



Agenda (Item 5 Revised, 04.13.26)

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Meeting Notice

- DATE:** Tuesday, April 14, 2026, 10:00 a.m.
- LOCATION:** Legislative Chamber, Room 250, City Hall
 Watch SF Cable Channel 26 or 78
 (depending on your provider)
 Watch www.sfgovtv.org
- COMMISSIONERS:** Melgar (Chair), Sauter (Vice Chair), Chan, Chen, Dorsey, Fielder, Mahmood, Mandelman, Sherrill, Walton, and Wong
- CLERK:** Amy Saeyang

Participation

Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or 78 (depending on your provider) or may visit the SFGovTV website (www.sfgovtv.org) to stream the live meeting or may watch them on demand.

Members of the public may comment on the meeting during public comment periods in person.

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. on the day before the meeting will be distributed to Board members before the meeting begins.

1. Roll Call
2. Approve the Minutes of the March 24, 2026 Meeting – **ACTION*** **5**
3. Community Advisory Committee Report – **INFORMATION*** **7**
4. Appoint Clara Baumgarten as the District 3 Representative to the Community Advisory Committee – **ACTION*** **19**
5. State and Federal Legislation Update – **ACTION*** **25**

Positions: Support: State Assembly Bill 2276 (Soria), Senate Bill 1167 (Blakespear), Federal House of Representatives 4376 (Mullin), Federal Senate 3742 (Markey).



6. Allocate \$9,800,000 in Prop L Funds, with Conditions, for Three Requests – **ACTION* 33**
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).
7. 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* 87**
8. 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* 103**
9. 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* 117**
10. San Francisco Transportation Plan 2050+ and West Side Network Study Update – **INFORMATION* 163**

Other Items

11. 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.

12. Public Comment

13. Adjournment

*Additional Materials

Items considered for final approval by the Board shall be noticed as such with **[Final Approval]** preceding the item title.

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Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26 or 78 (depending on your provider). Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board’s Office, Room 244. To request sign language interpreters, readers, large print agendas, or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help



**San Francisco
County Transportation
Authority**

Board Meeting Notice – Agenda

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to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

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DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, March 24, 2026

1. Roll Call

Chair Melgar called the meeting to order at 10:02 a.m.

Present at Roll Call: Commissioners Chen, Dorsey, Mahmood, Mandelman, Melgar, Sauter, Walton, and Wong (8)

Absent at Roll Call: Commissioners Chan (entered during Item 9), Fielder, and Sherrill (entered during Item 2) (3)

2. Chair's Report - INFORMATION

Chair Melgar recounted that the past month included federal transportation advocacy in Washington, D.C., a Board of Supervisors hearing on autonomous vehicles, and a Caltrain train dedication honoring Speaker Emerita Nancy Pelosi, recognizing her role in securing significant federal funding for regional transit projects. She explained that, during the San Francisco Chamber of Commerce's advocacy trip, she and regional leaders met with federal officials to highlight the need for continued investment in transit, infrastructure, housing, and autonomous vehicle safety and data reporting. She added that the Street Safety Initiative Working Group had convened to implement the Street Safety Act and mayoral directive through interagency coordination to reduce traffic injuries and fatalities. She indicated that the Board would hold a hearing this fall to review departmental progress from City teams on the initiative's action plan.

There was no public comment.

3. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, presented the Executive Director's Report.

There was no public comment.

4. Approve the Minutes of the March 10, 2026 Meeting - ACTION

There was no public comment.

Commissioner Mahmood moved to approve the minutes, seconded by Commissioner Sauter.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Mahmood, Mandelman, Melgar, Sauter, Sherrill, Walton, and Wong (9)

Absent: Commissioners Chan and Fielder (2)

Consent Agenda

5. [Final Approval] Adopt the District 2 Safety Study Final Report - ACTION



6. [Final Approval] State and Federal Legislation Update - ACTION

Positions: Support: Assembly Bill (AB) 1421 (Wilson), AB 1837 (Gonzalez), and AB 2308 (Haney).

7. [Final Approval] Appropriate \$75,000 in Prop L Funds, with Conditions, for Federal Autonomous Vehicle Policy Development - ACTION

8. [Final Approval] Appropriate \$97,000 in Prop L Funds, with Conditions, for Caltrain Governance 2026 Work Program and Ad Hoc Committee Support - ACTION

The Consent Agenda was called after Item 9.

There was no public comment.

Commissioner Sherrill moved to approve the item, seconded by Commissioner Walton.

The Consent Agenda approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Mahmood, Mandelman, Melgar, Sauter, Sherrill, Walton, and Wong (10)

Absent: Commissioner Fielder (1)

End of Consent Agenda

9. [Final Approval] Appoint Kat Siegal and Venecia Margarita as the District 5 and District 9 Representatives, Respectively, to the Community Advisory Committee - ACTION

Chair Melgar called this item after Item 4.

Amelia Walley, Senior Program Analyst, presented the item per the staff memorandum.

Venecia Margarita spoke to her interests and qualifications for serving on the CAC.

Commissioner Sauter moved to approve the Consent Agenda, seconded by Commissioner Chen.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Mahmood, Mandelman, Melgar, Sauter, Sherrill, Walton, and Wong (10)

Absent: Commissioner Fielder (1)

Other Items

10. Introduction of New Items - INFORMATION

There were no new items introduced.

11. Public Comment

There was no public comment.

12. Adjournment

The meeting was adjourned at 10:26 a.m.



DRAFT MINUTES

Community Advisory Committee

Wednesday, March 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, Sean Kim, Venecia Margarita, Austin Milford-Rosales, Rachael Ortega, and Kat Siegal (6)

CAC Members Absent at Roll: Najuwanda Daniels, Phoebe Ford, Zameel Imaduddin, and Jerry Levine (4)

2. Chair's Report - INFORMATION

Chair Siegal recounted that CAC members had recommended approval of an appropriation in February for Transportation Authority staff to engage in autonomous vehicle (AV) policy development at the federal level, and she reported that staff had since continued engagement on the SELF DRIVE Act and related legislation, including the AV Safety Data Act. She explained that staff had participated in a National Highway Traffic Safety Administration-hosted AV Safety Forum and had met with congressional offices, including Speaker Pelosi, Senator Padilla, and Senator Schiff, to provide briefings and advocate for strong federal safety standards while preserving state and local regulatory authority. She added that staff would continue to provide updates. Chair Siegal also reported that on March 10, Mayor Lurie and Chair Melgar had convened the Street Safety Initiative Working Group to implement the Mayor's Executive Directive, and she stated that the Transportation Authority would coordinate with the Controller's Office to assess agency performance and would host an annual street safety hearing, anticipated in fall 2026.

During public comment, Roland Lebrun stated that, for individuals not on the Clerk's distribution list, access to the Executive Director's Report was available through a link associated with the Board meeting on the agency's website.

Consent Agenda

3. Approve the Minutes of the February 25, 2026 Meeting - ACTION

4. State and Federal Legislation Update - INFORMATION

Positions: Support: Assembly Bill (AB) 1421 (Wilson), AB 1837 (Gonzalez), and AB 2308 (Haney).

Member Milford-Rosales asked about the updated amendment to AB 1837, which had removed the provision allowing cameras to enforce parking violations in bike lanes and expressed disappointment, noting as a cyclist he felt unsafe having to swerve into the vehicle lane around double-parked vehicles.



Amber Crabbe, Senior Public Policy Manager, stated that staff's understanding was that there was no likelihood of the measure moving forward without the aforementioned provisions being eliminated.

Member Kim asked for more context about the road usage charge in AB 1421.

Ms. Crabbe stated that the state had been studying a road usage charge for more than a decade. She explained that as vehicles became more fuel-efficient, gas tax revenues declined because the tax was collected per gallon, reducing its long-term effectiveness as a transportation revenue source. She added that the state was considering a revenue measure to replace the gas tax, with the road usage charge intended as a proxy for how much a vehicle was driven. She indicated that options under consideration for a road user charge included a per-mile charge, methods of collection, and potential structuring, which would continue the ongoing work.

Member Kim asked whether the measure would be an additional tax, with the existing gasoline tax remaining in place. He asked if the additional charge would apply to all vehicles or only specific types, noting that hybrid vehicles used both fuels and that the calculation could be complicated.

Ms. Crabbe stated that the state had not yet developed an actual proposal. She elaborated that previous discussions had considered the measure as a replacement for the gas tax; it could be set higher than the gas tax; or both taxes could be retained; and exceptions could be made to treat different vehicle types differently. She concluded by emphasizing that nothing had been decided yet.

There was no public comment on the Consent Agenda.

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

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Barz, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (6)

Absent: CAC Members Daniels, Ford, Imaduddin, and Levine (4)

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

Amelia Walley, Senior Program Analyst, presented the item per the staff memorandum.

Member Ortega asked how Caltrain's 22nd Street Station fit in with The Portal project, specifically seeking clarity on where undergrounding was planned to begin and asked about the expected life of the planned Americans with Disabilities Act (ADA) access improvements at 22nd Street Station.

Jesse Koehler, Rail Program Manager, stated that The Portal project had no bearing on the 22nd Street project. He stated that the Pennsylvania Avenue Extension (PAX) project was a future, long-term project not expected to be constructed for nearly twenty years. He continued that the ADA accessibility improvements recommended in this item were a modest investment to bring the system up to standard and confirmed that the benefits would be in place for years and unaffected by the PAX Project.



Member Kim asked what the current Powell Street sidewalk conditions were and whether widening the sidewalk as part of the Powell Street Improvement project would remove roadway or parking spaces.

Maia Small, Director of Planning at SFMTA, responded that the street would not be closed, that the sidewalk would be widened to accommodate more uses, and that the sidewalk work was carefully tailored around existing utilities.

Member Kim asked whether the roadway in its current form was for cable cars only.

Ms. Small stated that Market to Ellis was for cable cars only and continued that the project area would largely look the same as it did now, with some minor adjustments to commercial and passenger loading. She stated that the project area roadway was primarily for the cable car and commercial vehicles.

Member Kim noted that there appeared to be a lane for cars from Ellis to Geary and asked whether it would be removed.

Ms. Small replied that it would be a transit lane for the cable car, paratransit, taxi, and commercial vehicles to access loading zones.

Member Barz asked to confirm that the \$16 million cost estimate of the 22nd Street Station ADA Access Improvements project would be funding scope that consisted of two ramps and some tactile surfaces, noting that it seemed high.

Mr. Koehler confirmed the cost estimate and explained that it was driven by site complexity due to an embankment adjacent to the southbound program with housing above it, as well as its position under a highway and the fact that it was an active electrified railroad.

Member Barz asked whether alternatives to the current design configuration were considered.

Mr. Koehler stated that the Transportation Authority partnered with Caltrain on a Prop K-funded alternatives study that considered a suite of options and that this was the recommended alternative. He remarked that other options, such as elevators, had large maintenance burdens.

Member Barz noted that the Mission Bay Ferry Landing project had been underway for many years and asked for clarification on whether the requested scope was included in the original scope.

Simon Betsalel, Project Manager at the Port of San Francisco, responded that the project began in 2018 and was originally advertised as a Construction Management/General Contract (CM/GC) project, which was a failed bid. He stated that Phase 1, initial remediation, was completed in 2020, at which point there were some funding questions, including a legal challenge to Regional Measure 3 (RM3), and that costs significantly escalated during the COVID-19 pandemic. In partnership with San Francisco Bay Ferry, the Port applied for and received a Clean Ports grant through the United States Environmental Protection Agency and was awarded additional funding for ferry electrification, which closed the funding gap, and the RM3 legal challenges were resolved. Phase 2A was completed in November 2025 and included the completion of remediation and removal of the former pier. The upcoming Phase 2B, the subject of the request, would include physical construction of the ferry landing on top of the water and improvements to the



plaza.

Member Barz asked how the ridership projections were devised.

Mr. Betsalel replied that San Francisco Bay Ferry (SFBF) included the estimates in its long-range expansion plan and noted that projected residential growth was a factor. He stated that he would follow up with the sources of the estimates.

Member Milford-Rosales asked to be included in the ridership estimate follow-up and stated that, as a resident of the neighborhood, the numbers seemed very optimistic.

Ms. Walley clarified that the ridership estimates were annual.

Members Barz and Milford-Rosales reiterated the request for a follow-up on the ridership information with information on assumptions.

Chair Siegal asked whether SFMTA had considered, in the Powell Street Improvement design, the inclusion of a farebox or some other fixed way to pay fares while queuing for the cable car, noting the difficulty of the handheld fareboxes for operators.

Ms. Small stated that the issue had come up and that the historic nature of the cable car infrastructure limited what SFMTA could do.

Victoria Chong, Transportation Planner at SFMTA, stated that she had not heard internally about a desire for a farebox and acknowledged that the handheld Clipper devices could be challenging. She stated that riders could also use the Muni Mobile app, a payment kiosk, or cash.

Member Ortega commented that cash was not carried by many people and emphasized the importance of electronic payment functionality.

Member Margarita also asked to be included in the Mission Bay Ferry ridership estimates follow-up. She asked whether agencies could partner with Chase Center, Oracle Park, and other large corporations that benefit from the ferry to contribute to the improvements.

During public comment, John Roberts, a resident of District 1, expressed his appreciation for the members' questions about the ferry ridership estimates and stated that they seemed high. He asked whether the estimates were based on new usage or transferred usage from existing ferry routes or other modes.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (6)

Absent: CAC Members Daniels, Ford, Imaduddin, and Levine (4)

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

Jesse Koehler, Rail Program Manager, presented the item per the staff memorandum and Bonnie Jean von Krogh, Public Affairs Manager and Chris Lazaro, Project Director, at SFMTA presented the project update.

Member Ortega asked for clarification of the proposed action before the CAC.



Mr. Koehler clarified that the action under consideration was not a new allocation but an amendment to a previous allocation [codified in a grant agreement] and that the amendment was to modify the scope of the prior allocation without creating additional funds.

Member Ortega appreciated the explanation and asked about height limitations for the Bryant Street apartment building, and asked whether future housing construction would be possible if funding could be secured.

Chris Lazaro, stated that the housing design followed building height standards and limitations due to parcel dimensions and size, which also took into consideration, cost and feasibility. He added that the building could be taller if funding allowed. He also explained that bus yard construction would proceed independently, but that simultaneous construction with housing was possible if the same contractor was compensated and directed to do both at the same time; otherwise, the housing would start after the bus yard was complete.

Member Ortega asked whether her understanding was correct that housing could be built later even if a separate housing contractor was not secured at that time.

Mr. Lazaro stated that the Lease Development Disposition Agreement allowed up to two years after the bus yard was complete to start housing construction.

Member Kim asked for clarification on the height limitations of the Potrero Yard housing, noted that the yard was large, asked why the parcel was so constrained.

Mr. Lazaro stated that the bus yard needed specific dimensions to allow proper circulation of trolley buses within the facility. He explained that any significant modification to the yard's dimensions would drastically reduce the number of buses that could be accommodated and maintained on site.

Tim Kempf, Senior Project Manager at SFMTA, explained that accommodating and maintaining approximately 246 buses daily required the current bus yard design. He stated that maintaining proper clearances through columns and allowing safe turning radii for all buses dictated the facility's design and that the remaining parcel reflected the area left over.

Member Margarita asked about the housing component, noting that the SFMTA cannot directly own the units. She stated the units targeted as affordable housing corresponded to 80 percent of the area median income (AMI) and requested the specific income amount.

Bonnie Jean von Krogh, stated that the Mayor's Office of Housing and Community Development published a list each year specifying affordable housing targets, which changed annually.

Mr. Lazaro stated that the 2026 numbers from the Mayor's Office of Housing and Community Development were not yet published. He explained that the 2025 chart was used to show that the maximum income for a family of four was \$124,700.

Ms. von Krogh stated that the housing units were targeted up to 80 percent of the AMI and explained that developers indicated some units could be as low as 30 percent AMI, creating a range of affordability levels.

Member Margarita asked whether the affordable housing would be available to families



around the project's 2030 completion or if availability would occur later.

Ms. von Krogh stated that the bus yard facility would be completed by 2030. She explained that the timeline for housing availability would depend on when housing construction would start and would take approximately two years for units to become available.

Member Barz stated that she was perplexed by a sentence in the memo indicating that SFMTA was prohibited by the city charter from funding housing design or construction. She asked why that was the case.

Ms. von Krogh stated that SFMTA was the city's transportation agency and explained that the funds the agency receives were restricted for transportation purposes.

Member Barz stated that SFMTA received various types of funds and asked why the city explicitly prohibited SFMTA from financing housing. She also asked about the background behind this prohibition.

Mr. Koehler stated that the original conception of the project involved SFMTA leading the effort. He explained that SFMTA carefully accounted for the costs of both the transit and housing components and indicated that advancing both as originally planned would require non-transportation funding from another entity. He added that sufficient housing funds were not forthcoming, which led the City and SFMTA to decide to proceed with the transit project while reducing the housing potential. He stated that the project initially preserved future potential for additional housing, but insufficient funds limited the project to only the Bryant Street housing.

Member Barz stated that she anticipated the change was due to insufficient funds to support the originally planned housing aspirations. She added that, as a transportation funding authority, SFMTA prioritized completing a seismically retrofitted bus yard that accommodates 68% more buses. She stated that she remained perplexed by the city charter limitation that prohibits SFMTA from funding or financing housing in the future and said she would like to better understand that restriction.

Ms. von Krogh stated that she would provide the committee with the relevant city charter contacts and the associated language.

Chair Siegal asked what the minimum cost of the project would be if the podium had been included to allow for additional housing development in the future.

Mr. Lazaro stated that early last year, the contractor pricing came in about 30% higher than anticipated. He explained that if the podium were added back into the project, costs would likely increase by at least 30% over the current, agreed on, design and construction cost.

Chair Siegal stated that translated to about \$200 million more.

During public comment, Edward Mason explained that the Santa Clara Valley Transportation Authority (VTA) completed the Tamien Station Housing project and had a program underway for Curtner Station, and he stated that BART also developed housing on some parking lots. He added that empty park-and-ride lots for light rail could potentially be converted to housing. He said he provide these as examples though he was not familiar with the underlying fund sources.

Roland Lebrun stated that the east side of Tamien Station was a Caltrain parking lot, not a



VTA site, and explained that it included a daycare with dedicated parking that allowed parents to drop off their children and access Caltrain. He stated that these facilities and parking spaces were removed and clarified that the empty parking referenced by a Mr. Mason was located on the VTA site across Highway 85, which served as overflow for Caltrain after parking losses. He added that VTA planned redevelopment at the Cerone facility, where employee RV parking was eliminated to allow for permanent housing development.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (6)

Absent: CAC Members Daniels, Ford, Imaduddin, and Levine (4)

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

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

Member Ortega asked when the project would begin construction and what the timeline would look like.

Mr. Koehler stated that staff did not currently have a construction schedule for the project due to the early stage of the project.

Member Ortega opined that the timing of the project was not decided due to a variety of factors, including The Portal project.

Mr. Koehler explained that the Rail Alignment and Benefits (RAB) Study, completed in 2018, contemplated a long-term Caltrain corridor service of up to 12 Caltrain and 4 high-speed rail trains per hour, which created significant impacts for at-grade crossings. He reported that currently, key priorities include fully funding The Portal project and advancing it to construction, while also supporting Caltrain's plans for the rail yard site. He added that as these projects proceeded, staff would be focusing on planning for forward-compatibility for the long-term vision to deliver the PAX project in the future.

Member Ortega stated that she supported bringing more trains and high-speed rail underground to eliminate grade crossings and reduce traffic and safety risks.

During public comment, Roland Lebrun stated that the RAB study began in 2013 and lasted five years and that he had designed the PAX project 18 months before the RAB study. He opined that HNTB, the selected contractor, previously contributed to significant project issues, including cost increases, challenges with Union Pacific, and inflated estimates on multiple rail projects. He explained that in his upcoming letter to the Board of Supervisors, he would describe potential construction methods, which he asserted could include a trench from Cesar Chavez Street to 22nd Street and over \$2 billion in cost to extend to 7th Street and connect to The Portal.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (6)



Absent: CAC Members Daniels, Ford, Imaduddin, and Levine (4)

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

Erin Slichter, Transportation Planner, and Ben Frazier, Safe Routes to School program manager at the SFMTA, presented the item per the staff memorandum.

Chair Siegal thanked Mr. Frazier for the in-depth presentation about the Safe Routes to School Non-Infrastructure (Safe Routes) Program.

Member Barz asked for confirmation that the OBAG program was managed by Metropolitan Transportation Commission (MTC), that Congestion Management Agencies (CMAs) prioritized projects for part of the funding at targets determined by MTC, that the item before the CAC recommended setting aside some of that funding for CMA Planning and for the Safe Routes Program. She further asked for confirmation that the remaining funds would be prioritized through a competitive call for projects.

Ms. Slichter affirmed that this was correct. Ms. Lombardo further clarified that MTC asked CMAs to nominate projects for 120% of the target identified for each county, from which MTC would select projects. She added that San Francisco could expect to receive less than the 120% that would be nominated but would hope to receive more than the 100% target identified.

Member Barz asked if the CMA Planning funding would be used for the SF CHAMP model. Ms. Slichter explained that funding could be used for updates to the San Francisco Transportation Plan and follow-on studies, waterfront planning, the CHAMP model, and other planning efforts identified through the annual budget process. Member Barz stated that she was supportive of Slow Streets and of kids walking and riding to school. She asked how the effectiveness of the Safe Routes Program was measured to assess progress toward more kids using active modes to get to school.

Mr. Frazier responded that progress was measured through travel tallies collected every two years since at least 2015. He stated that this data allowed staff to compare how students got to school over time and measure program effectiveness and explained, as an example, that the tally showed increased single-family driving during the pandemic, but that the 2024 tally showed increases in bicycling and carpools. He added that the Safe Routes Non-Infrastructure Program was only one factor among others that affected families' travel decisions, such as infrastructural conditions and school crossing guards. He stated that part of the Safe Routes work was to coordinate with other teams to maximize the potential for students to get to school through modes other than single-family driving.

Member Barz stated that this information would have been helpful to include in the item memo or the presentation.

Mr. Frazier stated that there was a recent SFMTA blog post about the results of the most recent student travel tally and offered to send it to Member Barz.

Member Barz expressed several concerns that were not addressed by the Safe Routes Program, including speeding on a Slow Street near her home and two elementary



schools, regulatory barriers that prevented children from walking to school alone or with another adult before the fourth grade, and the lack of bike parking at schools. She stated that these issues were significant hurdles impeding more students from getting to school by alternative modes. She said she understood that the proposed funding set-aside was for the Non-Infrastructure Program, but expressed concern that these issues were not being addressed.

Mr. Frazier responded that he was aware of the infrastructural challenges to kids taking alternative travel modes to school and explained that his role involved coordination with other teams in SFMTA to address these issues. He stated that, in the case of bike parking, SFMTA was working with a school to increase bike parking, whether on the sidewalk or in the street in SFMTA's right of way, or by simplifying the regulatory process for installing bike racks on SF School District property. He affirmed that when issues were raised through the Non-Infrastructure Program, staff worked to address them with the appropriate teams, and added that SFMTA staff held a bi-weekly meeting between SFMTA's traffic engineering and Safe Routes Program teams, along with the SF School District's transportation team, to coordinate on these issues.

Member Barz thanked Mr. Frazier for his response and urged staff to do a better job including this behind-the-scenes coordination work to remove infrastructure and policy barriers to increase the number of students using alternative modes to get to school when describing the Safe Routes Program, stating that some people had the impression that the Safe Routes Program's work was limited to a few events during the year.

Member Barz stated that she wanted data and evidence of impacts on safety and mode shift to be strongly considered in the OBAG County Program competitive call for projects. She asked whether would be possible to add this to the program requirements.

Ms. Slichter responded that the application materials would ask sponsors to provide data to back up projects' claimed safety improvements, and to provide evidence of diverse community support.

Member Kim asked for further detail on carpooling in the Safe Routes program. Mr. Frazier responded that carpooling was on the program's "Four Fun Ways," but that this mode received the least attention because it was labor-intensive. He added that the Safe Routes Program provided a carpooling toolkit and worked with schools to distribute flyers to help families use preferred routes for different modes of transportation to school.

Member Kim suggested that the SFMTA develop an app to assist families with carpool arrangements. He stated that he and other families often arranged carpools for kids' sports games, but that this was challenging to arrange over text. He stated that carpooling tools could be especially helpful for low-income families who did not have access to quality and safe transit in their neighborhoods. He further suggested that the SFMTA could work with SFUSD to reduce families' need to drive, including by coordinating staggered school start times so as not to overwhelm Muni, and by providing bus transport for school sports games. Lastly, Member Kim suggested that the SFMTA provide a tool for teens to report safety issues or concerns while riding Muni, and said that the Safe Routes Program should educate students not to use their cell phones while walking, as this presented a safety issue.

Member Margarita stated that the Safe Routes Program was planting seeds for long-term benefits. She asked whether the SFMTA could provide a list of the focus schools for this



cycle of the program.

Mr. Frazier stated that he did not have the list on hand but that he could provide it later.

Member Margarita asked how schools that were not currently on the list could be added to the list.

Mr. Frazier responded that schools that were not on the focus list could still receive Safe Routes programming. He added that the schools were prioritized with each cycle and stated that he could provide the selection methodology and would invite feedback on it.

Member Margarita said that staff should provide the list before the next cycle of the program, so that there would be time to adjust the methodology and try to get schools in need on the list.

During public comment, Edward Mason recommended that the Safe Routes Program educate students on how to comport themselves on Muni, including keeping their feet off the seats, sitting up, being respectful of others, and making priority accessible seating available to seniors and people with disabilities.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (6)

Absent: CAC Members Daniels, Ford, Imaduddin, and Levine (4)

Other Items

9. Introduction of New Business - INFORMATION

Member Milford-Rosales stated that another family was hit in a crosswalk in District 6, marking the second such incident in approximately two and a half years, and explained that the initial SFMTA response involved adjusting stoplight timing and repainting the crosswalk. He reported that a community-installed safety treatment was subsequently removed by the City and replaced with a bike lane that he indicated did not meet current design criteria. He added that since the Vision Zero plan ended, there was no clear direction, and he asked whether SFMTA, the Mayor's Office, or others had a concrete plan to address pedestrian fatalities and guide future responses.

Member Margarita stated that accidents occurred across multiple areas of District 9, including the Mission, Bernal Heights, and the Portola, and said that community involvement was needed to develop solutions to eliminate accidents. She added that SFMTA and the Mayor's Office should invest in District 9 to improve pedestrian safety. She also stated that she planned to work with community members and labor to develop a plan for renaming Cesar Chavez Street. She added that the renaming effort should be led by District 9 residents in collaboration with labor.

Member Kim stated that fare evasion prevention efforts, including new gates, were successful in reducing fare evasion and maintenance costs and were associated with improved safety. He explained that SFMTA faced challenges in preventing fare evasion due to its all-door boarding policy. He added that fare evasion remained an ongoing issue linked to safety concerns and activity shifting across neighborhoods. He stated that further discussion was needed on strategies to prevent fare evasion on Muni.



Member Barz stated that she would like Safe Routes to School staff to return for an informational item. She explained that upcoming travel survey data would provide better insight into transportation modes used at different schools and that she was interested in understanding related metrics, including those raised by Member Margarita. She added that the request was not urgent but would help clarify these data points.

There was no public comment.

10. Public Comment

During public comment, Edward Mason shared a flyer from San Jose and stated that it highlighted a recent convention and developments in off-hour and bike delivery downtown. He explained that emerging technologies, including automated delivery systems like Uber Eats, required the city to continuously update its programs rather than maintain a stationary approach. He added that reserved yellow zones for delivery trucks would streamline operations by providing designated locations for drop-offs. He concluded that the city should further integrate technology into its downtown delivery planning.

Roland Lebrun stated that he wanted to address Senate Bill 79, which he said could displace entire mobile home parks and schools, and reported that a cleanup bill Senator Wiener was expected to introduce was no longer proceeding. He added that he asked MTC to propose emergency legislation to address these issues before Senate Bill 79 would become law on July 1. He also opined that Senate Bill 707 mandated remote public participation for all meetings, indicated that the Board of Supervisors had not complied at the Transportation Authority since January 1.

11. Adjournment

The meeting was adjourned at 8:58 p.m.

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Memorandum

AGENDA ITEM 4

DATE: April 1, 2026
TO: Transportation Authority Board
FROM: Maria Lombardo - Chief Deputy Director
SUBJECT: 04/14/26 Board Meeting: Appoint Clara Baumgarten as the District 3 Representative to the Community Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Per Section 5.2(a) of the Administrative Code, each Commissioner shall nominate one member to the Community Advisory Committee (CAC). Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There is an open seat on the 11-member CAC for District 3 as the result of the prior representative resigning from the CAC. Vice Chair Sauter has indicated his intent to nominate Clara Baumgarten to the District 3 seat and the Administrative Code requires Clara Baumgarten to appear before the Board to speak to her interests and qualifications for serving on the CAC. Members serve for a two-year term. There are no term limits. The current roster of CAC members is included in Attachment 1. The application for the CAC candidate is included in Attachment 2.</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 type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: CAC Appointment
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BACKGROUND

As described in the Transportation Authority’s Administrative Code, the CAC shall provide input to the Transportation Authority in:

1. Defining the mission of the Transportation Authority;
2. Reflecting community values in the development of the mission and program of the Transportation Authority, and channeling that mission and program back to the community;
3. Defining criteria and priorities for implementing the Expenditure Plan programs consistent with the intention of the half-cent sales tax funding purposes; and



4. Monitoring the Transportation Authority's programs and evaluating the sponsoring agencies' productivity and effectiveness.

DISCUSSION

The Board appoints 11 members to the CAC and each Commissioner nominates one member to the committee. Per Section 5.2(a) of the Administrative Code, the CAC:

"...shall include representatives from various segments of the community, such as public policy organizations, labor, business, seniors, people with disabilities, environmentalists, and neighborhoods, and reflect broad transportation interests. The committee is also intended to reflect the racial and gender diversity of San Francisco residents."

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are accepted on a continuous basis and can be submitted through the Transportation Authority's website at sfcta.org/cac.

All applicants are advised that they need to appear in person before the Board in order to be appointed. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment. Applicants who were previously CAC members, but whose membership was terminated due to missing four of the last 12 regularly scheduled meetings must appear before the Board to be reappointed.

FINANCIAL IMPACT

The requested action would not have an impact on the adopted Fiscal Year 2025/26 budget.

CAC POSITION

None. The CAC does not make recommendations on the appointment of CAC members.

SUPPLEMENTAL MATERIALS

- Attachment 1 - CAC Roster
- Attachment 2 - CAC Application
- Attachment 3 - Resolution

ATTACHMENT 1

Community Advisory Committee Members

Name	Gender	Ethnicity*	District	Neighborhood	Affiliation / Interest	First Appointed	Term Expiration
VACANT			3				
VACANT			11				
Sara Barz	F	C	7	Sunnyside	Business; Environment; Social and racial justice; Neighborhood; Public Policy	July 2022	July 2026
Rachael Ortega	F	C	8	NP	Business; Environment; Social and racial justice; Neighborhood; Public Policy	October 2022	October 2026
Jerry Levine	M	C	2	Cow Hollow	Business; Neighborhood; Public policy	November 2018	February 2027
Sean Kim	M	A	1	Central Richmond	Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior	May 2023	May 2027
Phoebe Ford	F	C	4	Central Sunset	Business; Environment; Neighborhood	September 2023	September 2027
Austin Milford-Rosales	M	C	6	Mission Bay/SOMA	Environment; Public Policy	October 2023	October 2027
Najuawanda Daniels	F	AA	10	NP	Social and racial justice; Labor; Neighborhood; Public Policy	September 2022	October 2027
Kat Siegal	F	C	5	Cole Valley / Haight Ashbury	Disabled; Environment; Social and racial justice ; Labor; Neighborhood; Public Policy; Senior; Other	February 2022	March 2028
Margarita Venecia	F	H/L	9	Portola	Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior; Youth, undocumented communities	February 2024	March 2028

*A - Asian | AA - African American | AI - American Indian or Alaska Native | C - Caucasian | H/L - Hispanic or Latino | NH - Native Hawaiian or Other Pacific Islander | ME - Middle Eastern

* NP - Not Provided (Voluntary Information)



**San Francisco
County Transportation
Authority**

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

San Francisco County Transportation Authority

Application for Membership on the Community Advisory Committee

Clara FIRST NAME	Baumgarten LAST NAME	Female GENDER (OPTIONAL)	
Caucasian, European, or White ETHNICITY (OPTIONAL)		No IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)	
District 3 HOME SUPERVISORIAL DISTRICT	Russian Hill NEIGHBORHOOD OF RESIDENCE	[redacted] HOME PHONE	[redacted] HOME EMAIL
[redacted] STREET ADDRESS OF HOME	[redacted] CITY	[redacted] STATE	[redacted] ZIP

Statement of qualifications:

I am a District 3 resident and daily public transit rider seeking to bring my community roots, professional background, and civic commitment to the SFCTA Community Advisory Committee.

Having lived in San Francisco since 2019, first in North Beach and now in Russian Hill, District 3 is genuinely home to me. I've built real connections here through neighborhood associations, monthly cleanups, and years of showing up for local events and town halls. I know this district not just as a resident, but as someone deeply invested in its future and attuned to how transportation planning decisions affect the people who live here every day.

Professionally, I work as an Account Manager at Mixpanel, a product analytics company, and have been related roles the rest of my time here in SF. I've developed strong skills in data interpretation, stakeholder communication, and translating complex information into actionable decisions. My background in marketing and political science and participation in local government activities further shapes how I approach civic problems - with both strategic thinking and an appreciation for how county-level transportation funding and planning decisions ripple out to affect real people and communities.

As a non-car owner who relies on Muni and Bay Wheels e-bikes daily, I have firsthand experience with the strengths and shortcomings of San Francisco's transportation network. I believe in planning and investing in streets that work for people who walk, bike, and ride - and I have the community relationships, professional network, and communication skills to advocate for that vision effectively at the county level.

I am ready to engage constructively with SFCTA staff, champion data-driven transportation investments, and represent the voices of transit-dependent San Franciscans on this committee.

Statement of objectives:

If appointed to the SFCTA Community Advisory Committee, I would work to ensure that people who walk, bike, and rely on transit are meaningfully represented in transportation planning and funding decisions, while remaining mindful of the needs of all road users including drivers. I would support data-driven approaches to county-level transportation investment, drawing on proven strategies from other major cities, and leverage my connections in the tech and business communities to build broader enthusiasm for public transit and bike ridership - with the joint goal of reducing congestion and pollution. I would advocate for continued support of Street Crisis Response Teams, Homeless Engagement Assistance Response Teams, and community-led organizations, while encouraging wider adoption of digital tools like SF311 to strengthen resident engagement. Ultimately, I would champion transportation investments and planning decisions that improve how all San Franciscans move through our city and county prioritizing safety, accessibility, and human-centric design.

San Francisco County Transportation Authority
Application for Membership on the Community Advisory Committee

Please select all categories of affiliation or interest that apply to you:

Business; Environment; Social and racial justice; Neighborhood

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs):

Yes

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

Clara Baumgarten

NAME OF APPLICANT

3/28/2026

DATE



RESOLUTION APPOINTING CLARA BAUMGARTEN AS THE DISTRICT 3
REPRESENTATIVE TO THE COMMUNITY ADVISORY COMMITTEE OF THE SAN
FRANCISCO COUNTY TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Community Advisory Committee (CAC) consisting of 11 members; and

WHEREAS, There is currently a vacancy on the CAC for a District 3 representative since the prior representative resigned from the CAC; and

WHEREAS, At its April 14, 2026 meeting, Vice Chair Sauter nominated Clara Baumgarten as the District 3 CAC representative; and

WHEREAS, Clara Baumgarten spoke to her interest and qualifications for serving on the CAC at the April 14, 2026 Board meeting; and

WHEREAS, The Board reviewed and considered the applicant's qualifications and experience; now therefore, be it

RESOLVED, That the Board hereby appoints Clara Baumgarten as the District 3 representative to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.



AGENDA ITEM 5

STATE AND FEDERAL LEGISLATION - APRIL 2026

(Updated ~~April 8~~ April 13, 2026)

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

Staff are recommending approval of new support positions on State Assembly Bill (AB) 2276 (Soria) and Senate Bill (SB) 1167 (Blakespear) as shown in **Table 1** and have added SB 1246 (Cortese) to the Watch list. Adding bills to the Watch list does not require Board action.

We are also recommending new support positions on Federal House of Representatives (H.R.) 4376 (Mullin (CA-15)) and Senate (S.) 3742 (Markey (D-MA)) as shown in **Table 2**.

Table 3 shows the status of state and federal bills on which the Board has already taken a position or that staff have been monitoring as part of the Watch list.



Table 1. Recommended New State Positions and Additions to Watch List

Recommended Positions	Bill # Author	Title and Summary
<p>Support (Previously Was on 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>After consulting with the San Francisco Municipal Transportation Agency (SFMTA) and other interested parties, we are recommending a support position on this bill, which is currently on our watch list. We believe the provisions of the bill could potentially reduce speeding by high-risk drivers on San Francisco's roadways and improve traffic safety.</p> <p><u>Update (04/13/2026): This bill has been amended in Committee and would now limit this pilot to seven counties (Los Angeles, San Diego, Fresno, Santa Clara, Shasta, Kern, and San Bernadino). We are disappointed that the bill would no longer apply to San Francisco and appreciate that Assemblymember Haney advocated to include the city/county at the Assembly Public Safety Committee last week. We have reached out to his office to see if there is anything we can do to support his efforts.</u></p>



<p>Support</p>	<p>SB 1167 Blakespear D</p>	<p>Vehicles: electric bicycles.</p> <p>This bill would clarify and revise definitions for electric bicycles and other devices and vehicles such as motorized bicycles, mopeds, motor-driven cycles and motorcycles and establish manufacturer and seller requirements prohibiting advertising and sale of devices and vehicles as electric bicycles if they do not meet the state’s definition. The bill would also impose labeling and disclosure requirements on manufacturers and distributors to distinguish electric bicycles from other types of devices and vehicles. It would further require peace officers to include detailed information about electric bicycles, mopeds and motor-driven cycles involved in crashes or injuries when filing incident reports.</p> <p>After consulting with the SFMTA, we are recommending a support position on this bill to address the increasingly common issue of motorized bicycles, mopeds and other devices being advertised and sold to consumers as electric bicycles. The bill would also support data-collection efforts to help San Francisco and other jurisdictions make more informed decisions about regulation of micromobility devices and address safety issues on city streets.</p>
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<p>Added to Watch List</p>	<p>SB 1246 Cortese D</p>	<p>Autonomous vehicles.</p> <p>This bill would implement an array of requirements for commercial autonomous vehicle (AV) operators related to remote driving and emergency response. Among other things, it would require remote assistants, remote drivers, or local incident technicians to be located in the United States and hold a valid California driver’s license as well as require the ratio of remote assistants to be at a minimum ratio of 1 assistant per 3 vehicles. It would require immediate response to all calls and presence on the scene within 10 minutes of a request from a first responder and require any commercial AV obstructing a list of different types of facilities (e.g. travel lanes, crosswalks, transit lanes, bicycle lanes, emergency access routes, fire hydrants) to be removed within 5 minutes if the AV is drivable or within 30 minutes if towing is required, as well as other response provisions. It would require any commercial AV operated without a human driver on a highway to have an emergency steering wheel and manual override systems for steering, driving, and braking. It would require an AV operator to adopt and maintain written emergency response and immobilization procedures as well as guidance and training regarding the manual override systems. Both would have to be approved by the Office of the California Highway Patrol (CHP). CHP and the Office of the State Fire Marshal would be directed to develop uniform guidelines and requirements for the training and written guidance described above. Finally, the bill would require AV operators to maintain and submit specified data to the Department of Motor Vehicles (DMV) and the Public Utilities Commission (CPUC) upon request (e.g. information regarding the employment and use of remote assistants and drivers, response times to emergency incidents, immobilizations, obstructions, requests from first responders). DMV and CPUC would have to post summary statistics to their respective websites.</p> <p>At the April 7, 2026 Senate Transportation Committee, there was significant opposition to the bill from industry representatives, in particular to the response time and vehicle override equipment requirements. The bill was passed out of committee, where Senator Cortese indicated his willingness to meet with industry to discuss potential amendments to bill language to see if there was an opportunity to address some of their concerns.</p> <p>We are currently consulting with SFMTA, emergency responders,</p>
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		<p>and others on the provisions of the bill, which could potentially address some of the major concerns stemming from the December 20, 2025 PG&E outage that immobilized significant numbers of AVs across San Francisco. We may bring a recommendation to act on a position to a future meeting.</p>
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Table 2. Recommended New Federal Positions

Recommended Positions	Bill # Author	Title and Summary
Support	<p>H.R. 4376 Mullin (CA-15)</p> <p>S. 3742 Markey (MA)</p>	<p>AV Safety Data Act.</p> <p>This bill, under consideration in both the U.S. House and Senate, would require the National Highway Traffic Safety Administration (NHTSA) to mandate the reporting of AV vehicle miles traveled, unplanned stoppages, and injuries involving human drivers, pedestrians, and bicyclists by AVs.</p> <p>We have been working with Representative Kevin Mullin’s staff on the legislative language and appreciate his introduction of the AV Safety Data Act in the House of Representatives in July 2025. The bill would codify and improve upon the data that the federal government collects. Initiating collection of information on vehicle miles traveled in particular will allow us to better understand the magnitude of driving occurring, a key data point needed to analyze the impact of these vehicles on our roads. While the bills are not expected to advance this year, we will continue working at the federal level to educate legislators about the need to address the issue and suggest incorporating the concept into broader AV legislation (such as the SELF DRIVE Act currently under discussion) or into the bill reauthorizing the federal transportation spending bill.</p>



Table 3. Bill Status for 2025-26 State and Federal Legislative Sessions

Below are updates for the bills for which the Transportation Authority has taken a position or identified as a bill to watch in Year 2 of the legislative session. Updates to bills since the Board's last legislative update are italicized.

State Bills

Adopted Positions / Monitoring Status	Bill # Author	Bill Title and Description	Update to Bill Status ¹ (as of 04/08/2026)
Support	AB 1421 Wilson D	Vehicles: Road Usage Charge Technical Advisory Committee. Requires the California Transportation Commission and California State Transportation Agency to prepare research and recommendations related to a mileage-based road user charge system by January 1, 2027.	<i>Senate Rules</i>
	AB 1837 Gonzalez D	Video imaging of parking violations. Lifts the January 1, 2027 sunset for authorization for public transit operators to use camera enforcement technology on buses to enforce parking violations in transit-only lanes and at transit stops.	<i>Assembly Privacy and Consumer Protection</i>
	AB 2308 Haney D	Redevelopment: successor agency debt: City and County of San Francisco. Authorizes extension of Net Tax Increment (NTI) pledge for formerly state-owned parcels around the Salesforce Transit Center.	<i>Assembly Local Government</i>
On Watch List	AB 2276 Soria D	Vehicles: active intelligent speed assistance devices. Establishes a statewide 5-year pilot program requiring drivers convicted of severe speeding-related offenses to install active Intelligent Speed Assistance (ISA) devices in their vehicles.	<i>Assembly Privacy and Consumer Protection</i>



	<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>Allows the use of cap-and-invest funds outside this initial Merced to Bakersfield segment for activities that maximize the efficiency of delivering the California High-Speed Rail project.</p>	<p><i>Senate Transportation</i></p>
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¹Under this column, “Chaptered” means the bill is now law, “Dead” means the bill is no longer viable this session, and “Enrolled” means it has passed both Houses of the Legislature. Bill status at a House’s “Desk” means it is pending referral to a Committee, and “Two Year Bill” means the bill didn’t meet its statutory deadlines but is eligible to proceed in the second year of the two-year session.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Resolution



San Francisco
County Transportation
Authority

BD041426

RESOLUTION NO. 26-XX

RESOLUTION ADOPTING SUPPORT POSITIONS ON STATE ASSEMBLY BILL (AB) 2276 (SORIA), STATE SENATE BILL (SB) 1167 (BLAKESPEAR), FEDERAL HOUSE OF REPRESENTATIVES (H.R.) 4376 (MULLIN (CA-15)), AND SENATE (S.) 3742 (MARKEY (D-MA))

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 and federal legislative advocates, staff has reviewed pending legislation for the current Legislative Sessions 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 support positions on State Assembly Bill (AB) 2276 (Soria), State Senate Bill (SB) 1167, Federal House of Representatives (H.R.) 4375 (Mullin (CA-15)), and Senate (S.) 3742 (Markey (D-MA)), as shown in Attachment 1; and

WHEREAS, At its April 14, 2026 meeting, the Board reviewed and discussed AB 2275, SB 1167, H.R. 4375, and S. 3743; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts support positions on AB 2275, SB 1167, H.R. 4375, and S. 3743; and be it further

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

Attachment:

1. State and Federal Legislation - April 2026



Memorandum

AGENDA ITEM 6

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	

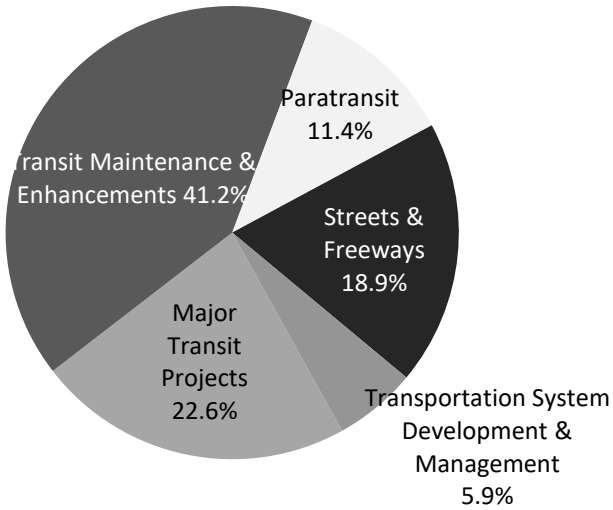
¹ See Attachment 1 for footnotes.

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

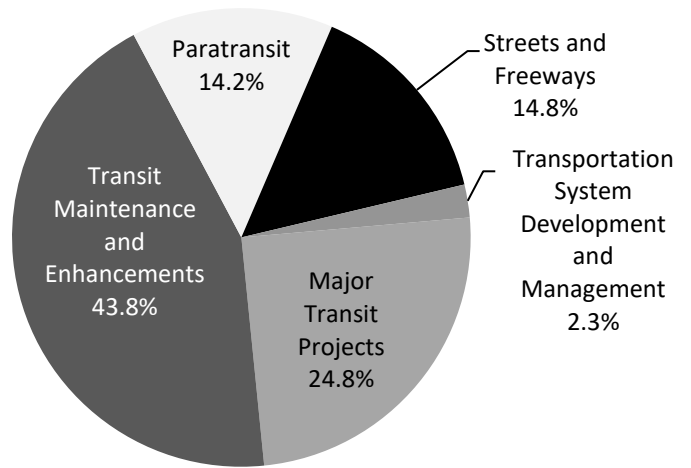
PROP L SALES TAX						
FY 2025/26	Total	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Prior Allocations	\$ 64,954,863	\$ 30,305,000	\$ 23,805,700	\$ 10,209,753	\$ 559,410	\$ -
Current Request(s)	\$ 9,800,000	\$ -	\$ 3,000,000	\$ 2,300,000	\$ 1,000,000	\$ 1,500,000
New Total Allocations	\$ 74,754,863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



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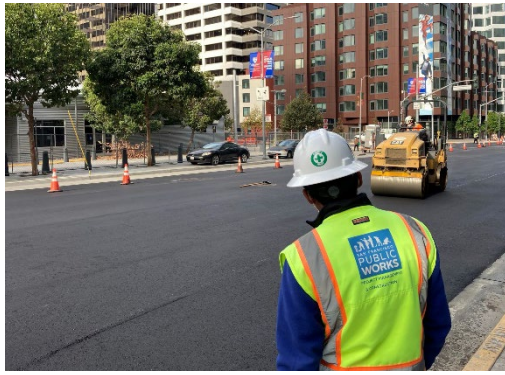
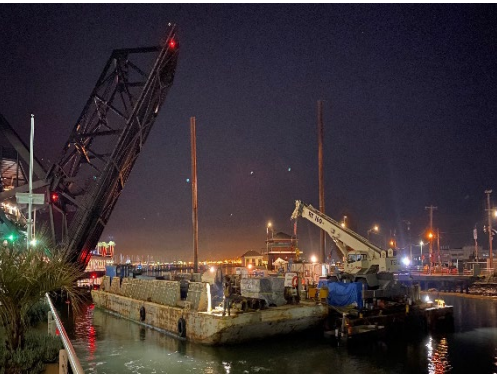
1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

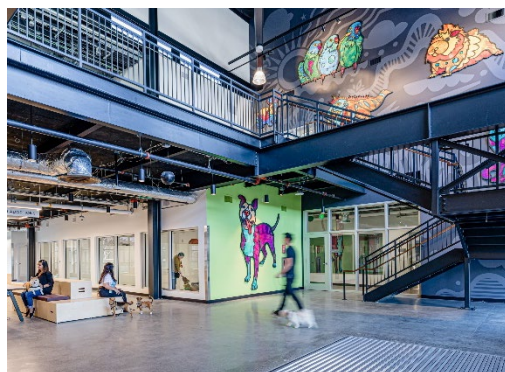
CONTACT INFORMATION

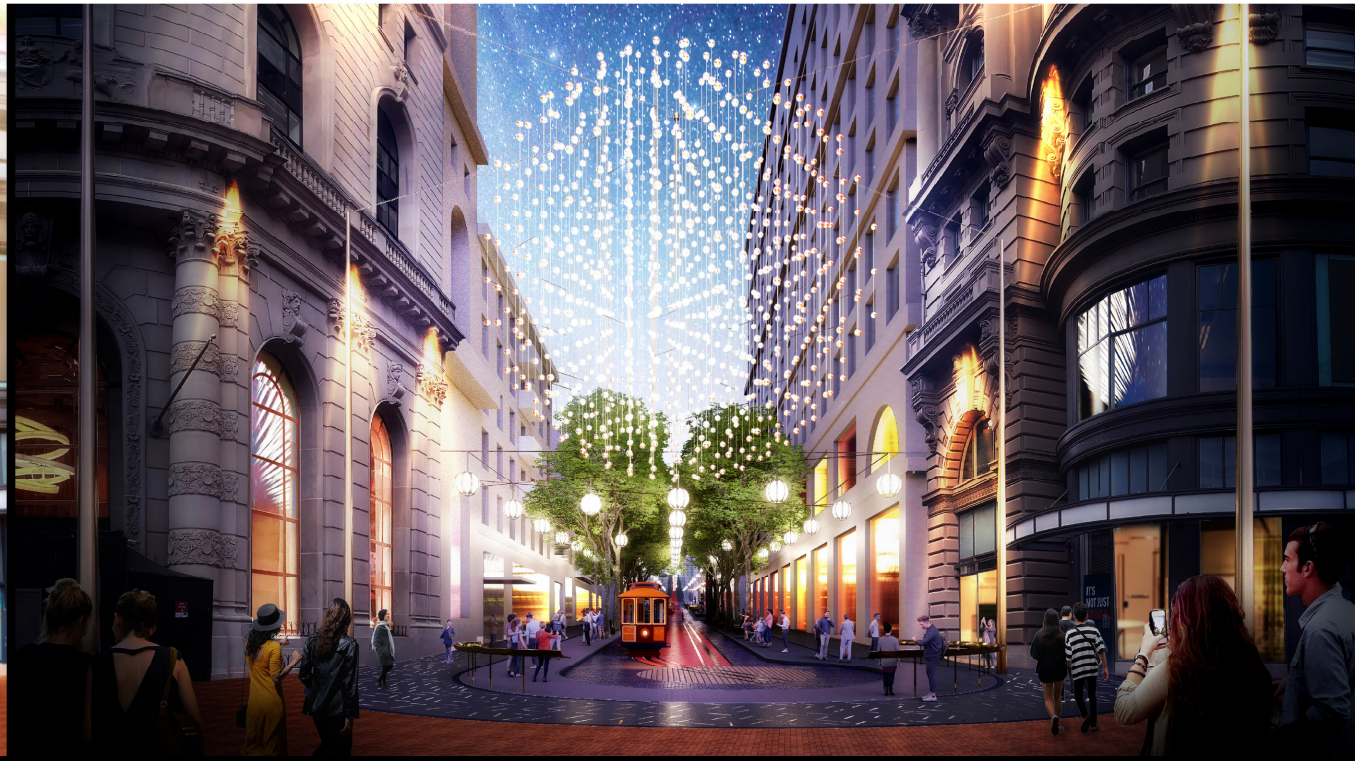
	Project Manager	Grants Manager
Name:	Victoria Chong	Kathryn Studwell
Title:	Transportation Planner	Grant Administration Manager
Phone:	(415) 646-2706	(415) 517-7015
Email:	victoria.chong@sfmta.com	kathryn.studwell@sfmta.com



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

CONCEPTUAL DESIGN





PROJECT GOALS:

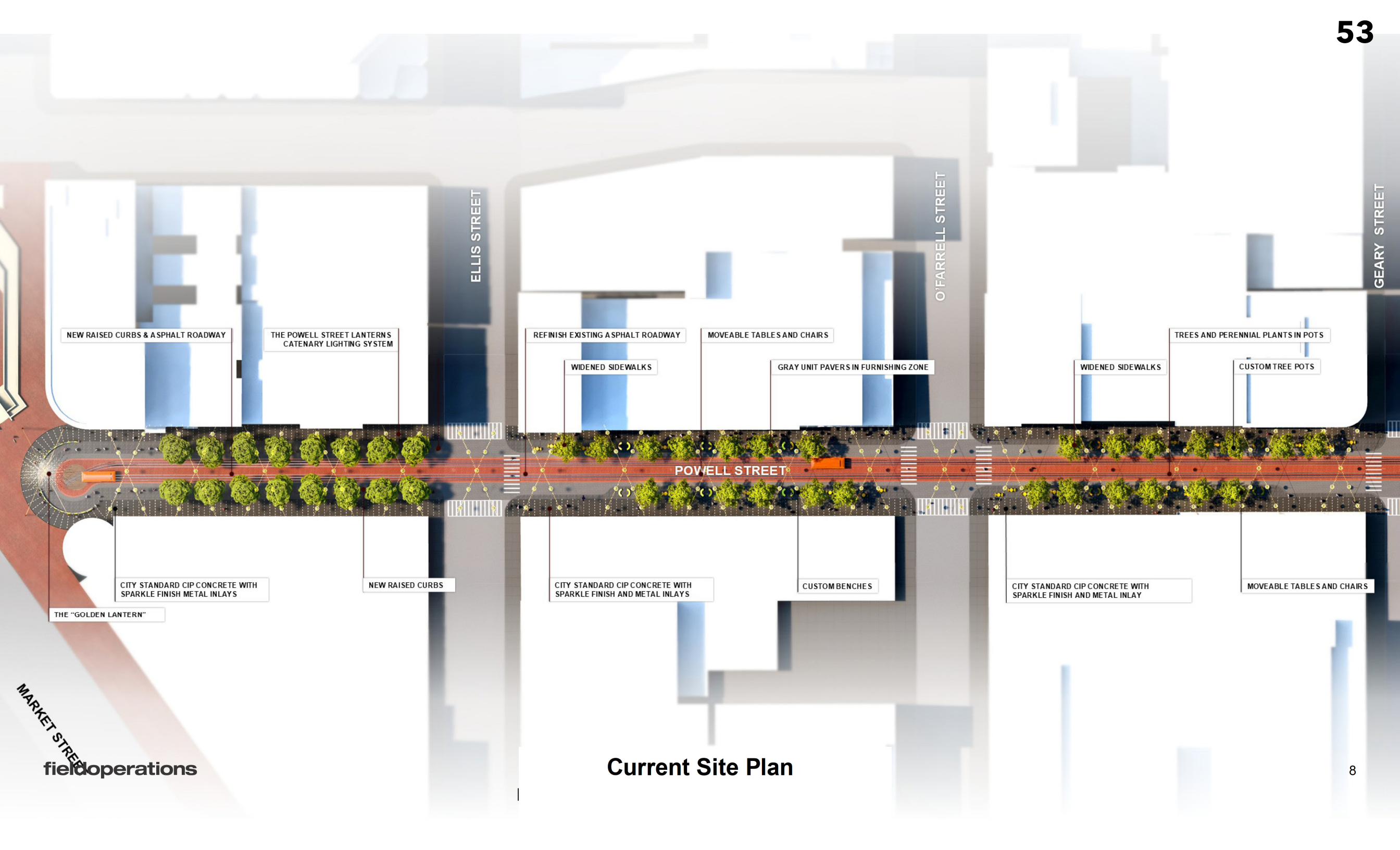
- **Extend the historic character of Powell at Market Street**
- **Increase planting and greenery as much as possible**
- **Consider building facades as contributing to character**
- **Celebrate Cable Car Ingenuity at Turn-around**
- **Revitalize Downtown San Francisco**
- **Complete construction November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





fieldoperations

Powell Street Pavement Update
Powell Street Improvement Project



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 DD Vision
Powell Street Improvement Project



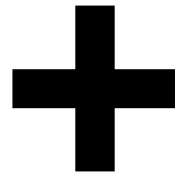
fieldoperations

Powell Street Vision
Powell Street Improvement Project









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
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

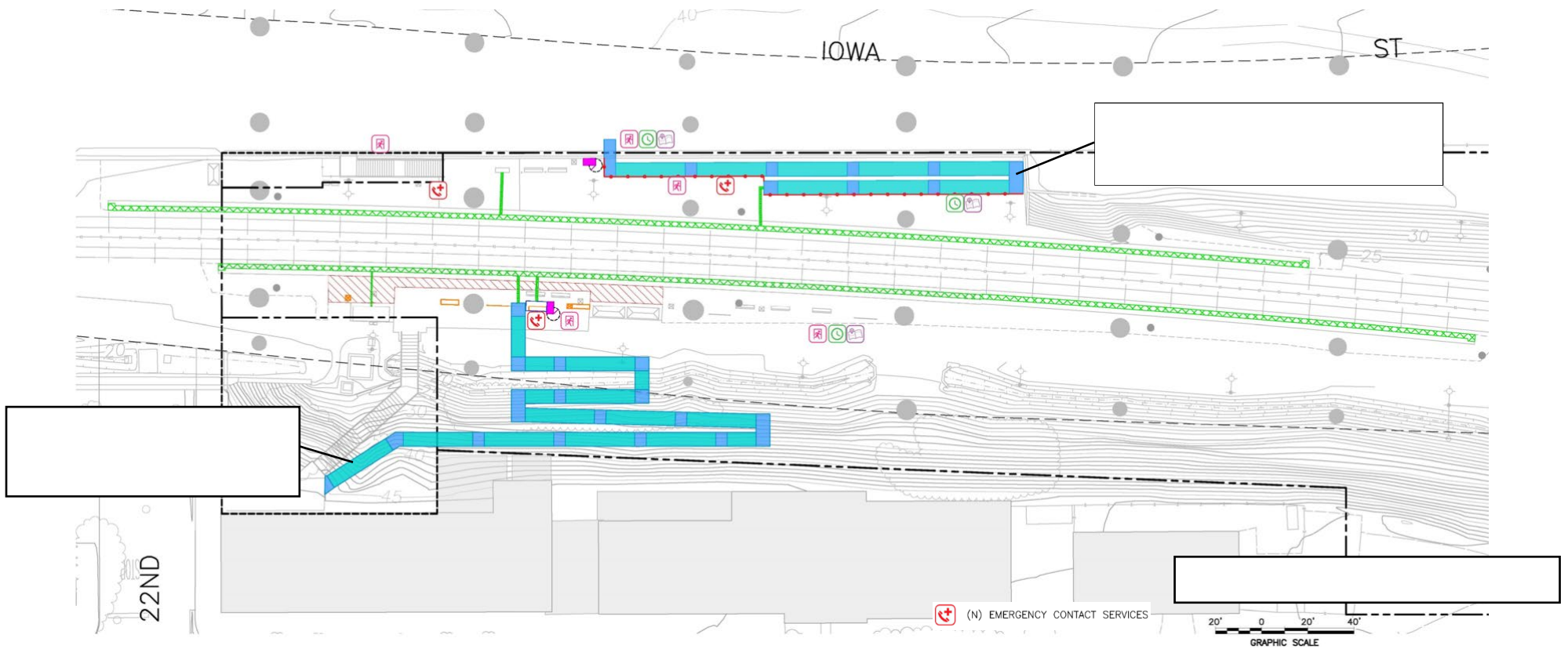


Northbound Platform, Facing South from the Top of the Staircase



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

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





San Francisco
County Transportation
Authority

BD041426

RESOLUTION NO. 26-XX

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)

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Memorandum

AGENDA ITEM 7

DATE: March 26, 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. Financial Close is planned to follow in April 2026, at which</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>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 considered this item at its March 25, 2026 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed SGA Amendment (120-910070)
- Attachment 2 - Revised Prop K Allocation Request Form
- Attachment 3 - Resolution

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



RESOLUTION AMENDING 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

WHEREAS, SFMTA's Potrero Yard, which serves a large share of the Muni trolleybus fleet and has been in continuous operation since 1915, is functionally obsolete and vulnerable to an earthquake; and

WHEREAS, The Potrero Yard Modernization Project (Project) will replace the Potrero bus yard with a modern bus maintenance and storage facility; and

WHEREAS, 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; and

WHEREAS, In September 2022, SFMTA selected Potrero Neighborhood Collective LLC (PNC) as the Project's lead developer through an open and competitive procurement process; and

WHEREAS, In November 2022, SFMTA and PNC entered into a Predevelopment Agreement to advance planning, design, and certain other pre-construction activities for the Project; and

WHEREAS, In March 2026, the SFMTA Board authorized the execution of the Project Agreement, for the design, construction, and long-term financing of the Project; and

WHEREAS, 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; and

WHEREAS, Under the terms of the Project Agreement, SFMTA will be obligated to make several payments to PRG, including Milestone Payment 1 (MP1) at



financial close, Milestone Payment 2 (MP2) during construction, and Annual Payments over the 30-year financing term commencing approximately one year after substantial completion; and

WHEREAS, In February 2021, through approval of Resolution 21-30, the Transportation Authority allocated and appropriated a total of \$5,923,403 in Prop K funds for the Project, including \$1,000,000 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; and

WHEREAS, SFMTA used non-Prop K funds to compensate the unsuccessful proposer(s); and has requested amendment of the Prop K Standard Grant Agreement (SGA) for the Project (120-910070) to Allow Use of \$1,000,000 in Prop K Funds for MP1 Costs Under the Infrastructure Facility Project Agreement; and

WHEREAS, Transportation Authority staff has reviewed and recommended approval of the requested SGA amendment summarized in Attachment 1 and detailed in the attached revised allocation request form (Attachment 2) for the Project which updates the scope, schedule, budget and funding plan to reflect the proposed SGA amendment; and

WHEREAS, 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; and

WHEREAS, At its March 25, 2026 meeting, the Community Advisory Committee considered the staff recommendation and unanimously adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K SGA (120-910070) for the Project to allow use of \$1,000,000 in Prop K funds for MP1 costs under the infrastructure facility project agreement, as summarized in Attachment 1 and detailed in Attachment 2; and be it further



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

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

Attachments:

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



Memorandum

AGENDA ITEM 8

DATE: March 26, 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, and with 32 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 recommended 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 considered this item at its March 25, 2026 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Scope of Services
- Attachment 2 - Resolution

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*



RESOLUTION APPROVING 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

WHEREAS, The Pennsylvania Avenue Extension (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; and

WHEREAS, In September 2018, through approval of Resolution 19-12, the Transportation Authority Board adopted the 7th Street to Pennsylvania Avenue alignment as the preferred long-term configuration for grade separating the Caltrain corridor to the south of The Portal project; and

WHEREAS, The Transportation Authority is serving as lead agency for the planning and conceptual design phases of the PAX project, working in cooperation with Caltrain and other partner agencies; and

WHEREAS, In July 2022, Transportation Authority completed the PAX Project Initiation Study, which developed and evaluated a range of initial design options for the PAX project; and

WHEREAS, In March 2023, through approval of Resolution 23-38, the Transportation Authority Board appropriated \$2,500,000 in Prop K sales tax funds for the PAX Bridging Study, to further advance planning and conceptual design for the PAX project; and

WHEREAS, The initiation of the PAX Bridging Study was deferred for a period of time, in order to allow related projects, including The Portal, to further progress; and

WHEREAS, In October 2025, the Transportation Authority issued a Request for Proposals, seeking consultant services for the PAX Bridging Study; and

WHEREAS, The Transportation Authority received six proposals by the due



date of December 19, 2025; and

WHEREAS, In January 2026, a review panel comprised of staff from the Transportation Authority and the San Francisco Municipal Transportation Agency interviewed the four top-ranked firms; and

WHEREAS, Based on the results of this competitive selection process, the review panel recommended a contract award contract to the highest-ranked firm, HNTB Corporation, to provide the requested services; and

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

RESOLVED, That the Transportation Authority hereby approves 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; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate contract payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.

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Memorandum

AGENDA ITEM 9

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

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
- Attachment 7 - Resolution

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 <i>if applicable</i>

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.

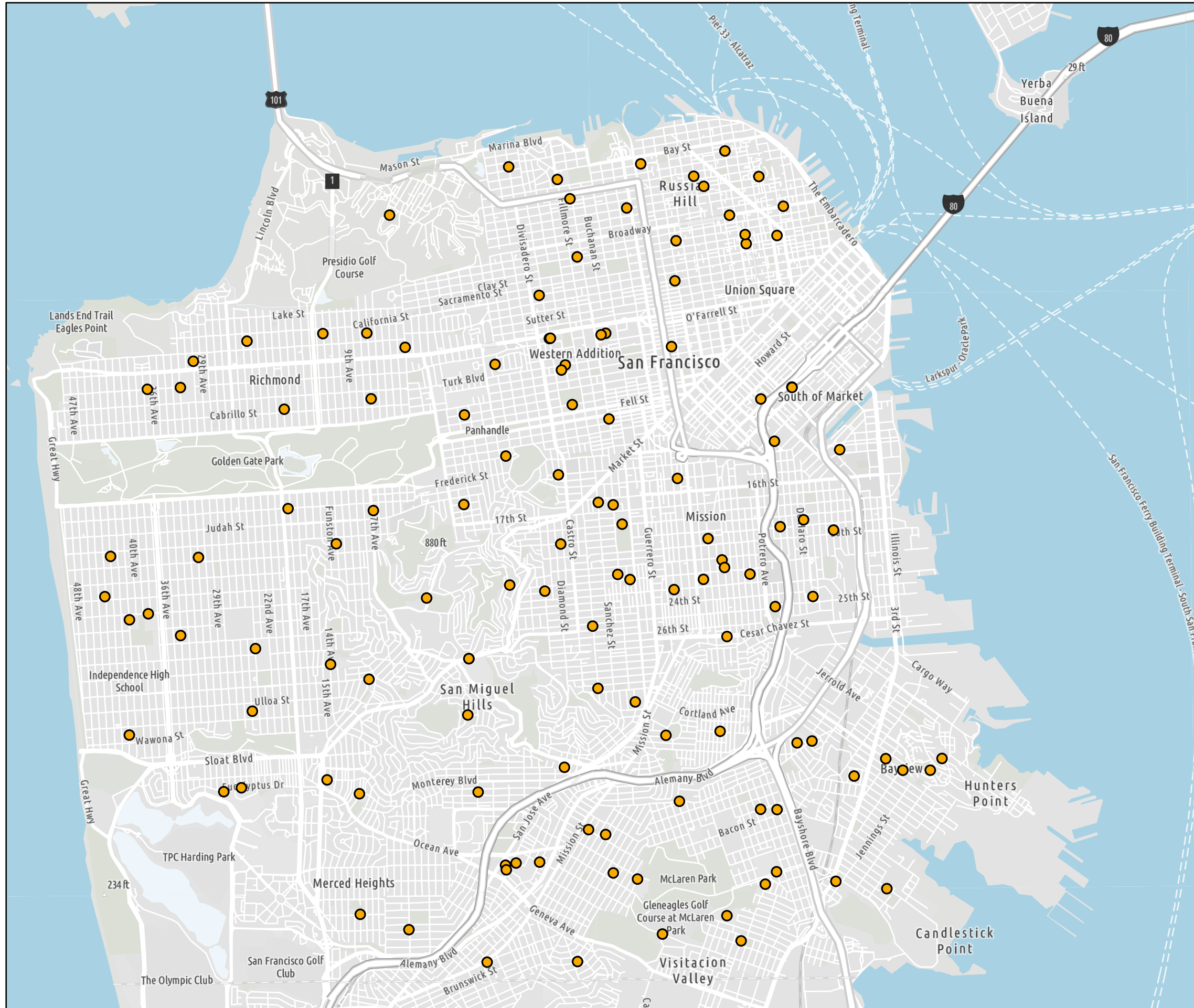
- Project is located within a mile or less of a PDA and/or TOC
- Project is countywide or otherwise not confined to a fixed location
- Project is not located within a mile or less of a PDA or TOC (not disqualifying)

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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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>
--	----------------------------------



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

Intersection Improvements

Project Area Types

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



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 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 conditional OBAG 4 Call for Projects (conditioned on final Board action, anticipated April 28, 2026)
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 Areas (2025 vintage)

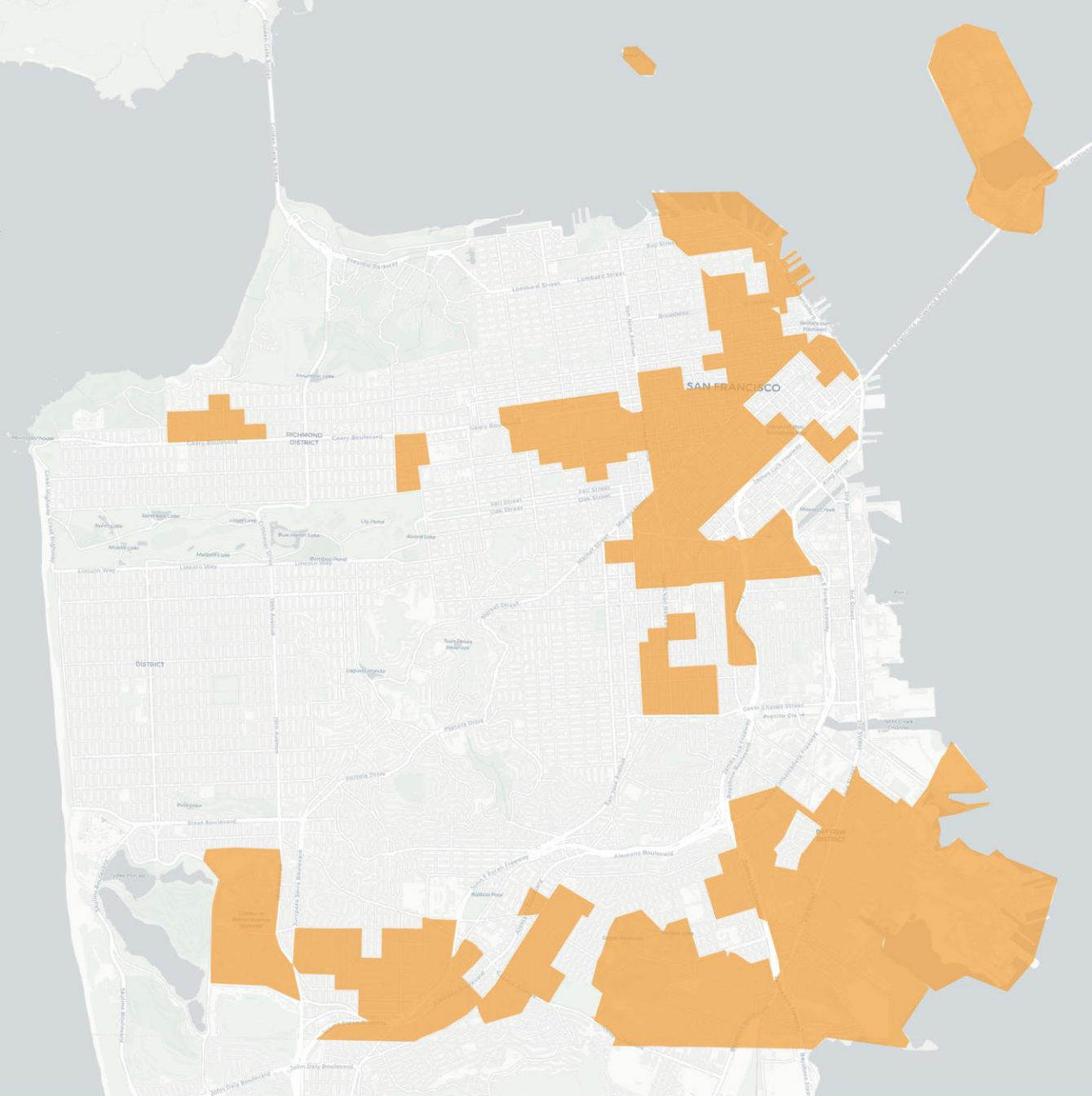
Map of San Francisco Equity Priority Communities (EPCs) inclusive of 2021 and 2025 definitions. 2025 definitions are Metropolitan Transportation Commission (MTC) Plan Bay Area (PBA) 2050 Plus EPC geographies (2025 vintage, Census ACS 2018-2022, Census Tract geographies). 2021 definitions are San Francisco EPC areas (2021 vintage, Census ACS 2014-2018, Census Tract and Block Group geographies).

Legend

 San Francisco EPCs (2025)

Background by cartodb

0 1 2 mi



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.



**San Francisco
County Transportation
Authority**

BD041426

RESOLUTION NO. 26-XX

RESOLUTION ADOPTING SAN FRANCISCO'S ONE BAY AREA GRANT 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

WHEREAS, In May 2012, the Metropolitan Transportation Commission (MTC) adopted the first One Bay Area Grant Program (OBAG Cycle 1) funding and policy framework for programming the region's federal transportation funds in an effort to better integrate the region's federal transportation program with its Sustainable Communities Strategy; and

WHEREAS, The OBAG County program established funding guidelines and policies to reward jurisdictions that accept housing allocations and that have historically produced housing, and promoted transportation investments in Priority Development Areas (PDAs), which are places near public transit planned for growth; and

WHEREAS, In November 2015, MTC adopted the OBAG Cycle 2 framework, which largely maintained the same funding guidelines and policies as OBAG 1 and built on progress made by OBAG 1 by making some refinements that attempted to address the region's growing challenge with the lack of housing and affordable housing, in particular; and

WHEREAS, In January 2022, MTC adopted the OBAG 3 Cycle framework, which maintained 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; and



WHEREAS, In February 2026, MTC adopted the OBAG Cycle 4 framework and expanded upon prior OBAG cycles' minimum geographic investment thresholds to include Transit Oriented Communities (TOCs), which are places within one half-mile of transit stops and stations that are designed to enable people to access and use transit more often for more types of trips, as an eligible geography, in addition to PDAs, reflecting the need to support both geographies; and

WHEREAS, The OBAG Cycle 4 framework made \$319 million in federal funds available for the OBAG County Program to support a wide range of projects and fund local, PDA and TOC supportive priorities such as transit reliability and access improvements, safety and complete streets improvements, state of good repair, and PDA Planning; and

WHEREAS, As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for identifying San Francisco's OBAG Cycle 4 County Program priorities and submitting them to MTC by October 31, 2026; and

WHEREAS, In early 2027, MTC will select projects from a regionwide candidate pool and has set project nomination targets for each county based on a formula that considers population and housing (planned and produced) with San Francisco's share at 14.8% of funds available regionwide; and

WHEREAS, MTC is soliciting nominations from each county for up to 120% of its share of available funding capacity to ensure a sufficient pool of project nominations; and

WHEREAS, San Francisco's estimated share of revenues is \$56.6 million for the 120% target and about \$47.2 million at 100% of available programming over the next four fiscal years (2026/27-2029/30); and

WHEREAS, CMAs are required to comply with MTC's requirements, including screening and prioritization criteria but have flexibility to include additional criteria that reflect local priorities; and



WHEREAS, Staff recommended an OBAG 4 funding framework including a funding distribution for San Francisco's \$56,656,000 target shown in Attachment 1 and project screening and prioritization criteria, which include the addition of some San Francisco-specific criteria as detailed in Attachment 2; and

WHEREAS, Consistent with San Francisco priorities established for prior OBAG cycles and as allowed by MTC's OBAG guidelines, staff recommends programming \$2,153,000 in OBAG 4 County Program funds for CMA planning activities and \$5,843,000 to the San Francisco Municipal Transportation Agency's (SFMTA's) Safe Routes to School Non-Infrastructure Program as described in detail in Attachment 3 leaving the remaining \$48,660,000 for a competitive call open to all OBAG-eligible projects; and

WHEREAS, MTC requires Transportation Authority Board approval of the recommended OBAG 4 programming for CMA Planning and the Safe Routes to School Non-Infrastructure Program; and

WHEREAS, Transportation Authority staff will conduct San Francisco's OBAG 4 County Program call for projects consistent with MTC's OBAG 4 guidelines and will seek Board approval of San Francisco's priorities this fall, in time to submit them to MTC by its October 31, 2026 deadline with the draft call for projects schedule shown in Attachment 4; and

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

RESOLVED, That the Transportation Authority hereby adopts San Francisco's OBAG 4 County Framework, including recommending programming \$2,153,000 to the Transportation Authority for CMA Planning, \$5,843,000 to SFMTA's Safe Routes to School Non-Infrastructure Program, and \$48,660,000 to projects to be selected through a call for projects; and be it further



RESOLVED, That the Executive Director is hereby authorized to communicate this information to MTC and all other relevant agencies and interested parties.

Attachments:

1. Proposed OBAG Cycle 4 Funding Framework Distribution
2. Screening and Prioritization Criteria
3. Safe Routes to School Non-Infrastructure Application
4. Call for Projects Schedule

San Francisco Transportation Plan 2050+



San Francisco
County Transportation
Authority

Transportation Authority Board - Agenda Item 10
April 14, 2026

Agenda

- SFTP+ Overview
- Round 1 Outreach – What We Heard
- Our Draft Plan
- Your Feedback Welcomed
- Next Steps

What is the SFTP?

The San Francisco Transportation Plan (SFTP) is the countywide 30-year blueprint for transportation system development and investments

- The Investment Plan is based on the expected transportation revenue for 30 years
- The Vision Plan considers potential new revenues
- Discussion of strategic initiatives
- Coordinated with updates to regional plans (Plan Bay Area)

Goals and Measuring Progress



Equity



**Economic
Vitality**



**Environmental
Sustainability**



**Safety and
Livability**

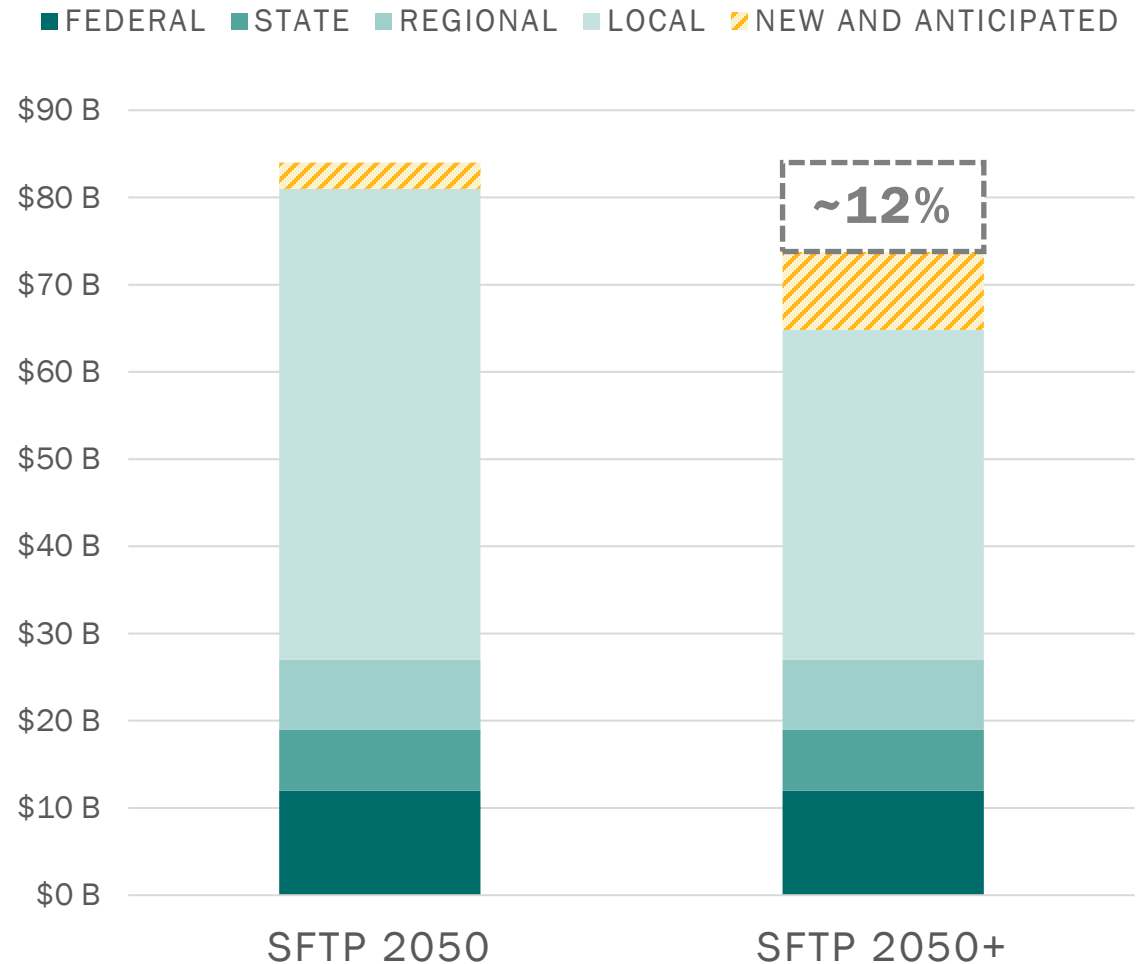


**Accountability
and Engagement**

SFTP+ Overview

The SFTP+ is a focused update incorporating post-pandemic travel data and revenue estimates

Transportation Revenues Projected to be Lower

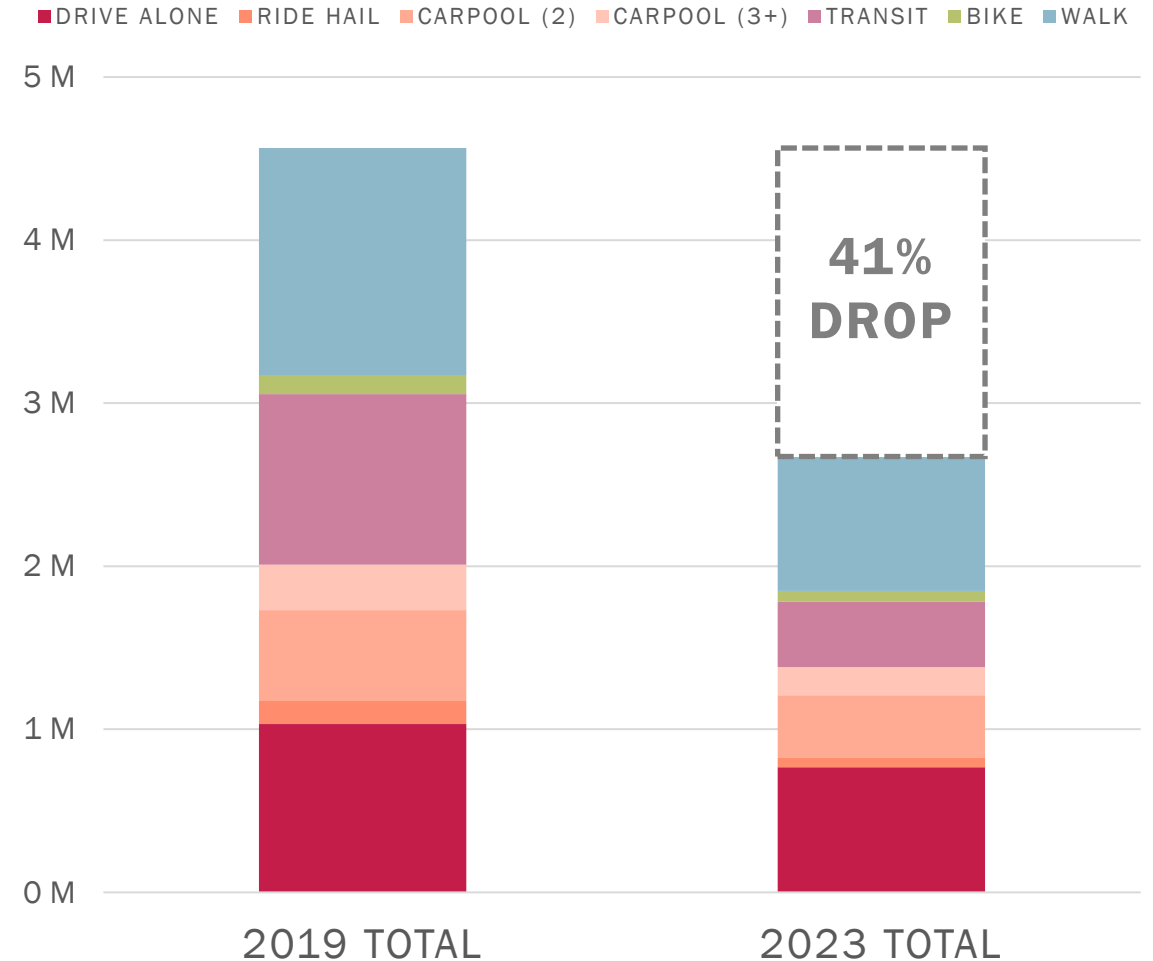


2020 Dollars

What we've done so far

- Studied existing conditions / travel behaviors
- Updated growth projections
- Estimated what 2050 looks like if we don't invest

People Travel Less, Are More Likely to Drive



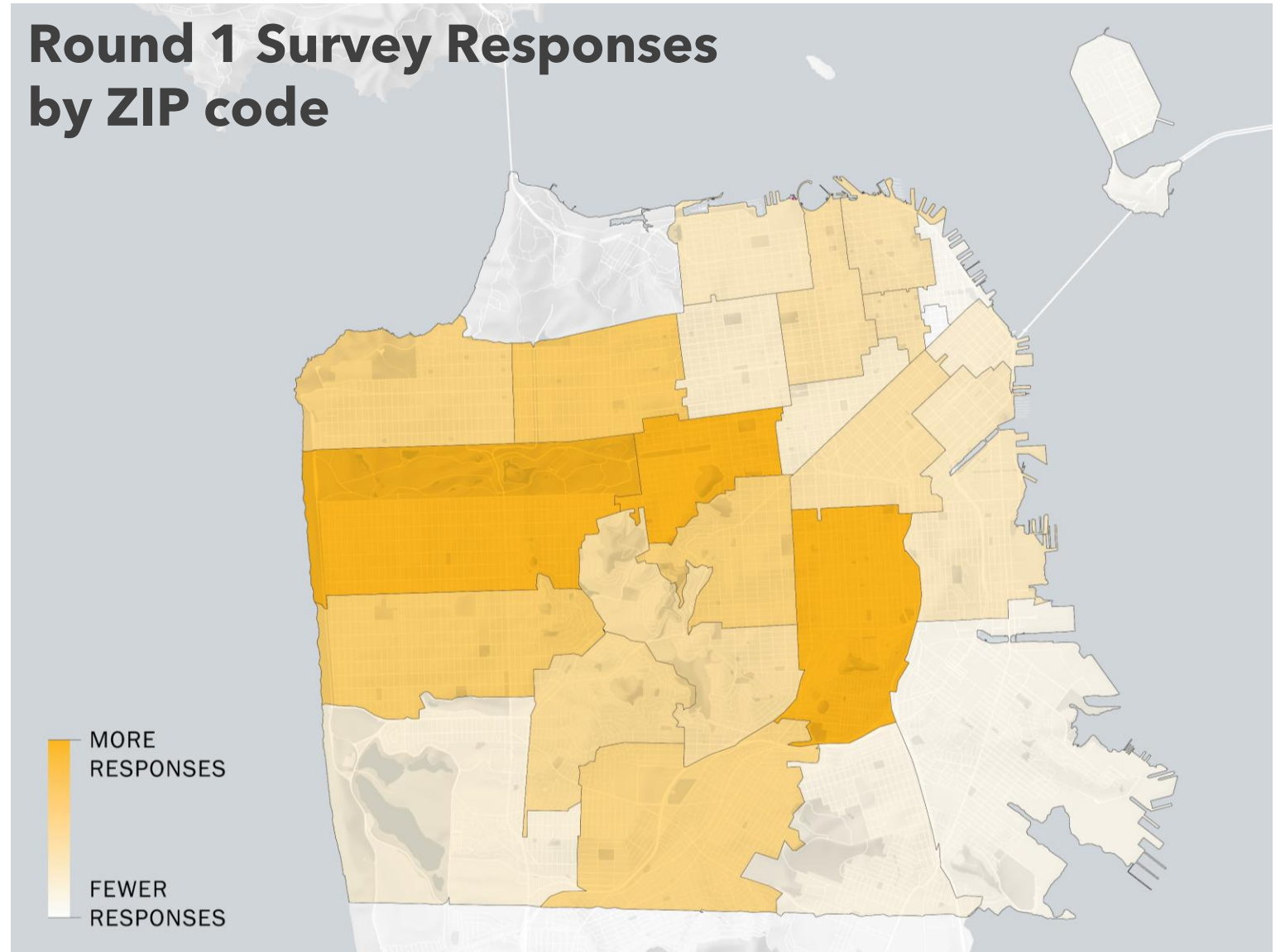
Round 1 Outreach – What We Heard

- We hosted two virtual Town Hall meetings
- We reached out to over 200 community organizations citywide and serving constituents in all 11 districts
- We heard a wide range of comments
 - Strong support for transit: better reliability, system preservation, expansion
 - Need for safety improvements
 - Concern that driving in the city was becoming more difficult



Round 1 Outreach: Who We Heard From

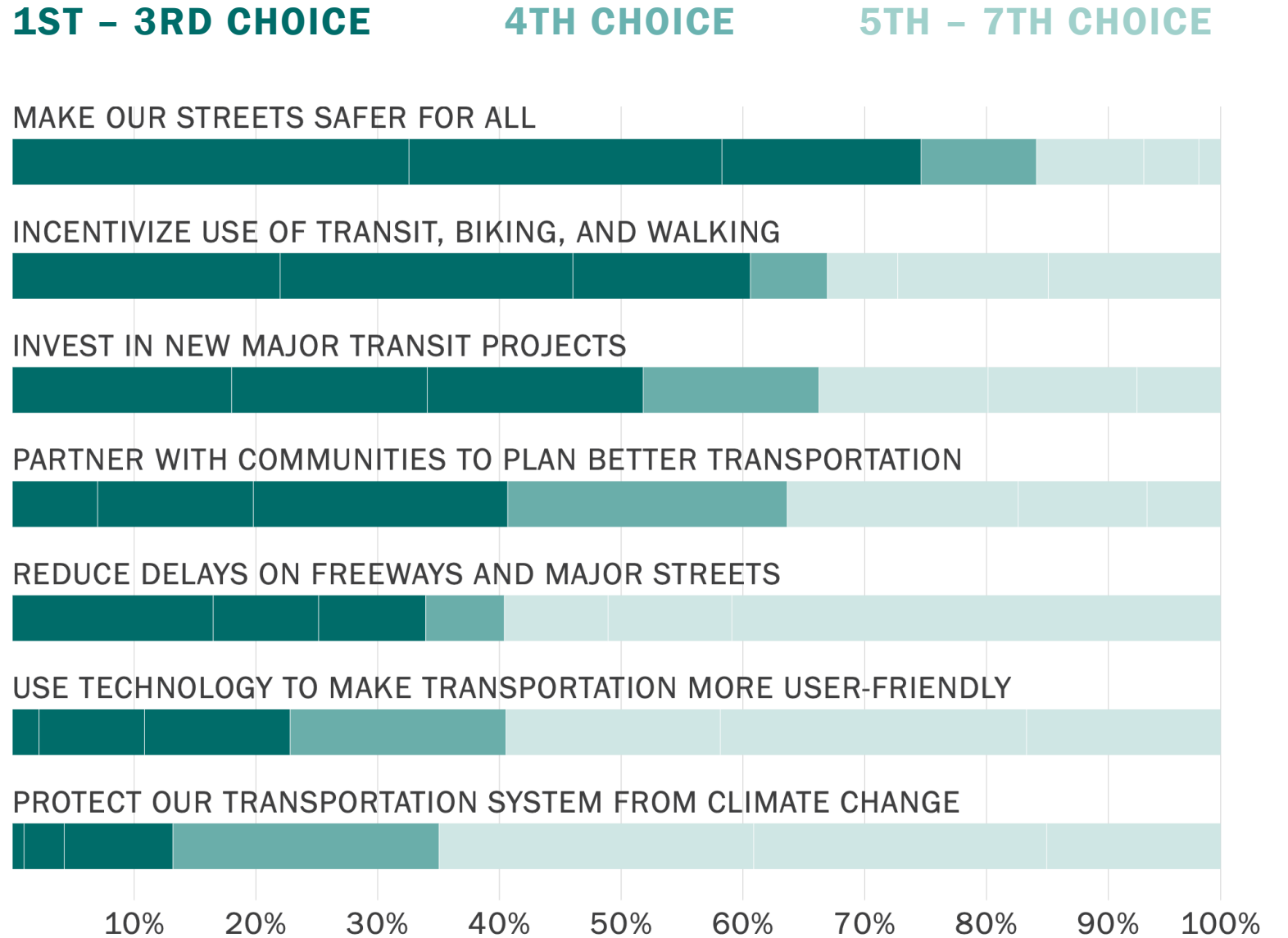
Round 1 Survey Responses by ZIP code



Question 1: Agree with Priority of Transit Operations and State of Good Repair

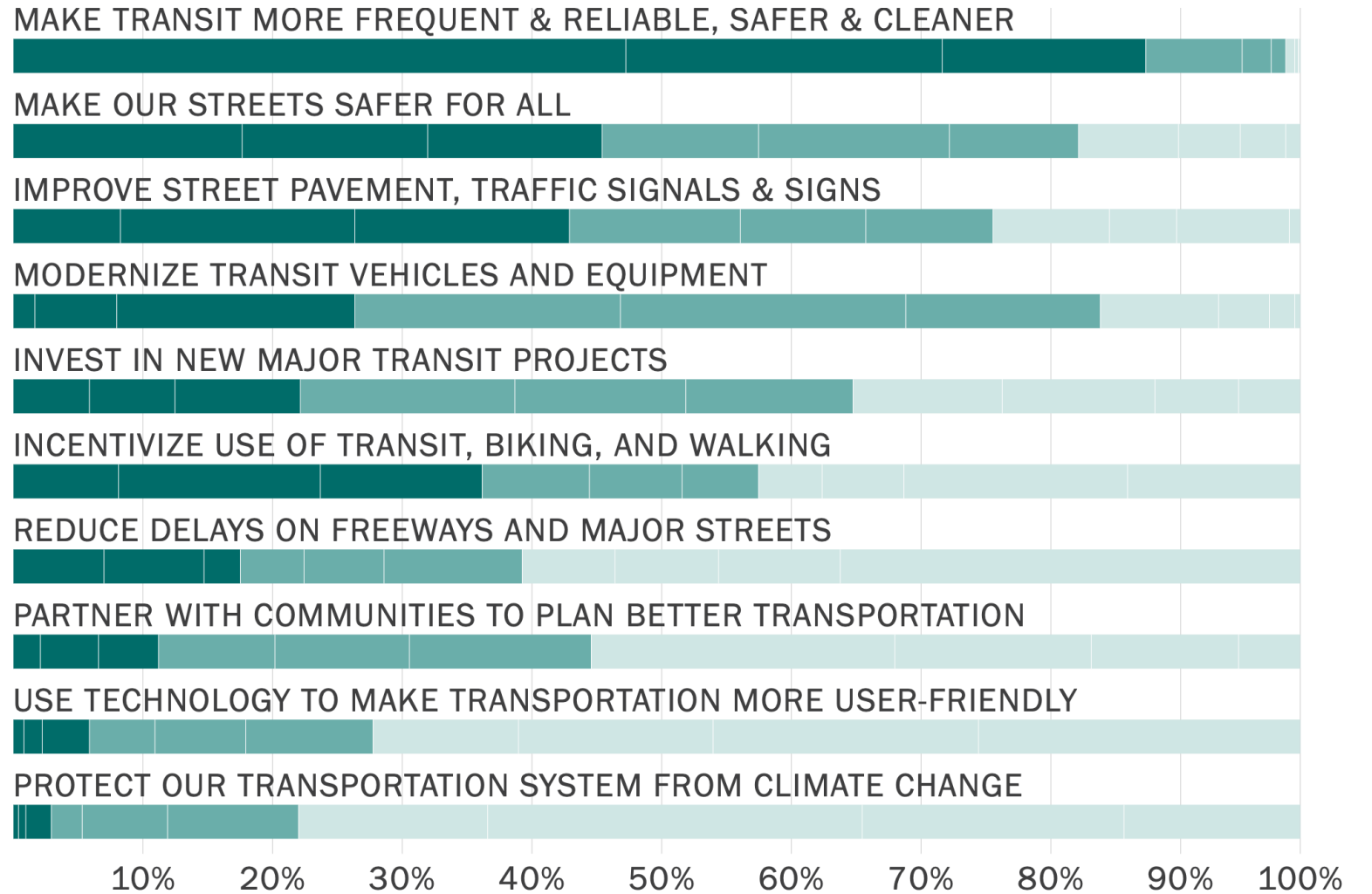


Question 2: Highest Priority with Limited Funding

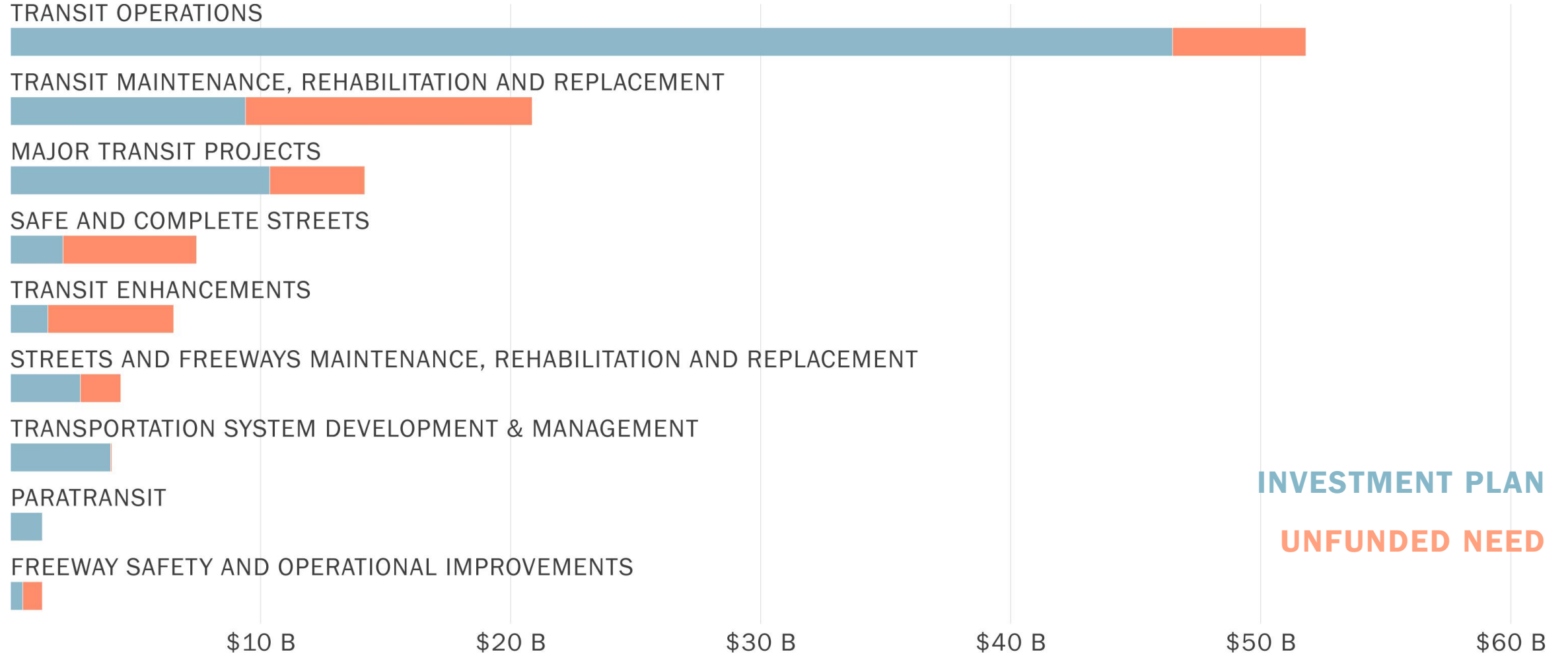


Question 3: Highest Priority with Unlimited Funding

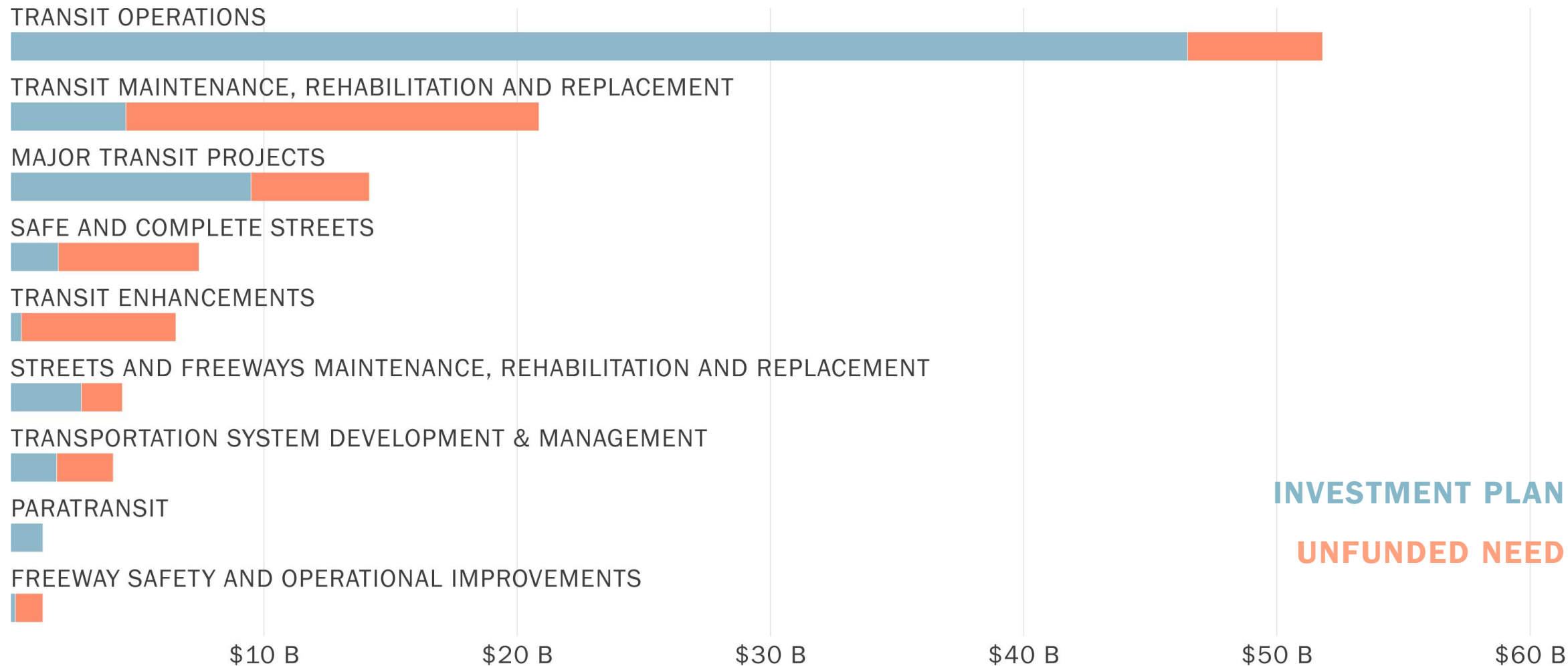
1ST – 3RD CHOICE 4TH – 6TH CHOICE 7TH – 10TH CHOICE



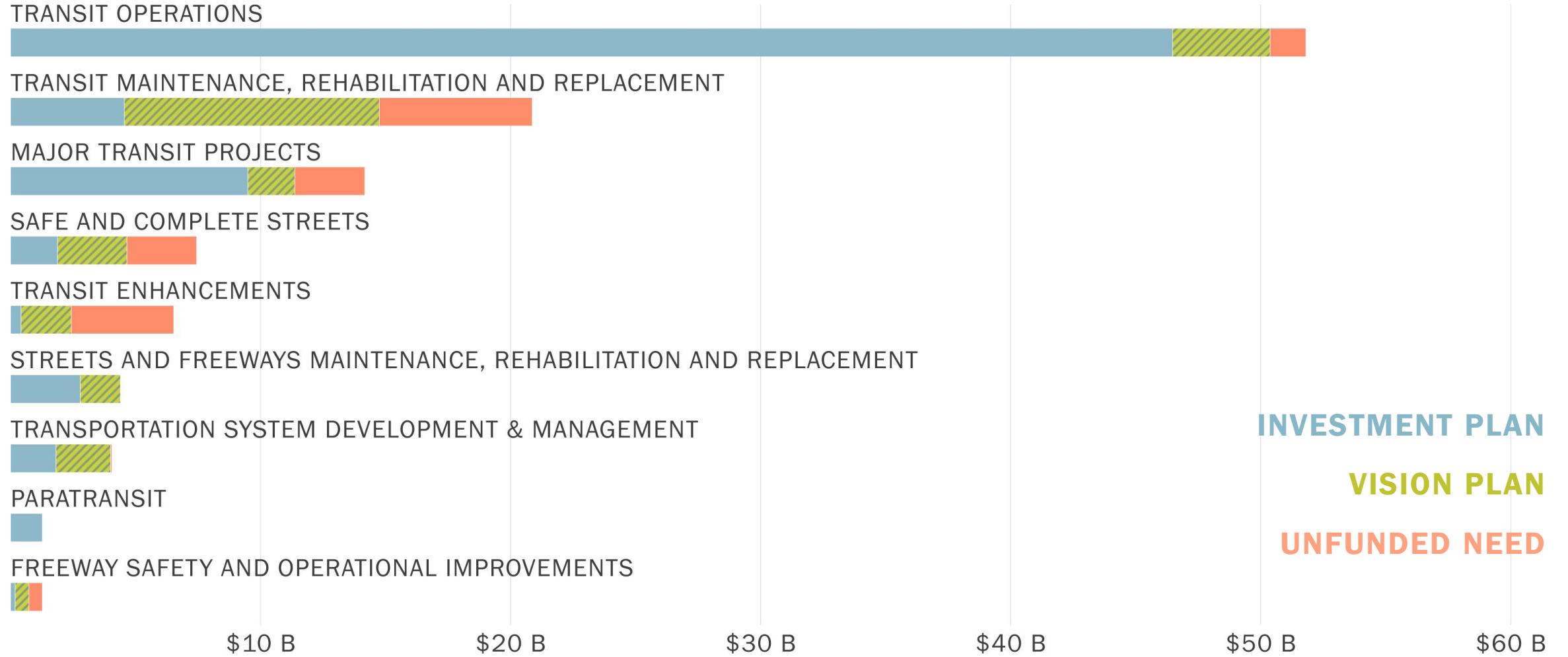
SFTP 2050 Investment Plan – \$80 Billion



SFTP 2050+ Illustrative Investment Plan – \$69 Billion



SFTP 2050+ Illustrative Vision Plan – \$95 Billion



Vision Plan Benefits: Expanded and more reliable transit



Photo by SFMTA Photography Department

Vision Plan Benefits: Improved access for equity priority communities



Vision Plan Benefits: Safer streets



Vision Plan
Benefits:
**Better
maintained
streets,
sidewalks, and
signals**



Photo by SFMTA Photography Department

Vision Plan Benefits: Progress Toward Goals



Photo by SFMTA Photography Department



Photo by SFMTA Photography Department



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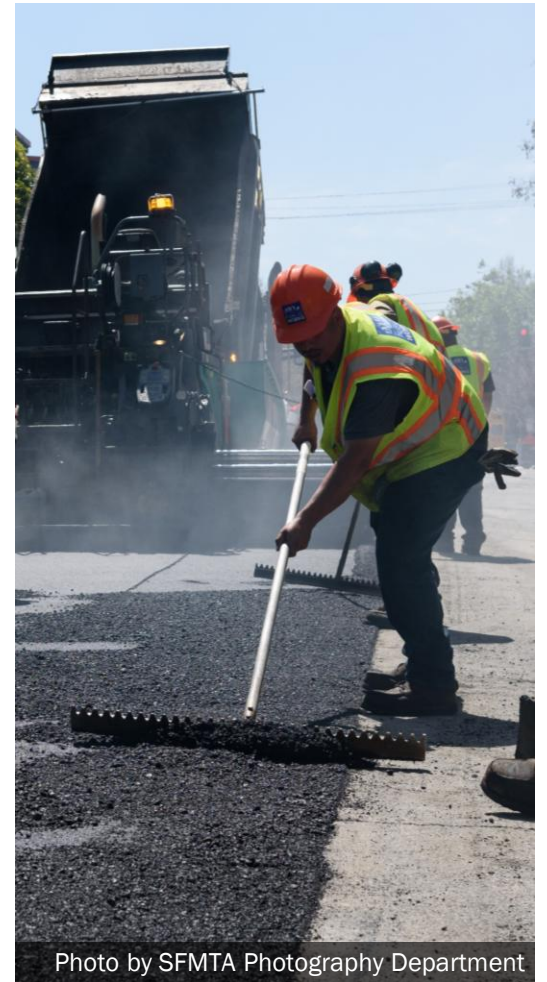


Photo by SFMTA Photography Department

Your Feedback Welcomed



What is your top priority for the Vision Plan?

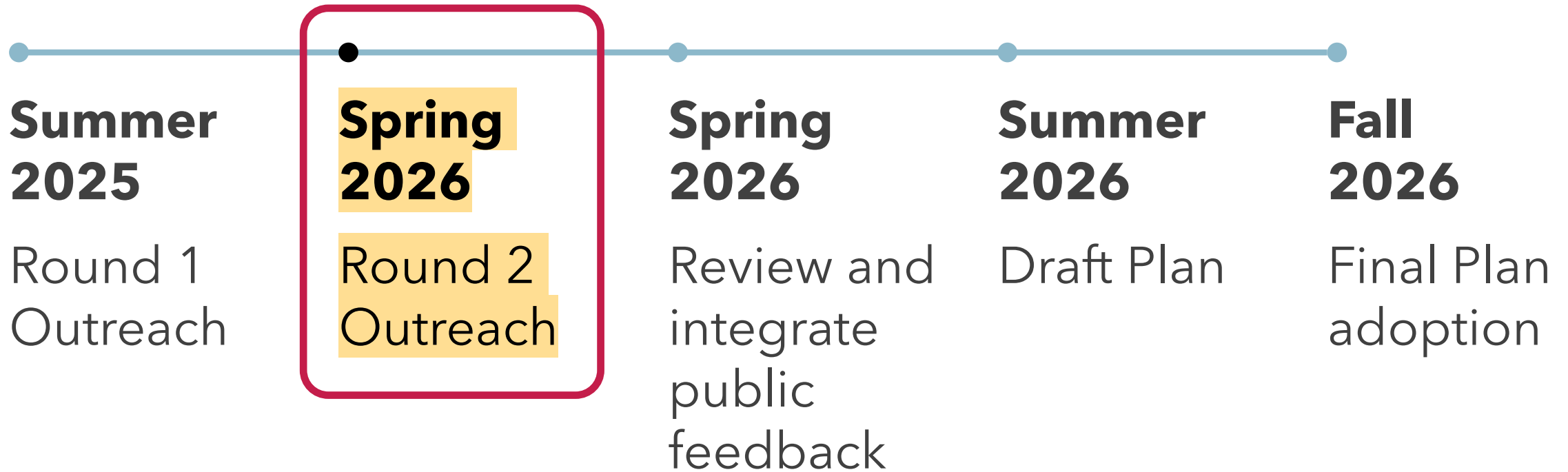
**Please let us know your thoughts
at this link:**

- sfcta.org/sftp
- Feedback form will close
on May 15, 2026

Join a Virtual Town Hall:

- Saturday April 18 at 10 a.m. or
- Thursday April 23 at 6 p.m.

Next Steps



Thank You!

sfcta.org/sftp

Email us at sftp@sfcta.org

Suany Chough

Assistant Deputy Director for Planning



San Francisco
County Transportation
Authority



sfcta.org/stay-connected

Westside Network Study



San Francisco
County Transportation
Authority

Transportation Authority Board - Agenda Item 10
April 14, 2026

Westside Area

Intent of Westside Focus:

- Understand how Westsiders travel today and in the future considering planned transportation projects and anticipated growth
- Propose ways to improve Westside transportation options in the 10 - 15 year range which advance our SFTP+ goals



Agenda

- **Round 1 outreach findings**
- **Potential Solutions**
- **Evaluation approach**
- **Next steps**

SFTP+ Survey

Top westsider priorities broadly align with citywide trends:

- Maintaining transit service levels; state of good repair confirmed as top priorities
- Transit first and safety are priorities for funding
- New funding should improve transit frequency, reliability, safety and cleanliness

SFTP+ Survey

Some slight differences between second tier priorities SF vs. Westside

- When preserving existing funding programs, Westsiders more interested in reducing driver delays
 - 22% of WS listed as #1 priority
 - 17% of SF
- For new funding, Westsiders are more interested in “Improving street pavement, traffic signals, and signs”
 - 48% of WS listed it as #1-3 priority
 - 43% of SF

CBO Meetings: Points of Emphasis

Plan Review – Need Categories

- Transit
- Walking and Rolling
- Vehicular Circulation
- Improve Travel Choices

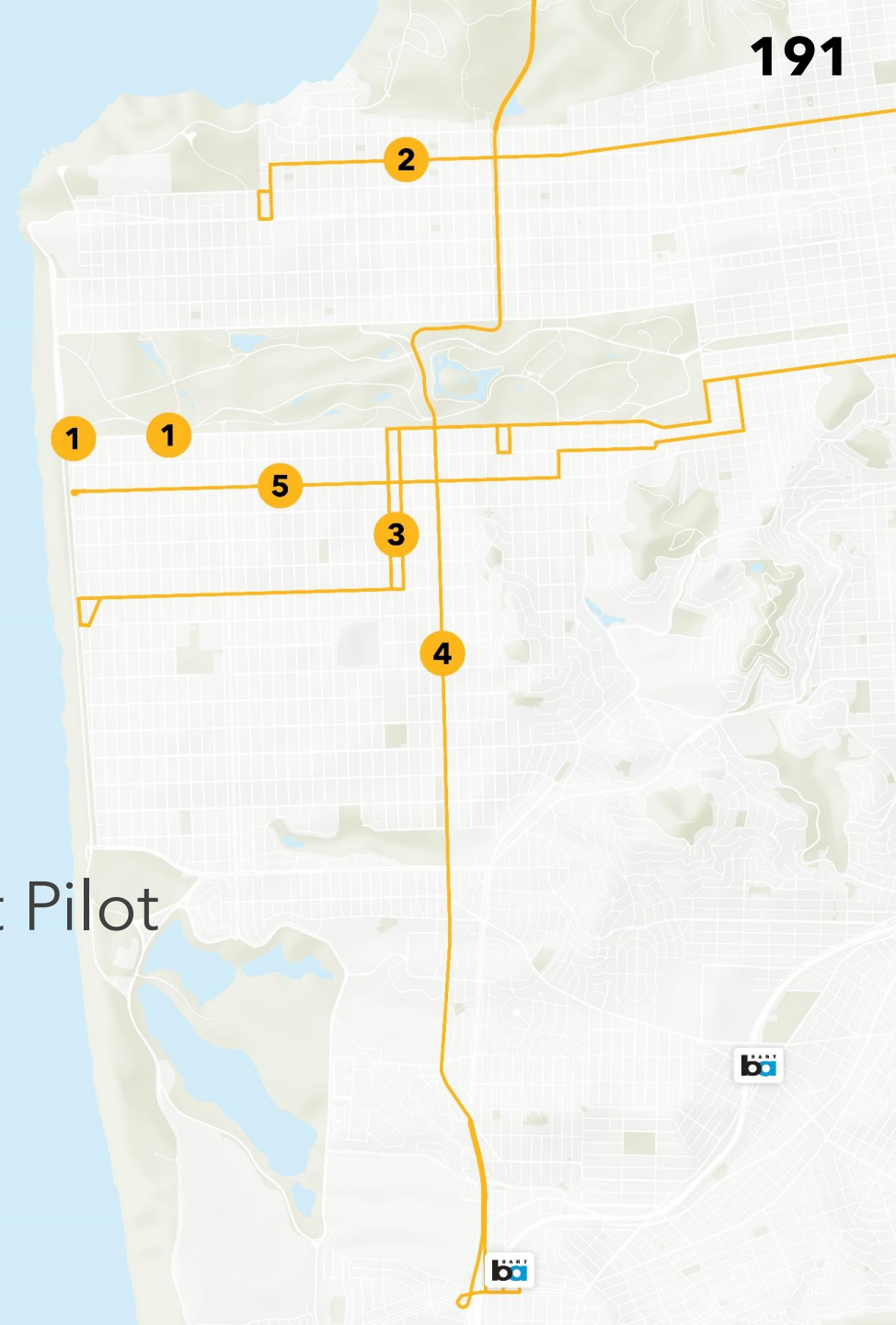
Meetings – Areas of Focus

- Transit
 - Reliability
 - Station access
 - Improved N/S routes
 - Connections to regional transit
- Walking and Rolling
 - Connections to transit and major destinations
 - Routes to east side of city
- Vehicular Circulation
 - Traffic Management
 - Speed Management
- Improve Travel Choices
 - Affordability programs
 - Safe Routes to Schools
- Safe Streets
 - Bike/ped, schools focus

Pipeline Projects

- 1** Lincoln Way Signals
- 2** 1 California Muni Forward
- 3** 7 Haight-Noriega Muni Forward
- 4** 28 19th Ave Muni Forward
- 5** N Judah Muni Forward

Transit Reliability Spot Improvements
 One Seat (across county line) Paratransit Pilot
 Transit Stop Improvements

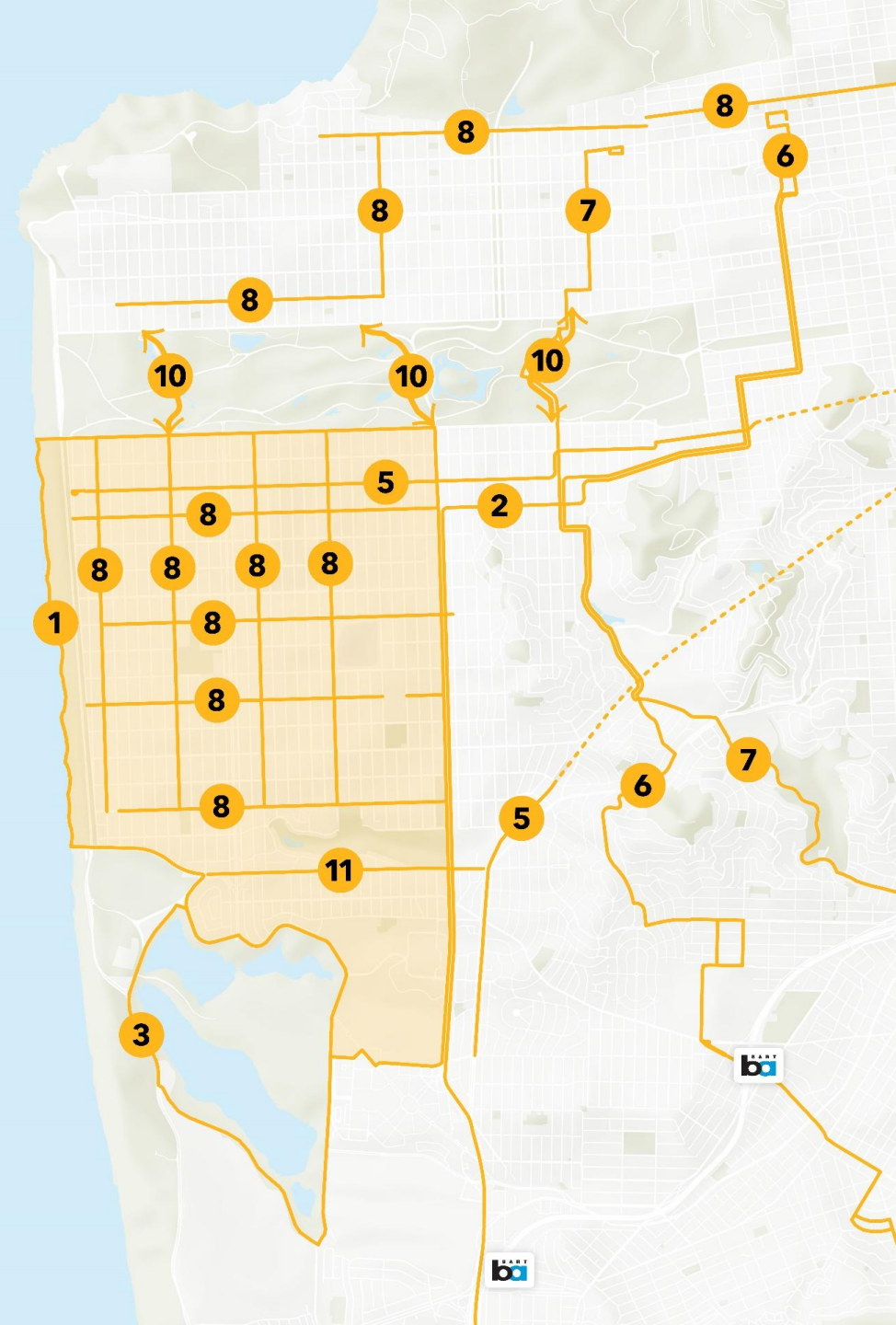


Projects in Existing Plans

- 1** D4 Community Shuttle Pilot*
- 2** Express buses to peninsula*
- 3** Remaining Lake Merced CBTP Recommendations
EV Curbside Charging Program
- 5** Muni Metro Core Capacity
- 6** 43 Masonic Muni Forward
- 7** 44 O'Shaughnessy Muni Forward

Biking and Rolling Plan Projects

- 8** Improve existing slow streets + neighborways
New neighborways/ bike network connections
- 10** N/S bike network connections in GGP
- 11** Sloat Protected Bike Lane



NEW Ideas: 14 project ideas, in 7 Categories

- Transit Service
- Walking and Biking Infrastructure
- Walking and Biking Programs
- Mobility Services
- Mobility Hubs and Transit Stops
- Curb Management
- Transportation Demand Management (TDM)

New Project Ideas Address Identified Needs

IDEA CATEGORY	TRANSIT	WALKING AND ROLLING	VEHICULAR CIRCULATION	IMPROVE TRAVEL CHOICES	SAFE STREETS
TRANSIT SERVICE	✓✓✓		✓		
WALK/ROLL INFRASTRUCTURE	✓	✓✓	✓		✓✓
WALK/ROLL PROGRAMS		✓✓		✓	✓✓
MOBILITY SERVICES	✓✓			✓✓	
MOBILITY HUBS / TRANSIT STOPS	✓✓	✓	✓		✓
CURB MANAGEMENT			✓		✓
TRANSPORTATION DEMAND MANAGEMENT			✓	✓	

New Ideas

- 1** 29R Sunset Rapid Service
- 2** Create new connections from the Richmond and Sunset to Daly City BART*
- 3** Increase transit connections to West Portal*

Expand the High Injury Network toolkit to westside pedestrian hubs

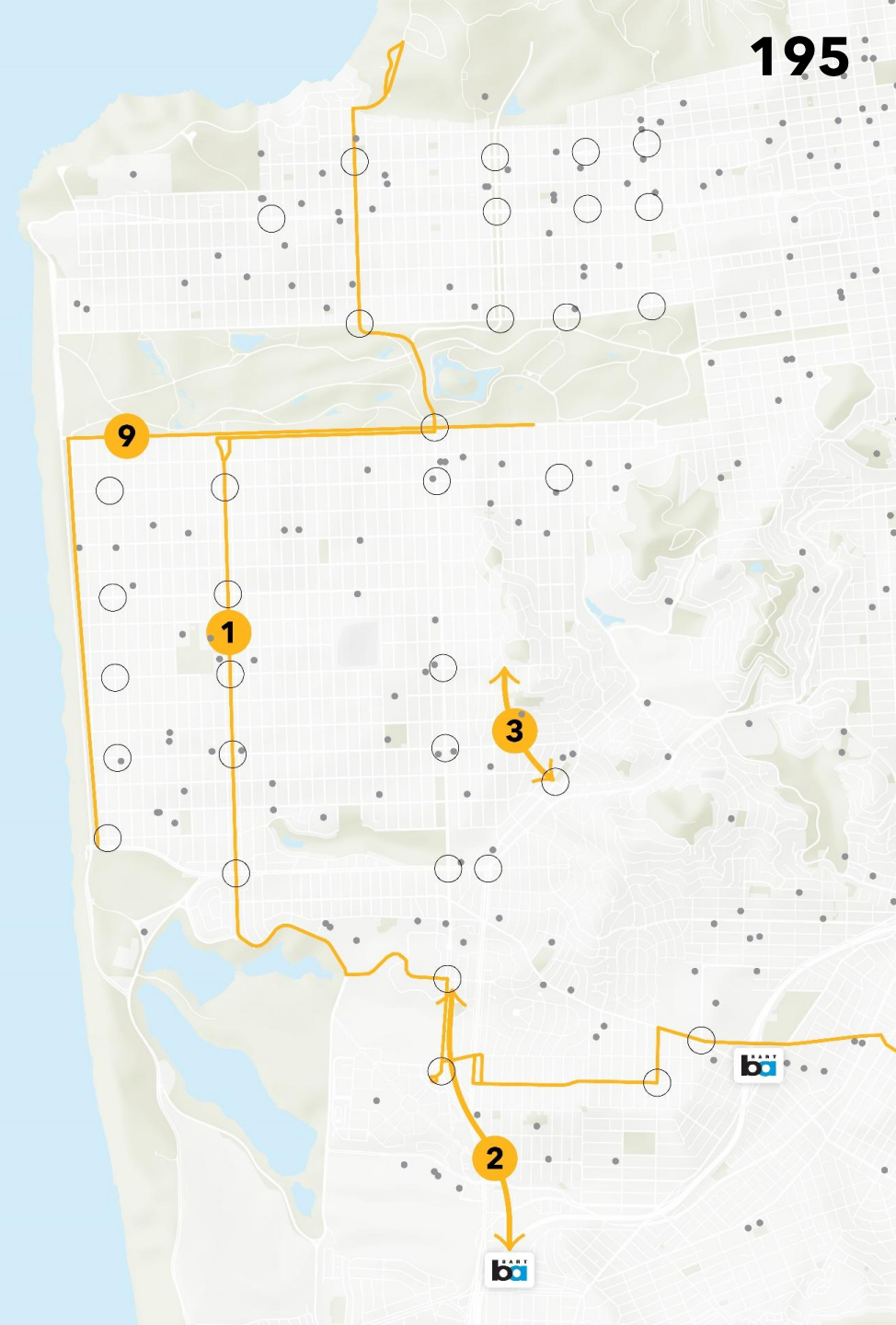
Expand bike/micromobility parking

Shared micromobility expansion (station-less)

Stationed bikeshare expansion

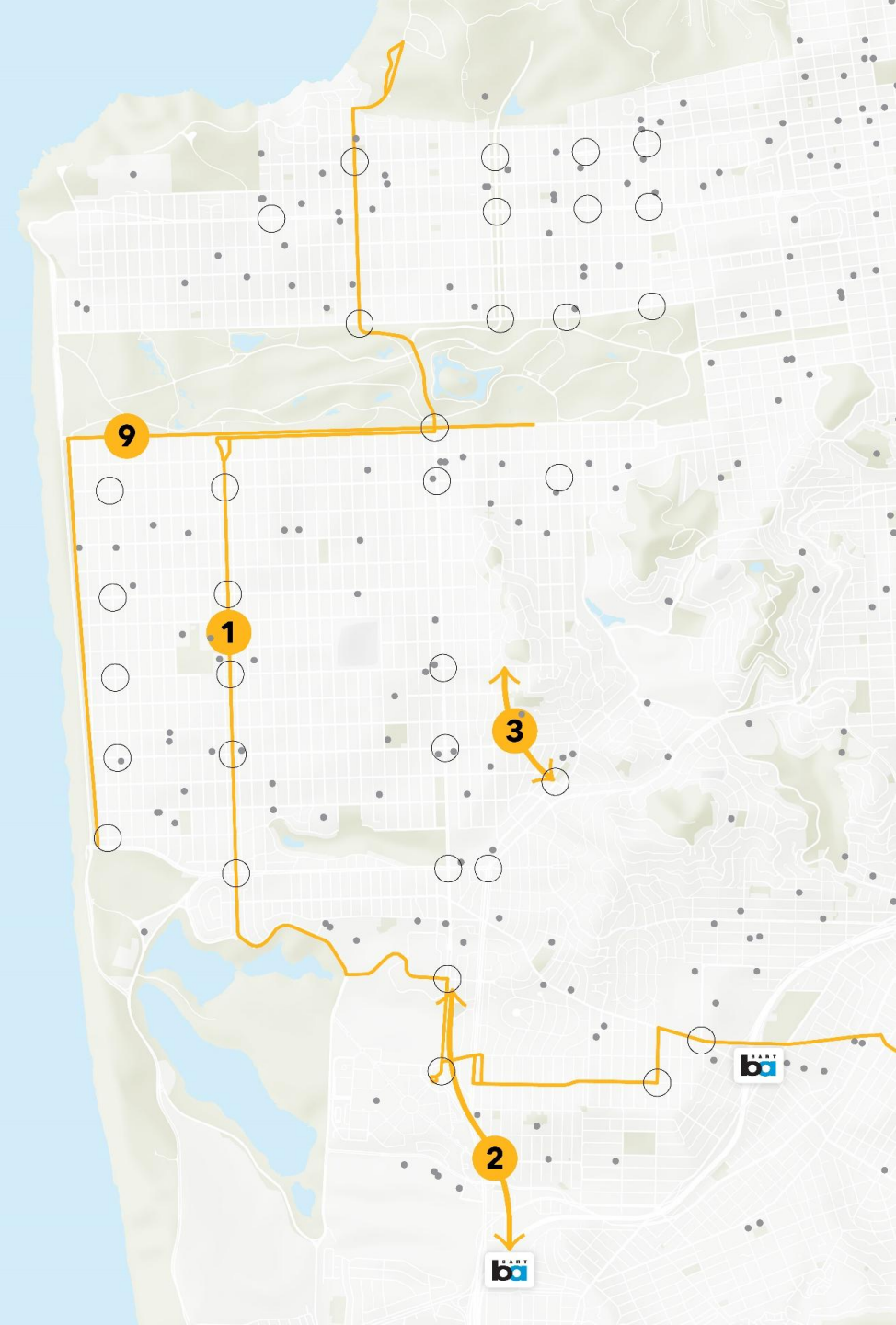
- Expand Safe Routes to Schools to more schools

*Requires operations funding; a significant challenge



New Ideas

- 9 Fill sidewalk gaps
 - Direct intercounty paratransit implementation
 - Mobility Hubs Implementation
- Placemaking at key transfer points
 - Corridor- and community-level parking and curb management plans and implementation
 - Implement the coming SFCTA TDM Strategic Plan



Next Step: Evaluation

All new project ideas will be assessed to see how they advance SFTP+ Goals, with special focus on the Accountability and Engagement goal area.

Ability to Advance SFTP+ Goals									
	Econ. Vitality	Equity	Safety + Livability	Environmental Sustainability	Accountability and Engagement				
					Financial Feasibility			Technical Feasibility	Community Readiness / Support
					Funding Availability	Capital Costs	O&M implications		
Project X									
Project Y									

Next Steps:

- Evaluate new ideas
- Use evaluations to identify short-list of priority ideas
- Ideas and evaluations are brought to Transportation Authority Board for adoption
- Implementing agencies (e.g., SFMTA, DPW, SamTrans) further prioritize new ideas through existing Capital Investment Planning processes
- Prioritized projects will require additional study, project development, outreach, and funding

What we need from you

- Your thoughts on any of these project ideas
 - Are there things that the city should keep in mind through future project development phases?
 - Are there projects that you think are especially needed or wanted within community? Any less so?
 - Which would affect your daily travel?
- Which of these new projects are a priority for you? Why? Priority Locations?
- Do any of the ideas excite you?
- Do you see any major pitfalls with any of the new projects?

Thank You

sfcta.org/westside

David Long

Senior Transportation Planner



San Francisco
County Transportation
Authority



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