ridership Year: <i>Year ridership measured (use most recent data available)</i>	<i>Measurement year</i>
Ridership Source: <i>Source of ridership data (NTD preferred)</i>	<i>Ridership source</i>
Projected Future Daily Ridership: <i>Estimated number of weekday riders after project implementation</i>	<i>Projected future ridership</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Carshare Programs

Vehicles Available: <i>Number of carshare vehicles available</i>	<i>Carshare vehicle count</i>
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MTC CMAQ Air Quality Calculation Inputs
Version 1.2



Conventional Membership: <i>Number of monthly members</i>	<i>Conventional carshare monthly member count</i>
One-Way Membership: <i>Number of one-way monthly members</i>	<i>One-way carshare monthly member count</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Bike Share & Scooter Share Programs

Micromobility Fleet Size/Ridership

Micromobility Fleet Type <i>Complete one row per micromobility mode</i>	Fleet Size <i>Number of micromobility devices</i>	Ridership <i>Number of average weekday riders</i>
<i>Select fleet type</i>	<i>Fleet size (count)</i>	<i>Daily ridership</i>
<i>Select fleet type</i>	<i>Fleet size (count)</i>	<i>Daily ridership</i>
<i>Select fleet type</i>	<i>Fleet size (count)</i>	<i>Daily ridership</i>

Additional Project Information

Ridership Year: <i>Year ridership measured (use most recent data available)</i>	<i>Measurement year</i>
Ridership Source: <i>Source of ridership data</i>	<i>Ridership source</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Transportation Demand Management/Safe Routes to School Non-Infrastructure Programs

New Walking Trips: <i>Number of new walking trips per weekday, replacing SOV trips</i>	360 new trips (2% growth)
New Biking Trips: <i>Number of new biking trips per weekday, replacing SOV trips</i>	20 new trips (1% growth)
New Carpool Trips: <i>Number of new carpool trips per weekday, replacing vehicle trips</i>	30 new trips (1% growth)
Carpool Ridership: <i>Average number of riders per new carpool</i>	<i>Riders per carpool</i>
Additional Notes: <i>Optional</i>	300 new transit trips (1% growth). Student transit ridership is very significant in San Francisco.

Transit Improvements – Roadway

Current Daily Ridership: <i>Average number of current weekday riders</i>	<i>Current daily rider count</i>
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Ridership Year: <i>Year ridership measured (use most recent data available)</i>	<i>Measurement year</i>
Ridership Source: <i>Source of ridership data (NTD preferred)</i>	<i>Ridership source</i>
Future Daily Ridership: <i>Projected number of weekday riders</i>	<i>Future daily rider count</i>
Daily Revenue Miles: <i>Weekday transit vehicle revenue miles (total)</i>	<i>Daily revenue miles</i>
Project Length: <i>Length of roadway improvements</i>	<i>Project length (include units)</i>
Current Route Length: <i>Length of current route</i>	<i>Current route length (include units)</i>
Future Route Length: <i>Length of completed route</i>	<i>Future route length (include units)</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Transit Improvements – Rail/Ferry

Parking Spaces Added/Removed: <i>If applicable</i>	<i>Change in parking spaces</i>
Current Daily Ridership: <i>Average number of current weekday riders</i>	<i>Current daily rider count</i>
Ridership Year: <i>Year ridership measured (use most recent data available)</i>	<i>Measurement year</i>
Ridership Source: <i>Source of ridership data (NTD preferred)</i>	<i>Ridership source</i>
Future Daily Ridership: <i>Projected number of weekday riders</i>	<i>Future daily rider count</i>
Description: <i>List elements resulting in service and/or frequency improvements</i>	<i>Description of improvements</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Transit Improvements – Station

Parking Spaces Added/Removed: <i>If applicable</i>	<i>Change in parking spaces</i>
New Stop Count: <i>Number of new bus bays/ stops, rail platforms</i>	<i>New bus stop/bay, rail platform count</i>
Roadway Improvements: <i>List roadway improvements, including intersection improvements, added turn lanes, new capacity, and length</i>	<i>Description of roadway improvements</i>



Active Transportation Improvements: <i>List bicycle/pedestrian access improvements, including length of new path if applicable</i>	<i>Description of bicycle/pedestrian improvements</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Transit Fleet Expansion

Current Daily Ridership: <i>Average number of current weekday riders</i>	<i>Current daily rider count</i>
Ridership Year: <i>Year ridership measured (use most recent data available)</i>	<i>Measurement year</i>
Ridership Source: <i>Source of ridership data (NTD preferred)</i>	<i>Ridership source</i>
Future Daily Ridership: <i>Projected number of weekday riders</i>	<i>Future daily rider count</i>
Additional Vehicles:	<i>Number of new vehicles</i>
Daily Service Miles: <i>Weekday transit vehicle revenue miles per vehicle</i>	<i>Daily service miles per vehicle</i>
Engine Type:	<i>Vehicle engine type</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Zero-Emissions Transit Fleet Replacement

Vehicles Replaced:	<i>Number of new vehicles</i>
Daily Service Miles: <i>Weekday transit vehicle revenue miles per vehicle</i>	<i>Daily service miles per vehicle</i>
Existing Engine Type:	<i>Existing engine type</i>
Replacement Engine Type:	<i>Replacement engine type</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Electric Vehicle Charging Stations

Station Type:	<i>Charging station type</i>
Station Count:	<i>Charging station count</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Traffic Signal Synchronization

AM Peak Volume: <i>Average weekday AM peak hour vehicles/hour</i>	<i>AM peak volume</i>
PM Peak Volume: <i>Average weekday PM peak hour vehicles/hour</i>	<i>PM peak volume</i>
Off-Peak Volume: <i>Average weekday off-peak vehicles/hour</i>	<i>Off-peak volume</i>



Traffic Volume Year: <i>Year traffic volumes measured (use most recent data available)</i>	<i>Measurement year</i>
Current Speed: <i>Current average speed, in MPH</i>	<i>Current average speed</i>
Current Speed Year: <i>Year average speed measured (use most recent data available)</i>	<i>Measurement year</i>
Future Speed: <i>Projected average speed after project, in MPH</i>	<i>Projected average speed</i>
Project Length: <i>Length of impacted roadway segment(s)</i>	<i>Roadway length (include units)</i>
Roadway Type: <i>Functional class</i>	<i>Roadway type</i>
Additional Notes: <i>Optional</i>	<i>Additional notes (optional)</i>

Roundabouts

Existing Turn Percentages

Existing Intersection Approach <i>Complete one row per existing approach</i>	Left Turn Percentage	Right Turn Percentage	U-Turn Percentage
<i>Approach</i>	<i>Left %</i>	<i>Right %</i>	<i>U-turn %</i>
<i>Approach</i>	<i>Left %</i>	<i>Right %</i>	<i>U-turn %</i>
<i>Approach</i>	<i>Left %</i>	<i>Right %</i>	<i>U-turn %</i>
<i>Approach</i>	<i>Left %</i>	<i>Right %</i>	<i>U-turn %</i>
<i>Approach</i>	<i>Left %</i>	<i>Right %</i>	<i>U-turn %</i>
<i>Approach</i>	<i>Left %</i>	<i>Right %</i>	<i>U-turn %</i>

Roundabout Entry Lanes

Proposed Roundabout Approach <i>Complete one row per proposed approach</i>	Entry Lane Count
<i>Approach</i>	<i>Number of lanes</i>

Additional Project Information

Average Daily Volume: <i>Average annual daily traffic volume (AADT), both directions</i>	<i>Average annual daily traffic volume</i>
Truck Percentage: <i>If applicable</i>	<i>Truck percentage</i>
AM Peak Delay: <i>Average weekday AM peak hour intersection delay seconds/vehicle</i>	<i>AM peak delay per vehicle</i>
PM Peak Delay: <i>Average weekday PM peak hour intersection delay seconds/vehicle</i>	<i>PM peak delay per vehicle</i>



Off-Peak Delay: Average weekday off-peak hour intersection delay seconds/vehicle	Off-peak delay per vehicle
Measurement Year: Year traffic volume, composition, delay measured (use most recent data available)	Measurement year
Roadway Type: Functional class	Roadway type
Circulating Lanes: Proposed number of circulating lanes	Number of circulating lanes
Additional Notes: Optional	Additional notes (optional)

Intersection Improvements

Project Area Types

Urban/Rural Select one option	Business District Select one option
<input type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> Business District <input type="checkbox"/> Not a Business District

Intersection Signalization

Existing/ Proposed	Signalization Select as applicable	Turn Phases Select as applicable
Existing:	<input type="checkbox"/> Signalized <input type="checkbox"/> Unsignalized	<input type="checkbox"/> Left turn phase <input type="checkbox"/> Right turn phase
Propose:	<input type="checkbox"/> Signalized <input type="checkbox"/> Unsignalized	<input type="checkbox"/> Left turn phase <input type="checkbox"/> Right turn phase

Additional Project Information

Daily Peak Hours: AM and PM	Number of peak hours per day
Peak Hour Volume: Average weekday peak hour vehicles/hour, both directions	Peak hour volume
Truck Percentage: If applicable	Truck percentage
Existing Delay: Average weekday intersection delay seconds/vehicle	Average delay per vehicle
Measurement Year: Year traffic volume, composition, delay measured (use most recent data available)	Measurement year
Proposed Signal Time: Cycle length (seconds)	Cycle length
Green Time Ratio: Ratio of green time per cycle time	Green time ratio
Left Turn Lanes Added: Number added, single direction	Number of left turn lanes added
Additional Notes: Optional	Additional notes (optional)



Revisions

Version 1.0 (6/28/2022): initial publication

Version 1.1 (7/22/2022): document updated to add Transportation Demand Management/Safe Routes to School Non-Infrastructure Programs section, make accessibility modifications to tables

Version 1.2 (11/29/2022): background and instructions updated for generic use by project sponsors applying for and/or receiving CMAQ funding from MTC, regardless of grant cycle or project status

One Bay Area Grant (OBAG) Cycle 4

Draft San Francisco Screening and Prioritization Criteria

To develop a program of projects for San Francisco's OBAG 4 County Program, the San Francisco County Transportation Authority (Transportation Authority) will first screen candidate projects for eligibility and then will prioritize eligible projects based on evaluation criteria. The Metropolitan Transportation Commission's (MTC's) OBAG 4 guidelines set most of the screening and evaluation criteria to ensure the program is consistent with Plan Bay Area and federal funding guidelines. We have added a few additional criteria to better reflect the particular conditions and needs of San Francisco and allow us to better evaluate project benefits and project readiness (as indicated by underlined text).

OBAG 4 Screening Criteria

Projects must meet all screening criteria in order to be considered further for OBAG funding. The screening criteria will focus on meeting the eligibility requirements for OBAG funds and include:

Screening Criteria for All Types of Projects

1. Project sponsor is eligible to receive federal transportation funds.
2. Project must be eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> (STP), and in 23 USC Sec. 149 and at <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm> (CMAQ).
3. Project scope must be consistent with the intent of OBAG and its broad eligible uses. For more information, see [MTC Resolution 4740](#) Attachment A: OBAG 4 Project Selection and Programming Policies and Attachment A, Appendix A-1: County & Local Program Call for Projects Guidelines.
4. Project must be consistent with Plan Bay Area 2050+, available at <https://www.planbayarea.org/> and the [San Francisco Transportation Plan \(SFTP 2050 or the underway SFTP 2050+ update\)](#).
5. Project must demonstrate the ability to meet all OBAG 4 programming policy requirements described in MTC Resolution 4740, including timely use of funds requirements.
6. Project sponsor is requesting a minimum of \$500,000 in OBAG funds.
7. Project has identified the required 11.47% local match in committed or programmed funds, including in-kind matches for the requested phase. Alternatively, for capital projects the project sponsor may demonstrate fully funding the pre-construction phases (e.g. project development, environmental or design) with local funds and claim toll credits in lieu of a match for the construction phase. In order to claim toll credits, project sponsors must still meet all federal requirements for the pre-construction phases even if fully-funded.
8. Sponsors shall follow the selection and contracting procedures in the Caltrans Local Assistance Procedures Manual.

Additional Screening Criteria for Street Resurfacing Projects

1. Project selection must be based on the analysis results of federal-aid eligible roads from San Francisco's certified Pavement Management System.
2. Pavement rehabilitation projects must have a PCI score of 70 or below. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the Pavement Management System demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.

OBAG 4 Prioritization Criteria

Projects that meet all of the OBAG screening criteria will be prioritized for OBAG funding based on, but not limited to the factors listed below. The Transportation Authority reserves the right to modify or add to the prioritization criteria in response to additional MTC guidance and if necessary to prioritize a very competitive list of eligible projects that exceed available programming capacity.

Based on MTC Resolution 4740 and Transportation Authority Board priorities, points will be awarded to projects that:

1. Are located in Priority Development Areas (PDAs) or Transit-Oriented Communities (TOCs). OBAG established a minimum requirement that 80% of OBAG funds in San Francisco be used on projects that are partially or entirely within a mile or less of a PDA or TOC. On a case-by-case basis and at the request of a CTA, MTC may consider additional projects as PDA- or TOC-supportive which are not located within a mile or less of either geography but otherwise have a clear and direct connection to PDA(s) and/or TOC(s).
2. Increase safety. Projects that address corridors on the Vision Zero High Injury Network or other locations with a known safety issue will be given priority. Project sponsors must clearly define and provide data to support the safety issue that is being addressed and how the project will improve or alleviate the issue.
3. Have multi-modal benefits. Projects that support complete streets, including directly benefiting multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists), will be prioritized.
4. Improve environmental sustainability. Projects that achieve one or more of the objectives below will be prioritized:
 - a. Reduce emissions by supporting mode shift to non-polluting or low-polluting modes, such as walking, bicycling, and transit; project sponsors must provide evidence and/or data to support the projected mode shift of the project.
 - b. Improve the resilience of transportation infrastructure to the effects of climate change, such as with physical protection from or adaptation to adverse climate impacts or redundant or relocated infrastructure.
 - c. Manage stormwater, such as by constructing bioswales or permeable ground surfaces.

5. Maintain transportation infrastructure in a state of good repair.
6. Demonstrate public support, as demonstrated through Community-Based Transportation Plans, PDA plans, other local planning or project prioritization processes, letters of support, and/or other means identified by the Transportation Authority. Projects with clear and diverse community support, including from disadvantaged populations (e.g., communities historically harmed by displacement, transportation projects and policies that utilized eminent domain, people with low incomes, people of color) and/or identified through a community-based planning process will be prioritized. An example of a community-based plan is a neighborhood transportation plan, corridor improvement study, or station area plan that is community driven.
7. Provide demonstrated benefits to historically marginalized or underserved groups, including benefits to Equity Priority Communities or similar local designations, alignment with agency Americans with Disabilities Act (ADA) Transition Plans, and/or other means identified by the Transportation Authority. Priority will be given to projects that directly benefit disadvantaged populations, whether the project is directly located in an Equity Priority Community or can demonstrate benefits to disadvantaged populations.
8. Demonstrate project readiness and deliverability. In determining the ability to meet project delivery requirements, the Transportation Authority will consider the project sponsor(s)' project delivery track record for federally funded projects. The Transportation Authority will also evaluate project readiness, including but not limited to project is ready to proceed in fiscal year of programming; adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. more detail and certainty will be expected for a project about to enter construction than for a project about to enter design); whether prior project phases are completed or when they are expected to be completed; and whether litigation, community opposition or other factors may significantly delay project.
9. Take advantage of construction coordination. Projects that are coordinated with other construction projects, such as making multi-modal improvements on a street that is scheduled to undergo repaving, will receive priority. Project sponsors must clearly identify related improvement projects, describe the scope, and provide a timeline for major milestones for coordination (e.g. start and end of design and construction phases).
10. Improve transit reliability and accessibility. Priority will be given to projects that increase transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and/or relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit). Additional priority will be given to projects that support the existing or proposed rapid network or rail, including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Muni Forward program.

11. Improve access to schools, senior centers, and other community sites. Priority will be given to infrastructure projects that improve access to schools, senior centers, and/or other community sites.
12. Have limited other funding options. Sponsors should justify why the project is ineligible, has very limited eligibility, or competes poorly to receive other discretionary funds.
13. Demonstrate higher fund leveraging. Priority will be given to projects that can demonstrate leveraging of OBAG funds above and beyond the required match of 11.47%.

Additional Considerations

1. Project Sponsor Priority: For project sponsors that submit multiple OBAG applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.
2. Geographic Equity: Programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects with improvements at multiple locations, as appropriate.

The Transportation Authority will work closely with project sponsors to clarify scope, schedule and budget; and modify programming recommendations as needed to help optimize the projects' ability to meet timely use of funds requirements.

If the amount of OBAG funds requested exceeds available funding, we reserve the right to negotiate with project sponsors on items such as scope and budget changes that would allow us to develop a recommended OBAG project list that best satisfies all of the aforementioned prioritization criteria.

In order to nominate the most competitive list of San Francisco priority projects, we may not recommend projects strictly in score order if, for example, we, working with MTC, are unable to match the project to OBAG 4 fund sources eligibility (e.g. CMAQ vs. STP).

Attachment 4

San Francisco One Bay Area Grant (OBAG) Cycle 4 Call for Projects Schedule*

March 25, 2026	Transportation Authority Community Advisory Committee - ACTION OBAG 4 County Framework
April 14, 2026	Transportation Authority Board - PRELIMINARY ACTION OBAG 4 County Framework Transportation Authority issues OBAG 4 Call for Projects
April 28, 2026	Transportation Authority Board - FINAL ACTION OBAG 4 County Framework
May 7, 2026	Transportation Authority Call for Projects Workshop
July 7, 2026, 5 PM	Applications due to the Transportation Authority
September 23, 2026	Transportation Authority Community Advisory Committee - ACTION OBAG 4 Program of Projects
October 6, 2026	Transportation Authority Board - PRELIMINARY ACTION OBAG 4 Program of Projects
October 27, 2026	Transportation Authority Board - FINAL ACTION OBAG 4 Program of Projects
October 31, 2026	Transportation Authority submits OBAG 4 Project List to Metropolitan Transportation Commission
Early 2027	Metropolitan Transportation Commission programs OBAG 4 funds

*Transportation Authority Board and Community Advisory Committee meeting dates are subject to change. Please visit <https://www.sfcta.org/events> for the most up to date information.

Map of San Francisco Equity Priority Community (EPC) Areas

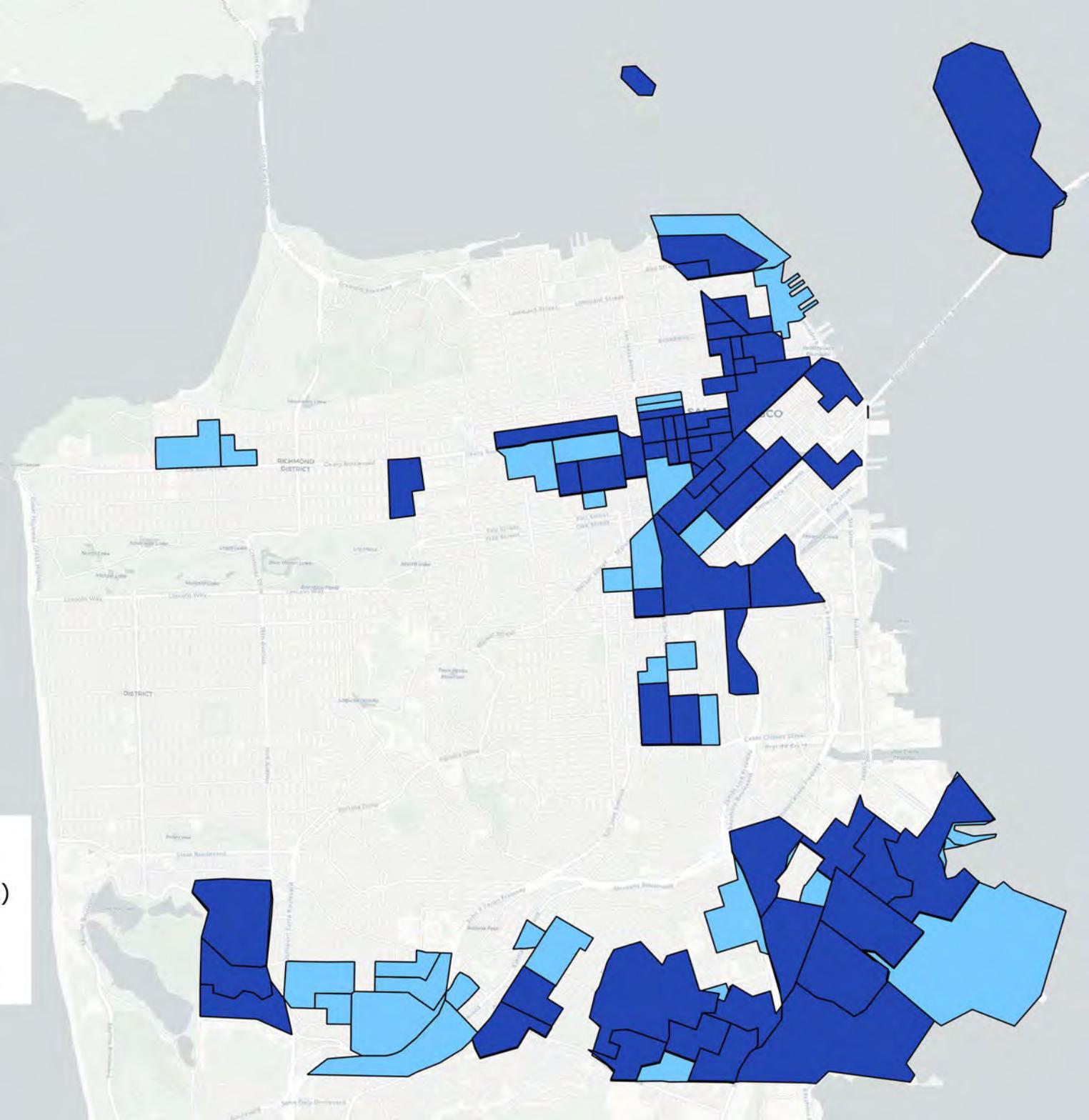
Map of San Francisco Equity Priority Communities (EPCs) inclusive of 2021 and 2025 definitions. Metropolitan Transportation Commission (MTC) Plan Bay Area (PBA) 2050 Plus EPC geographies (2025 vintage, Census ACS 2018-2022, Census Tract geographies) are shown in dark blue. Additional San Francisco EPC areas (2021 vintage, Census ACS 2014-2018, Census Tract and Block Group geographies) are shown in light blue. Any area shown in light or dark blue is considered an EPC area.

Legend

-  EPCs MTC PBA 2050 Plus (ACS 2018-2022)
-  EPCs SFCTA (ACS 2014-2018)

Background by cartodb

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San Francisco's One Bay Area Grant 4 County Program Cycles 1, 2, and 3 Projects Funded ¹

Sponsor ²	Project Name	OBAG Funds	Total Project Cost ³
Cycle 1 Completed			
SFPW	Broadway Chinatown Streetscape Improvement	\$ 3,477,537	\$ 7,102,487
SFPW	ER Taylor Elementary School Safe Routes to School	\$ 400,115	\$ 604,573
SFPW	Longfellow Elementary School Safe Routes to School	\$ 670,307	\$ 852,855
SFPW	Second Street Streetscape Improvement	\$ 10,567,997	\$ 15,415,115
SFMTA	Light Rail Vehicle (LRV) Procurement (for SFMTA's Masonic Avenue Complete Streets)	\$ 10,227,540	\$ 175,000,000
SFMTA	Lombard Street US-101 Corridor (for SFPW's Broadway Chinatown Streetscape Improvement)	\$ 1,910,000	\$ 24,263,920
SFMTA	Mansell Corridor Improvement	\$ 1,762,239	\$ 6,807,348
SFMTA	Masonic Avenue Complete Streets	\$ -	\$ 22,785,900
TJPA	Transbay Transit Center Bike and Pedestrian Improvements	\$ 6,000,000	\$ 11,480,440
Cycle 1 Total		\$ 35,015,735	\$ 264,312,638

Sponsor ²	Project Name	OBAG Funds	Total Project Cost ³
Cycle 2 Completed			
SFPW	John Yehall Chin Elementary Safe Routes to School	\$ -	\$ 4,200,000
SFMTA	Geary Bus Rapid Transit Phase 1	\$ 6,939,000	\$ 64,656,000
SFMTA	San Francisco Safe Routes to School Non-Infrastructure Project, 2019-2021 ⁴	\$ 2,813,264	\$ 3,177,752
SFMTA	Central Subway	\$ 15,980,000	\$ 1,931,000,000
SFPW	Better Market Street (for SFPW's John Yehall Chin Elementary Safe Routes to School)	\$ 3,366,000	\$ 603,720,000
Caltrain	Peninsula Corridor Electrification Project	\$ 11,187,736	\$ 1,980,253,000
Cycle 2 Work Progressing			
BART	Embarcadero Station: Platform Elevator Phase 1	\$ 2,000,000	\$ 24,817,461
Cycle 2 Total		\$ 42,286,000	\$ 4,611,824,213

San Francisco's One Bay Area Grant 4 County Program Cycles 1, 2, and 3 Projects Funded ¹

Sponsor ²	Project Name	OBAG Funds	Total Project Cost ³
Cycle 3 Work Progressing			
SFMTA	29 Sunset Improvement Project Phase 1	\$ 5,976,000	\$ 13,661,000
SFMTA	Central Embarcadero Safety	\$ 6,320,000	\$ 10,695,000
SFMTA	Light Rail Vehicles (for SFCTA West Side Bridges)	\$ 14,899,000	\$ 1,126,960,331
SFMTA	Light Rail Vehicles (for SFCTA Yerba Buena Island Multi-Use Path and Related Improvements)	\$ 750,000	\$ 1,126,960,331
SFMTA	San Francisco Safe Routes to School Non-Infrastructure Project	\$ 7,082,000	\$ 8,000,000
BART	Elevator Modernization Phase 1.3 (Embarcadero, Montgomery St, Powell St, Civic Center/UN Plaza, Glen Park)	\$ 13,300,000	\$ 42,900,000
SFCTA	Yerba Buena Island Multi-Use Pathway	\$ 2,250,000	\$ 120,441,000
Cycle 3 Total		\$ 50,577,000	\$ 2,449,617,662

Notes

¹ Additional details on San Francisco's OBAG program of projects are accessible at <https://www.sfcta.org/funding/one-bay-area-grant-program#panel-program-delivery>.

² Sponsor acronyms include: San Francisco Bay Area Rapid Transit District (BART), Peninsula Corridor Joint Powers Board (Caltrain), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), and Transbay Joint Powers Authority (TJPA).

³ Total Project Cost at time of programming.

⁴ In addition to the County Program funds awarded to Safe Routes to Schools Non-Infrastructure, this program was awarded \$2,100,000 in OBAG Cycle 2 Regional Program funds through the Safe and Seamless Mobility Quick-Strike Program.