



# Memorandum

## AGENDA ITEM 8

**DATE:** April 23, 2026  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 05/12/2026 Board Meeting: Amend the Prop L Standard Grant Agreement for the Woods/Islais Creek Yard Electrification Phase I Project to Update the Project Scope, Schedule, Cost, and Funding Plan; and Change the Project Phase from Design to Construction

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Amend the Prop L Standard Grant Agreement (SGA) (206-910006) for the Woods/Islais Creek Yard Electrification Phase I Project to update the Project scope, schedule, cost, and funding plan</li> <li>• Change the Project phase from design to construction</li> </ul> <p><b>SUMMARY</b></p> <p>In 2024, the Transportation Authority allocated \$2,358,000 in Prop L funds to the San Francisco Municipal Transportation Agency (SFMTA) for the design phase of the Woods/Islais Creek Yard Electrification Phase I Project (Project). The original scope was to install 12 pantograph battery electric bus (BEB) charging stations at Woods Yard, and 6 stations at Islais Creek Yard. SFMTA had secured a \$30.4 million federal Bus &amp; Bus Facilities grant to fully fund the construction phase. Unfortunately, that grant can no longer be used for zero emission infrastructure, necessitating a pivot in the Project scope to support the 18 BEBs that SFMTA is currently procuring within available resources. SFMTA has requested an amendment to the Prop L grant to update the scope to install 6 plug-in chargers at Islais Creek to support six new 60' BEBs. The 12 new 40' BEBs can be charged with existing chargers at Woods. If funding permits, the Project may install additional chargers at Woods. SFMTA is using other funding sources to</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input checked="" type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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design the new scope, and requests to use previously allocated Prop L funds for the construction phase. SFMTA expects the project to be open for use by March 2028.	
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**BACKGROUND**

In October 2024, the Transportation Authority allocated \$2,358,000 in Prop L funds to the SFMTA for the design of BEB charging infrastructure and related charging equipment at the Woods and Islais Creek bus yards for the purpose of transitioning Muni’s fleet of bio-diesel/hybrid buses to battery-electric. The Project included 12 pantograph charging stations at the Woods facility to support 40-foot BEBs, and 6 pantograph charging stations at the Islais Creek facility to support 60-foot BEBs. The charging stations would have been supported by a structural steel frame and overhead gantry infrastructure, electrical distribution equipment, and an elevated platform for the electrical equipment.

SFMTA estimated the total cost for the original Project at \$37.4 million, including \$7 million for design and \$30.4 million for construction. The design phase was funded by Prop L, Prop B General Funds, and Senate Bill 1 State of Good Repair (SB1 SOGR) funds. The construction phase would have been funded entirely by a Federal Transit Administration (FTA) Bus & Bus Facilities grant.

In Fall 2025, SFMTA became aware that the \$30.4 million FTA grant could no longer be used for zero emission infrastructure. This has required SFMTA to pivot the Project so it can implement the necessary infrastructure to support 18 new BEBs with available funding.

**DISCUSSION**

**Updated Project Proposal.** Twelve of the new BEBs are 40’ long and can utilize SFMTA’s existing chargers at the Woods facility. The six new 60’ BEBs cannot be charged at Woods without significantly disrupting the facility's operations. Because of this limitation, the revised scope focuses on installing six chargers at Islais Creek, where there is enough room to service 60’ buses. The revised Project scope will install plug-in dispenser chargers, rather than pantograph chargers with an overhead gantry, to reduce cost.

SFMTA expects that the 40' BEBs will be delivered by the end of 2026, and the 60' BEBs will be delivered by mid-2027. SFMTA anticipates that the construction phase for the six charging stations at Islais Creek will be completed in early 2028. Prior to



completion of the Project, the 60' BEBs will be charged using a temporary charging solution, such as a portable charging unit, which SFMTA has confirmed is readily available from manufacturers.

With the revised scope, the total project cost has decreased from \$37.4 million to approximately \$6.2 million. SFMTA has submitted a request to FTA to reprogram the Bus & Bus Facilities grant for the purchase of diesel-hybrid buses.

**Prop L SGA Amendment (206-910006).** SFMTA has requested an amendment to the October 2024 allocation to allow \$2,358,000 in Prop L funds to be used for the construction phase of the updated Project, as described above and detailed in the attached allocation request form. SFMTA has sufficient project funds to cover the \$1.3 million design phase. The subject Prop L funds, along with SB 1 SOGR and Prop B General Funds would fully cover the \$4.6 million construction cost.

We recommend approving the SGA amendment, as requested by SFMTA.

## **FINANCIAL IMPACT**

The recommended action would amend the Prop L SGA (206-910006) for the Woods/Islands Creek Yard Electrification Phase I Project, to allow \$2,358,000 in Prop L funds to be used for the construction phase of the updated Project. There is no impact on the approved Fiscal Year 2025/26 budget or the proposed Fiscal Year 2026/27 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 April 22, 2026 meeting and unanimously adopted a motion of support for the staff recommendation.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Proposed SGA Amendment (206-910006)
- Attachment 2 - Revised Prop L Allocation Request Form
- Attachment 3 - Resolution

**Attachment 1.  
Proposed Standard Grant Agreement (SGA) Amendment - Woods/Islais Creek Yard Electrification Phase I**

<b>Resolution</b>	<b>Prop L SGA Number</b>	<b>Project Name (Project Sponsor)</b>	<b>Need for Amendment and Project Description</b>	<b>Recommendations</b>
25-15	206-910006	Woods/Islais Creek Yard Electrification Phase I (SFMTA)	<p>The Woods/Islais Creek Yard Electrification Phase I project (Project) will support the new battery electric buses (BEB) that SFMTA is procuring as part Muni's transition to an electric fleet. The original project scope was for BEB charging infrastructure and related charging equipment at the Woods and Islais Creek bus yards, including 12 pantograph charging stations at the Woods facility to charge 40-foot BEBs, and 6 pantograph charging stations at the Islais Creek facility to charge 60-foot BEBs, supported by a structural steel frame and overhead gantry infrastructure, electrical distribution equipment, and an elevated platform for the electrical equipment.</p> <p>The construction phase cost for the original scope was \$30.413 million, to be funded almost entirely by a federal Bus &amp; Bus Facilities Grant. This federal grant can no longer be spent on zero-emission infrastructure, necessitating a pivot in the Project scope and delivery method to support the 18 BEBs that SFMTA is currently procuring within available resources. The revised scope focuses on installing 6 chargers at Islais Creek to support the new 60' BEBs, and with plug-in dispenser chargers, rather than overhead pantograph chargers, to reduce cost. The other 12 new BEBs are 40' long and can be charged with the existing chargers at Woods. If funding permits, the project may also install additional chargers at Woods.</p> <p>SFMTA expects the chargers at Islais Creek will be open for use by March 2028, while the 60' BEBs are planned to arrive by mid-2027. Prior to completion of this project, the 60' BEBs will make use of a temporary charging solution such as a portable charging unit, which SFMTA has confirmed is readily available from manufacturers.</p> <p>SFMTA is using other funding sources to design the revised scope, and requests using the previously allocated Prop L funds for the construction phase instead of the design phase.</p>	Amend the Prop L Standard Grant Agreement (SGA) (206-910006) for Woods/Islais Creek Yard Electrification Phase I to update the Project scope, schedule, cost, and funding plan; and change the Project phase from design to construction.

# Attachment 2

## San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Woods/Islais Creek Yard Electrification Phase I (Amendment)
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Muni Maintenance
<b>Current PROP L Request:</b>	\$2,358,000
<b>Supervisorial District</b>	Citywide

### REQUEST

#### Brief Project Description

The project consists of battery electric bus charging infrastructure and related charging equipment for the purpose of transitioning Muni's bus fleet of bio-diesel/hybrid buses to battery-electric. The scope includes installing six (6) plug-in dispenser charging stations and related electrical distribution equipment at the Islais Creek facility, and additional charging stations at the Woods Facility if funding permits.

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

##### Background

The project is part of the SFMTA Strategic Plan to meet its goal to eliminate pollution and greenhouse gas emissions by moving away from diesel-hybrid buses and adopting zero-emissions buses. The Islais Creek and Woods battery-electric bus (BEB) transition program is the first phase of the installation of required electric vehicle ready infrastructure and BEB charging equipment to accompany the expansion and procurement of BEBs (expanding Muni's fleet of 60' buses) and starting the process of transitioning Muni's fleet of bio-diesel/hybrid buses to a BEB fleet.

##### Original Scope

In October 2024, the Transportation Authority Board approved allocating these funds with Resolution 2025-015 to the following scope:

At the Woods Yard, the project entails the installation of 12 charging stations with inverted pantograph type from the overhead infrastructure; providing power link, controller, and structural steel frame for pantograph and providing an overhead gantry infrastructure to support pantographs and elevated platform for the EV electrical equipment.

At the Islais Creek Yard, the project involves the installation of 6 charging stations with inverted pantograph type from the overhead infrastructure; 600V distribution and equipment; 3 600V switchboard feeders to EV CC's and power cabinets; underground electrical service connection, electrical conduits / wiring for pantographs; and overhead gantry infrastructure to support the pantograph.

##### Funding Plan and Scope Prioritization

The project's original funding plan included a \$30.4 million FTA 5339 Bus & Bus Facilities grant, but these funds can no longer be spent on zero emission infrastructure. This necessitated a pivot in the project scope and delivery method to support the 18 new BEBs that SFMTA is currently procuring within available resources.

Six of the new BEBs being procured are 60' long and can not be charged at SFMTA's existing chargers at the Woods Facility without significantly disrupting the facility's operations. Because of this limitation, the revised scope focuses on installing six new chargers at Islais Creek, where there is enough room to service the new 60' BEBs. The other twelve new BEBs are 40' long and can be charged with the existing chargers at Woods. If funding permits, the project may also install additional chargers at Woods. Other scope revisions include the change from pantograph chargers to plug-in dispenser chargers and the removal of the overhead gantry system to reduce cost.

There is no change in the Prop L funding amount requested for the project, but funds are requested for the Construction phase instead of the Design phase because FTA 5339 funds previously programmed for construction can no longer be used on this project's scope. SFMTA is seeking to reprogram the \$30.4 million FTA 5339 funds for another project, such as for the purchase of diesel-hybrid buses.

### **Amended Scope**

At the Islais Creek Yard, the project involves upgrading the facility to support plug-in BEB charging. Improvements will include the addition of six (6) charging stations, two (2) power cabinets, and an upgraded electrical service to meet the demand of the new charging facilities. Ancillary work, such as underground electrical service connections, electrical conduits, and wiring will be completed to support the charging station installation. If funding permits, the project will install additional charging stations at the Woods Facility that will connect to that facility's existing electrical infrastructure.

### **Project Location**

Islais Creek Facility at 1031 Cesar Chavez Street; Woods Facility at 1095 Indiana Street

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

### **Project Phase(s)**

Funds were allocated to the Design phase (PS&E). This amendment would approve the use of funds for the Construction phase (CON).

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Woods/Islais Creek Yard Electrification Phase I (Amendment)
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2023	Jan-Feb-Mar	2024
Environmental Studies (PA&ED)	Jul-Aug-Sep	2023	Jul-Aug-Sep	2026
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2025	Jul-Aug-Sep	2026
Advertise Construction	Jul-Aug-Sep	2026		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2027		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2028
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2028

## SCHEDULE DETAILS

Project integration review was completed. It was determined that there are no other existing projects within the project work zone. Major coordination with upcoming project is also not expected.

A public outreach and engagement plan was prepared by the SFMTA Public Outreach and Engagement Team (POETS). Additional information will be continually provided to the Dogpatch Neighborhood associations and other external stakeholders from design through construction.

The SFMTA has ordered the 40' and 60' battery electric buses (BEBs) that are planned to make use of the facilities constructed as part of this project. The 40' BEBs are anticipated to arrive by the end of 2026 and 60' BEBs are planned to arrive between the end of 2026 to middle of 2027. Prior to completion of this project, the 40' BEBs are planned to be charged using the existing charging stations at the Woods Facility and the 60' BEBs will make use of a temporary charging solution, such as a portable charger at the Islais Creek facility. Charging station installation at Islais Creek is paramount to the successful onboarding and operation of the new 60' BEBs.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Woods/Islais Creek Yard Electrification Phase I (Amendment)
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-206: Muni Maintenance	\$0	\$0	\$2,358,000	\$2,358,000
SB1-SGR	\$0	\$0	\$1,417,063	\$1,417,063
Prop B General Funds	\$0	\$0	\$850,654	\$850,654
<b>Phases In Current Request Total:</b>	\$0	\$0	\$4,625,717	\$4,625,717

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$0	\$2,358,000	\$2,358,000
FTA 5307	\$0	\$0	\$345,911	\$345,911
SB1-SGR	\$0	\$0	\$2,583,684	\$2,583,684
Prop B General Funds	\$0	\$0	\$850,654	\$850,654
TSF	\$0	\$0	\$45,000	\$45,000
<b>Funding Plan for Entire Project Total:</b>	\$0	\$0	\$6,183,249	\$6,183,249

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$245,000		Planning and Conceptual Engineering Actuals
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$1,312,532		Engineer's Estimate and Actuals
Construction	\$4,625,717	\$2,358,000	Engineer's Estimate based on recent electrical equipment costs, additional construction hard cost based on similar projects, and project duration
Operations	\$0		
Total:	\$6,183,249	\$2,358,000	

<b>% Complete of Design:</b>	50.0%
<b>As of Date:</b>	02/28/2026
<b>Expected Useful Life:</b>	15 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 contract	SFMTA	Contractor
1. Contract				
PG&E Related Work	\$ 353,682			\$ 353,682
Electrical Distribution Panel	\$ 866,967			\$ 866,967
Electrical General	\$ 7,766			\$ 7,766
Sitework	\$ 980,540			\$ 980,540
Mobilization/Demobilization	\$ 110,393			\$ 110,393
General Conditions	\$ 220,785			\$ 220,785
Subtotal	\$ 2,540,133			\$ 2,540,133
2. Construction Management	\$ 380,853	15%	\$ 380,853	
3. Engineering Support	\$ 203,122	8%	\$ 203,122	
4. IT Support	\$ 11,094	0.4%	\$ 11,094	
5. Transit Operations Support	\$ 55,468	2%	\$ 55,468	
6. Quality Assurance	\$ 33,281	1%	\$ 33,281	
7. PG&E Upgrades	\$ 438,166	17%	\$ 438,166	
8. Other Direct Costs *	\$ 38,828	2%	\$ 38,828	
9. Construction Phase Contingency **	\$ 924,773	36%	\$ 924,773	
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 4,625,717</b>		<b>\$ 2,085,584</b>	<b>\$ 2,540,133</b>

\* Other direct costs include items such as permitting, legal counsel, and contract advertising.

\*\* The construction phase contingency line item is estimated as 25% of the construction phase cost.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Woods/Islais Creek Yard Electrification Phase I (Amendment)
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>	<b>2025-015</b>	<b>Resolution Date:</b>	<b>10/22/2024</b>
<b>Total PROP L Requested:</b>	\$2,358,000	<b>Total PROP L Recommended</b>	\$2,358,000

<b>SGA Project Number:</b>	206-910006	<b>Name:</b>	Authority Recommendations for Woods/Islais Creek Yard Electrification Phase I (Amendment)
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	09/30/2028
<b>Phase:</b>	Construction	<b>Fundshare:</b>	50.98%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2026/27	FY2027/28	Total
PROP L EP-206	\$1,650,000	\$708,000	\$2,358,000

### Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	49.02%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	61.86%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2025/26
<b>Project Name:</b>	Woods/Islais Creek Yard Electrification Phase I (Amendment)
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$2,358,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

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## CONTACT INFORMATION

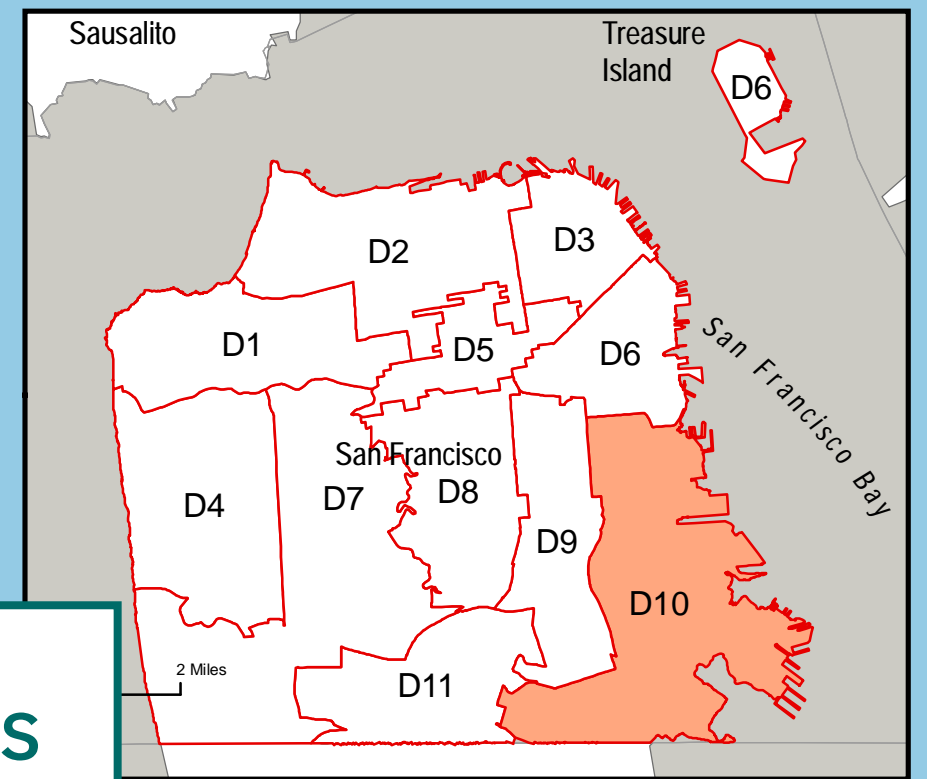
	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Christian Kalinowski	Kathryn Studwell
<b>Title:</b>	CP&C Project Manager	Grant Administration Manager
<b>Phone:</b>		(415) 517-7015
<b>Email:</b>	christian.kalinowski@sfmta.com	kathryn.studwell@sfmta.com

Map of the  
10th Supervisorial District  
City & County of  
San Francisco, California



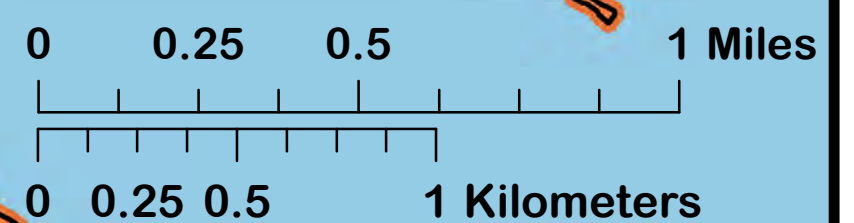
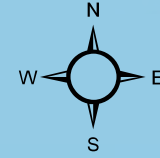
July 2022  
Prepared by the Department of Elections

Precinct Boundaries  
2022 Supervisorial District Boundaries



Woods

Islais Creek



### Attachment 3



**San Francisco  
County Transportation  
Authority**

BD051226

RESOLUTION NO. 26-XX

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RESOLUTION AMENDING THE PROP L STANDARD GRANT AGREEMENT FOR THE WOODS/ISLAIS CREEK YARD ELECTRIFICATION PHASE I PROJECT TO UPDATE THE PROJECT SCOPE, SCHEDULE, COST, AND FUNDING PLAN; AND CHANGE THE PROJECT PHASE FROM DESIGN TO CONSTRUCTION

WHEREAS, In 2018, the California Air Resources Board adopted the Innovative Clean Transit Regulation, which requires all public transit agencies to gradually transition to a 100 percent zero-emission bus (ZEB) fleet, with a goal for full transition by 2040; and

WHEREAS, In 2021, the SFMTA's Board of Directors adopted the agency's ZEB Rollout Plan, which serves as a plan to transition SFMTA's bus fleet to 100 percent zero-emission by 2040, in accordance with the Innovative Clean Transit Regulation; and

WHEREAS, In October 2024, through approval of Resolution 25-15, the Transportation Authority allocated \$2,358,000 in Prop L funds to the SFMTA for the design of the Woods/Islais Creek Yard Electrification Phase I Project (Project); and

WHEREAS, The Project's original scope was to install battery-electric bus (BEB) charging infrastructure and related charging equipment at the Woods and Islais Creek bus yards for the purpose of transitioning the agency's bus fleet to ZEBs; and

WHEREAS, The Project included 12 pantograph charging stations at the Woods facility to support 40-foot BEBs, and 6 pantograph charging stations at the Islais Creek facility to support 60-foot BEBs, all of which would have been supported by a structural steel frame and overhead gantry infrastructure, electrical distribution equipment, and an elevated platform for the electrical equipment; and

WHEREAS, These 18 charging stations would have supported 18 BEBs that SFMTA is currently procuring; and



WHEREAS, At the time of allocation, SFMTA estimated the cost for the construction phase of the project at \$30.4 million, which would have been funded entirely by a Federal Transit Administration (FTA) Bus & Bus Facilities grant; and

WHEREAS, In Fall 2025, SFMTA became aware that the \$30.4 million FTA grant could no longer be used for zero emission infrastructure, requiring SFMTA to pivot the Project so that it can implement the necessary infrastructure to support the 18 new BEBs with available funding; and

WHEREAS, Twelve of the new BEBs are 40' long and can utilize SFMTA's existing chargers at the Woods facility, but six of the new BEBs are 60' long and cannot be charged at Woods without significantly disrupting the facility's operations; and

WHEREAS, Because of this limitation, SFMTA revised the Project scope to focus on installing six chargers at Islais Creek, where there is enough room to service 60' buses; and

WHEREAS, The revised Project scope will install plug-in dispenser chargers, rather than pantograph chargers with an overhead gantry, to reduce cost; and

WHEREAS, With the revised scope, the total project cost has decreased from \$37.4 million to approximately \$6.2 million; and

WHEREAS, SFMTA has sufficient project funds to cover the \$1.3 million design phase; and

WHEREAS, SFMTA has requested amendment of the Prop L Standard Grant Agreement (SGA) for the Project (206-910006) to allow use of \$2,358,000 in Prop L funds for the construction phase of the revised Project; and

WHEREAS, After reviewing SFMTA's proposed SGA amendment request, Transportation Authority staff recommended amending the Prop L SGA (206-910006) for the Project as summarized in Attachment 1 and detailed in the revised allocation request form; and



WHEREAS, There is no impact on the Transportation Authority's adopted Fiscal Year 2025/26 budget associated with the recommended action and there are sufficient funds in the Capital Expenditures line item of the Transportation Authority's preliminary Fiscal Year 2026/27 budget to cover the recommended action; and

WHEREAS, At its April 22, 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 L SGA (206-910006) for the Project to update the Project scope, schedule, cost, and funding plan, and to change the Project phase from design to construction.

Attachments:

1. Proposed SGA Amendment (206-910006)
2. Revised Prop L Allocation Request Form