



Memorandum

AGENDA ITEM 7

DATE: March 26, 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 considered this item at its March 25, 2026 meeting and unanimously adopted a motion of support for the staff recommendation.

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)
- Attachment 6 - Resolution

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)

Attachment 1: Summary of Requests Received

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	

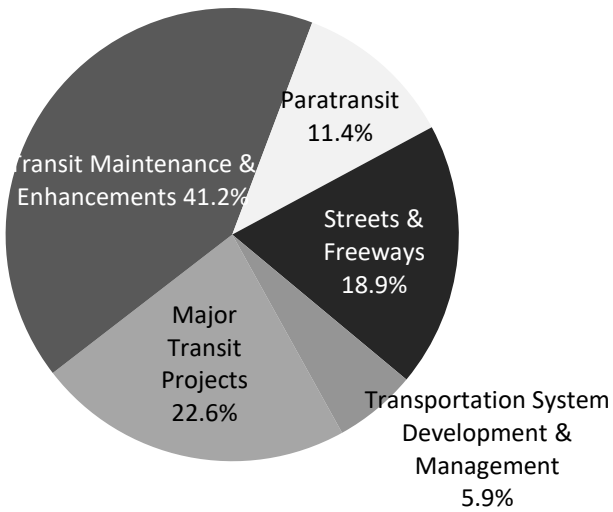
¹ See Attachment 1 for footnotes.

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

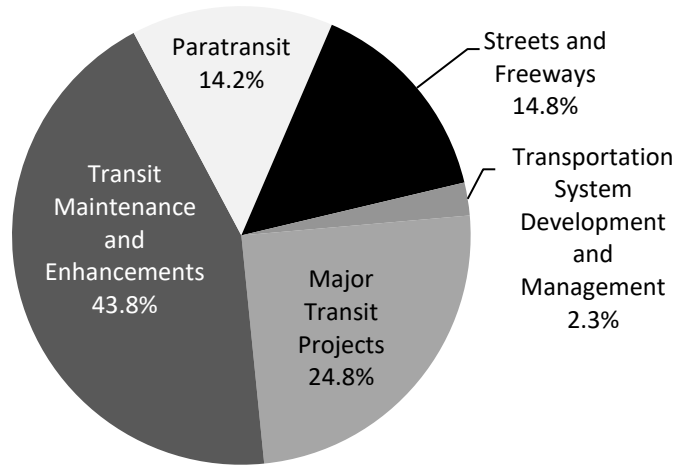
PROP L SALES TAX						
FY 2025/26	Total	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Prior Allocations	\$ 64,954,863	\$ 30,305,000	\$ 23,805,700	\$ 10,209,753	\$ 559,410	\$ -
Current Request(s)	\$ 9,800,000	\$ -	\$ 3,000,000	\$ 2,300,000	\$ 1,000,000	\$ 1,500,000
New Total Allocations	\$ 74,754,863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

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. 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

1. 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.

2. 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.

3. 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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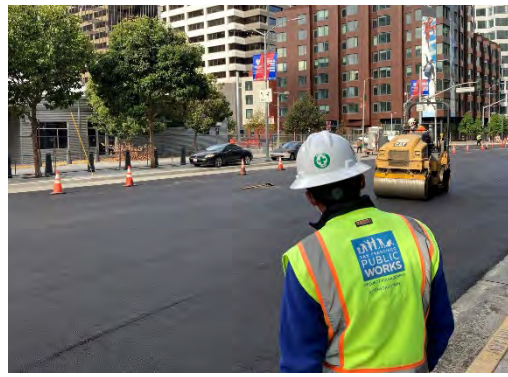
1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

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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

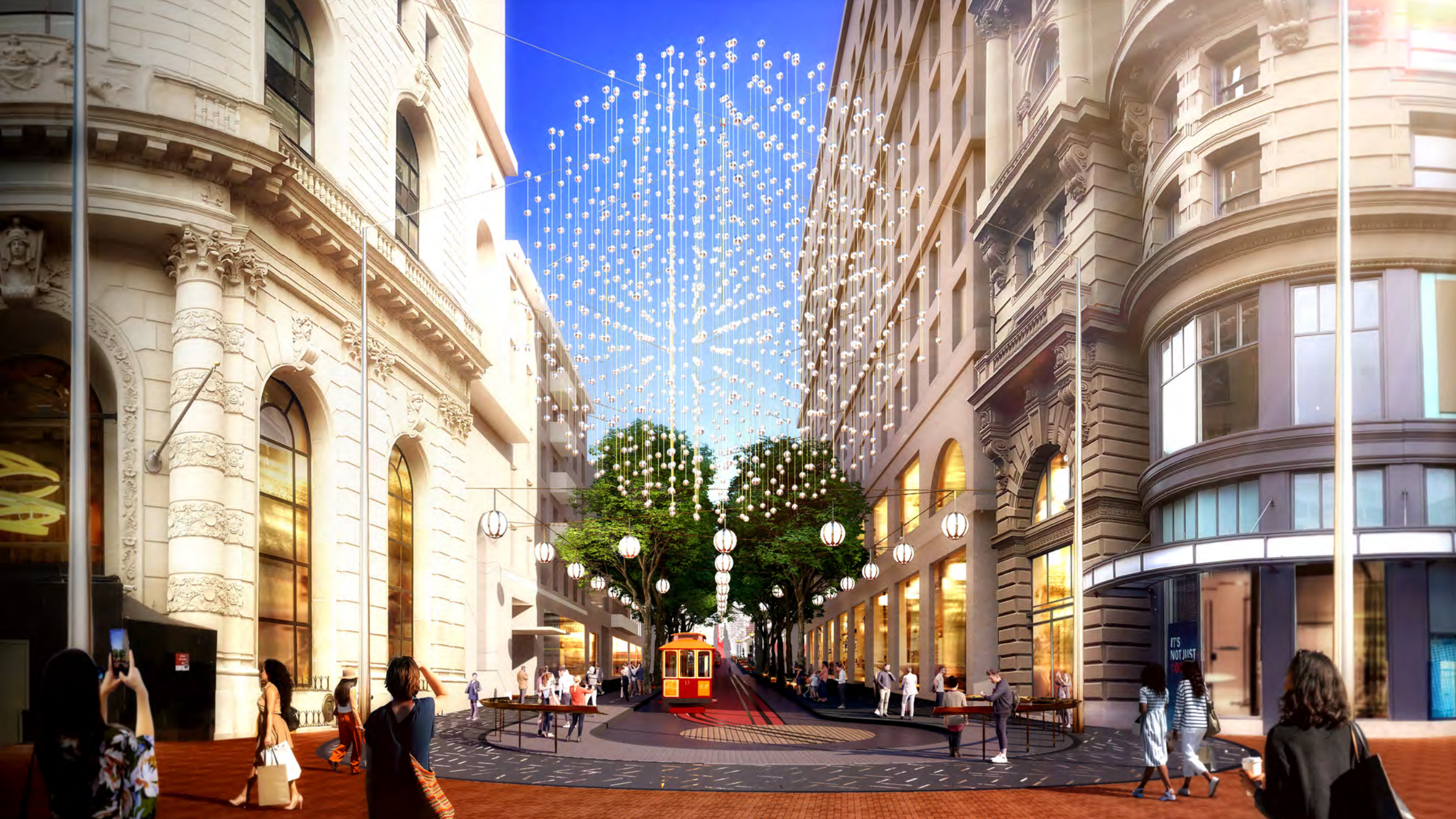


Project Delivery Division, Bureau of Project Management

Powell Street Improvement Project

CONCEPTUAL DESIGN



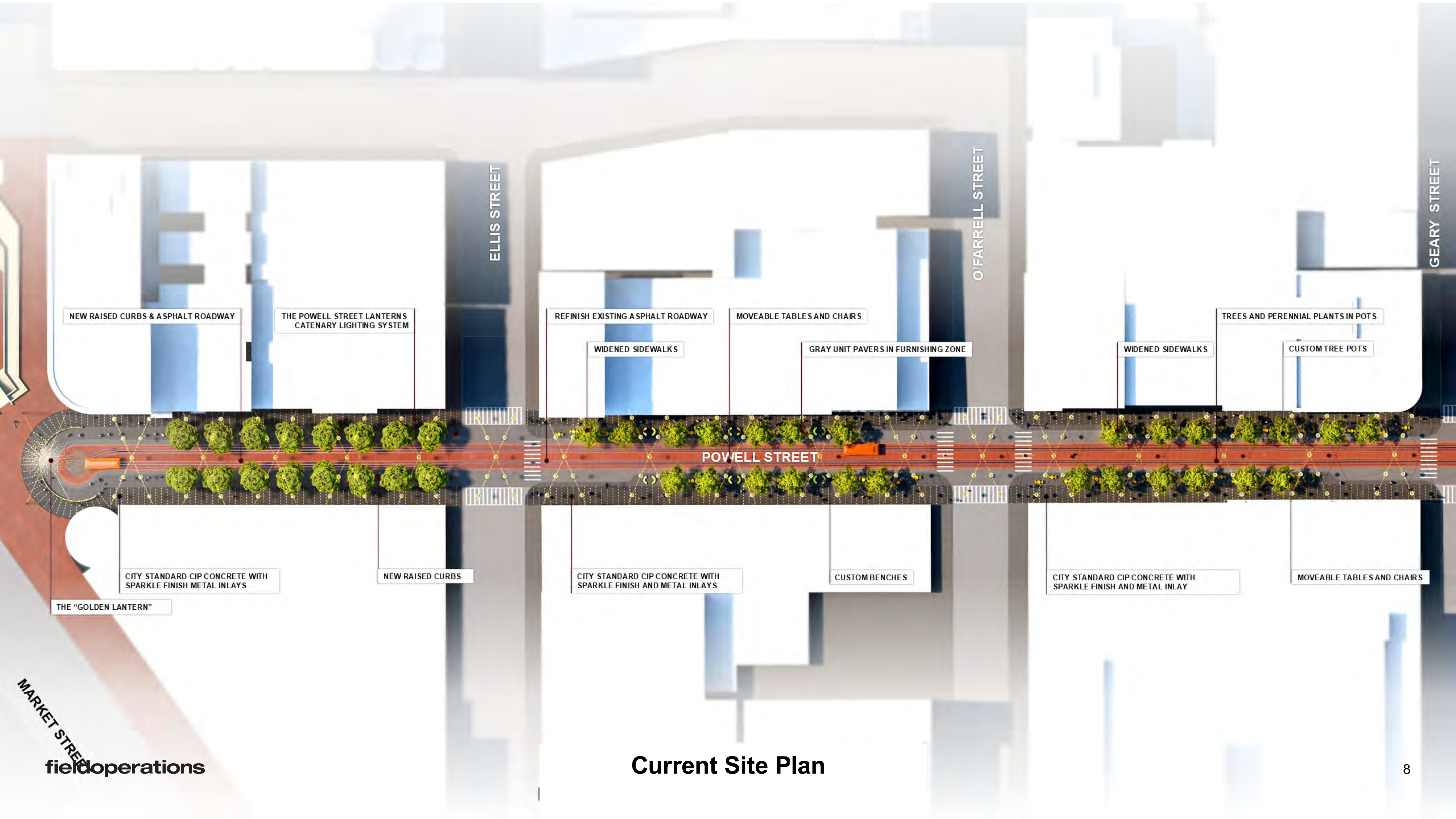


PROJECT GOALS:

- **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**







NEW RAISED CURBS & ASPHALT ROADWAY

THE POWELL STREET LANTERNS CATENARY LIGHTING SYSTEM

ELLIS STREET

REFINISH EXISTING ASPHALT ROADWAY

WIDENED SIDEWALKS

MOVEABLE TABLES AND CHAIRS

GRAY UNIT PAVERS IN FURNISHING ZONE

O'FARRELL STREET

TREES AND PERENNIAL PLANTS IN POTS

WIDENED SIDEWALKS

CUSTOM TREE POTS

GEARY STREET

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





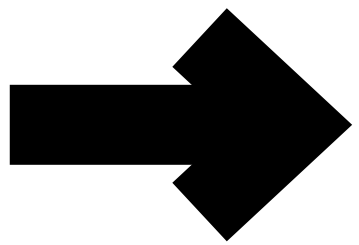
fieldoperations



Powell St Furnishings

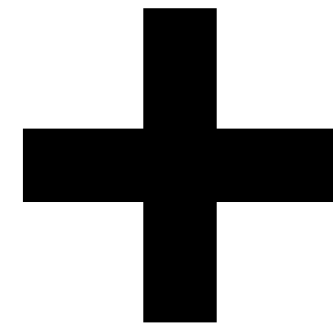
Double-arc geometries create significant waste during casting process - thereby increasing cost per unit

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.

ATTACHMENT 5

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
2. GeoTech Report: 7/1/26 - 10/1/26
3. 65% Plans, Specs, Construction Cost Estimate and Schedule, engagement with key stakeholders (SFPW, SFPUC etc.): 8/1/26 - 2/1/27
4. 90% Plans, Specs, Construction Cost Estimate and Schedule, engagement with key stakeholders (SFPW, SFPUC etc.): 2/1/27 - 5/1/27
5. 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)	\$14,147,000	\$0	\$0	\$14,147,000
SFCTA Prop K	\$0	\$0	\$734,000	\$734,000
Funding Plan for Entire Project Total:	\$16,147,000	\$2,253,000	\$734,000	\$19,134,000

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	\$17,100,000		Engineer's estimate at 30% design
Operations	\$0		
Total:	\$19,134,000	\$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	84.39%

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

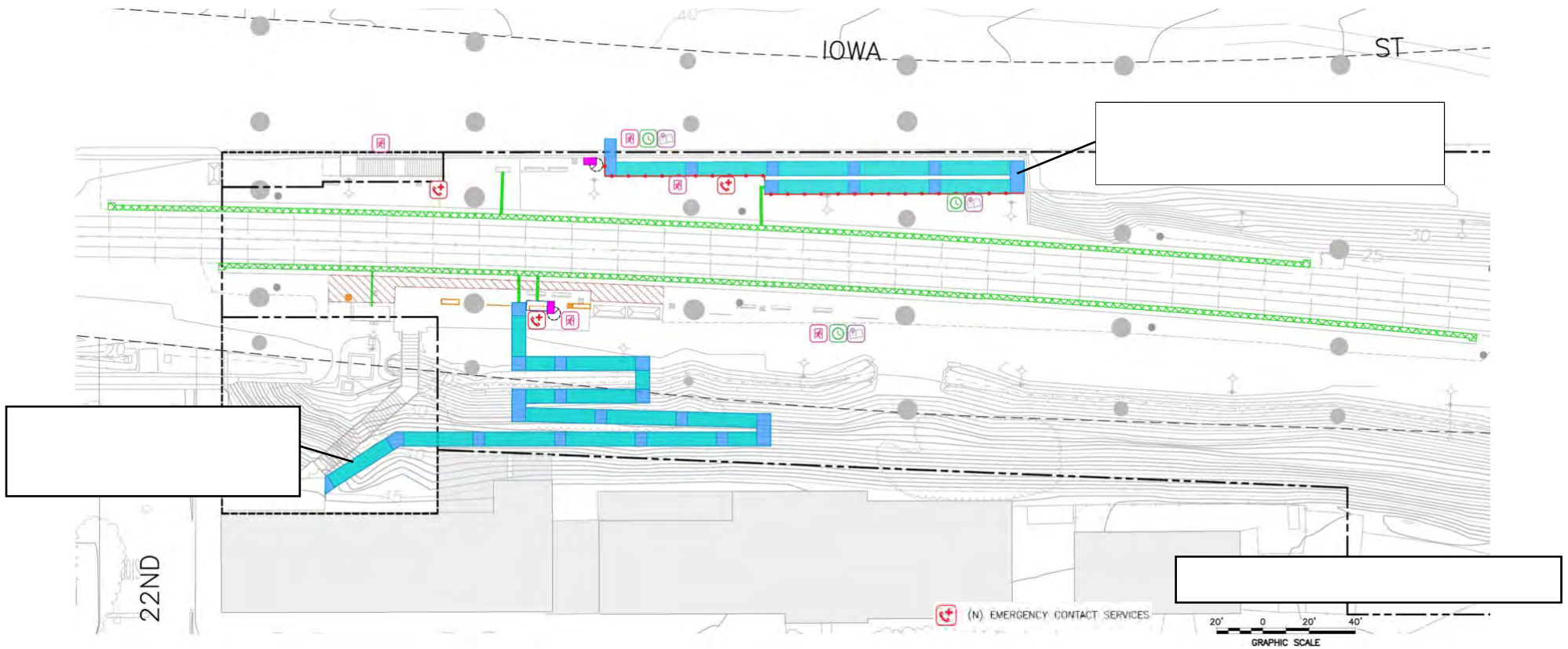











Northbound Platform, Facing South from the Top of the Staircase



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





RESOLUTION ALLOCATING \$9,800,000 IN PROP L FUNDS, WITH CONDITIONS,
FOR THREE REQUESTS

WHEREAS, The Transportation Authority received three requests for a total of \$9,800,000 in Prop L transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the allocation request forms included in Attachment 5; and

WHEREAS, The requests seek funds from the following Prop L Expenditure Plan programs: Muni Maintenance, Transit Enhancements, and Mission Bay Ferry Landing; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a 5-Year Prioritization Program (5YPP) for each of the aforementioned Prop L programs; and

WHEREAS, Two of the three requests are consistent with the relevant 5YPPs; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for the Powell Street Improvement project requires amendment of the Prop L Muni Maintenance 5YPP to add the subject project, as detailed in the attached allocation request form, with funds from the Housing Incentive Pool (HIP) Grant Program Placeholder (RTIP Fund Exchange with Mid-Life Overhauls); and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$9,800,000 in Prop L funds, with conditions, for three requests, as described in Attachment 3 and detailed in the allocation request forms included in Attachment 5, which include staff recommendations for Prop L allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

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



WHEREAS, At its March 25, 2026, meeting, the Community Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop L Muni Maintenance 5YPP, as detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$9,800,000 in Prop L funds, with conditions, for three requests as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop L Expenditure Plan, the Prop L Strategic Plan, and the relevant 5YPPs; and be it further

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

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

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other



information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate.

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop L Allocation Summaries - FY 2025/26
5. Allocation Request Forms (3)