File No. 260689 **Committee Item No.** 7
Board Item No. ______

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Budget and Finance Committee **Date** July 8, 2026
Board of Supervisors Meeting **Date** ______

Cmte	Board	
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☒	☐	**Resolution**
☐	☐	**Ordinance**
☐	☐	**Legislative Digest**
☐	☐	**Budget and Legislative Analyst Report**
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OTHER **(Use back side if additional space is needed)**

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Completed by: Brent Jalipa **Date** July 1, 2026
Completed by: Brent Jalipa **Date** ______

[Accept and Expend Grant - San Francisco County Transportation Authority - Mission Bay Ferry Landing - $4,500,000]

Resolution authorizing the Port of San Francisco to accept and expend a grant in the amount of $4,500,000 from the San Francisco County Transportation Authority to fund the Mission Bay Ferry Landing project for the period of July 15, 2026, through September 30, 2028; approving the Grant Agreement pursuant to Charter, Section 9.118; and authorizing the Acting Executive Director to enter into amendments or modifications to the Grant Agreement that do not materially increase the obligations or liabilities to the City and are necessary to effectuate the purposes of the Grant Agreement.

WHEREAS, The Port of San Francisco (the "Port") manages the San Francsico waterfront within its jurisdictional boundaries as the gateway to a world class city, and advances environmentally and financially sustainable maritime, recreational and economic opportunities to serve the City, Bay Area, California, and nation; and

WHEREAS, The Port is an economic engine welcoming millions of people to its waterfront each year while supporting operations that provide sustainable jobs for people in the community; and

WHEREAS, The Port and the San Francisco Bay Area Water Emergency Transit Agency ("WETA") are pursuing development of the Mission Bay Ferry Landing to create a southern hub for ferry service to San Francisco that will address regional transportation demand for current and future development around Mission Bay and the Central Waterfront; and

WHEREAS, The Mission Bay Ferry Landing will increase ferry ridership by providing reliable, timely, and direct transit between downtown San Francisco and the major employment, housing, and entertainment venues in Mission Bay and the Central Waterfront; and

WHEREAS, The San Francisco County Transportation Authority ("SFCTA") has awarded the Port a grant funding totaling $4,500,000 (the "Grant") to complete construction of the Mission Bay Ferry Landing; and

WHEREAS, The Grant provides crucial funding that leverages more than $75.8 million from other local, state, and federal sources, including the Environmental Protection Agency, Regional Measure 3, California State Transportation Agency Transit and Intercity Rail Capital Program, Federal Transportation Agency Rapid Electric Emission-Free Ferry funding, City and County of San Francisco Capital Funds, and San Francisco Sales Tax to deliver the Mission Bay Ferry Landing; and

WHEREAS, On March 10, 2026, the Port Commission adopted Resolution 26-13 authorizing the Port's Executive Director to accept and expend $4,500,000 in funding from SFCTA for project delivery of the Mission Bay Ferry Landing; and

WHEREAS, The Grant does not create any new positions and will not require an amendment to the Annual Salary Ordinance; and

WHEREAS, Charter, Section 9.118 requires contracts entered into by a department having anticipated revenue to the City of $1,000,000 or more to be approved by the Board of Supervisors; and

WHEREAS, Indirect costs were not included in the Grant; now, therefore, be it

RESOLVED, That the Board of Supervisors hereby authorizes the Port of San Francisco to accept and expend $4,500,000 from SFCTA for the project delivery of the Mission Bay Ferry Landing; and, be it

FURTHER RESOLVED, That Board of Supervisors hereby authorizes the Acting Executive Director or their designee to execute for and on behalf of the City and County, any documents necessary to enter into the grant agreement with SFCTA (the “Grant Agreement”), including any extensions, augmentations, or amendments, thereof; and, be it

FURTHER RESOLVED, The Acting Executive Director or their designee is authorized to enter into any additions, amendments, or other modifications to the Grant Agreement that they determine, following consultation with the City Attorney, are in the best interests of the City and that do not materially increase the obligations or liabilities of the City or materially decrease the benefits to the City; and, be it

FURTHER RESOLVED, That pursuant to Charter, Section 9.118(a), the Board of Supervisors approves the Grant Agreement; and, be it

FURTHER RESOLVED, That the Board of Supervisors hereby waives inclusion of indirect costs in the grant budget; and, be it

FURTHER RESOLVED, That all actions authorized and directed by this Resolution and heretofore taken are ratified, approved, and confirmed by this Board of Supervisors; and, be it

FURTHER RESOLVED, That expenditures of the Grant may be made during the period of July 15, 2026, through September 30, 2028; and, be it

FURTHER RESOLVED, That within thirty (30) days of the Grant Agreement being fully executed by all parties, the Port Acting Executive Director shall provide the final Grant Agreement to the Clerk of the Board of Supervisors for inclusion into the official file.

Recommended:	Approved: /s/ Sophia Kittler for__________
	Mayor
/s/ Michael Martin__________	
Acting Executive Director Michael Martin	Approved: /s/ Jocelyn Quintos for________
Port of San Francisco	Greg Wagner
	Controller

File Number: 260689
(Provided by Clerk of Board of Supervisors)

Grant Resolution Information Form
(Effective July 2011)

Purpose: Accompanies proposed Board of Supervisors resolutions authorizing a Department to accept and expend grant funds.

The following describes the grant referred to in the accompanying resolution:

1. Grant Title: Accept and Expend Grant – SFCTA – Mission Bay Ferry Landing - $4,500,000

2. Department: **Port of San Francisco**

3. Contact Person: **Boris Delepine** Telephone: **415.818.5768**

4. Grant Approval Status (check one):

[X] Approved by funding agency [] Not yet approved

5. Amount of Grant Funding Approved or Applied for: **$4,500,000**

6. a. Matching Funds Required: **0**
b. Source(s) of matching funds (if applicable):

7. a. Grant Source Agency: **San Francisco County Transportation Authority**
b. Grant Pass-Through Agency (if applicable): **NA**

8. Proposed Grant Project Summary: **To support construction of the Mission Bay Ferry Landing creating a southern hub for ferry service into San Francisco that will address regional transportation demand for current and future development around Mission Bay and the Central Waterfront.**

9. Grant Project Schedule, as allowed in approval documents, or as proposed:
Start-Date: **July 15, 2026** End-Date: **September 30, 2028**

10. a. Amount budgeted for contractual services: **$4,500,000**
b. Will contractual services be put out to bid? **Yes**
c. If so, will contract services help to further the goals of the Department's Local Business Enterprise (LBE) requirements? **Yes**
d. Is this likely to be a one-time or ongoing request for contracting out? **One time.**

11. a. Does the budget include indirect costs?
[ ] Yes **[X] No**
b. 1. If yes, how much?
b. 2. How was the amount calculated?

c. 1. If no, why are indirect costs not included? **N/A**

[ ] Not allowed by granting agency [X] To maximize use of grant funds on direct services
[ ] Other (please explain):

c. 2. If no indirect costs are included, what would have been the indirect costs? No

12. Any other significant grant requirements or comments: No

****Disability Access Checklist***(Department must forward a copy of all completed Grant Information Forms to the Mayor's Office of Disability)**

13. This Grant is intended for activities at (check all that apply):

[] Existing Site(s)	[ ] Existing Structure(s)	[ ] Existing Program(s) or Service(s)
[] Rehabilitated Site(s)	[ ] Rehabilitated Structure(s)	[ ] New Program(s) or Service(s)
[] New Site(s)	[**X**] New Structure(s)	

14. The Departmental ADA Coordinator or the Mayor's Office on Disability have reviewed the proposal and concluded that the project as proposed will be in compliance with the Americans with Disabilities Act and all other Federal, State and local disability rights laws and regulations and will allow the full inclusion of persons with disabilities. These requirements include, but are not limited to:

1. Having staff trained in how to provide reasonable modifications in policies, practices and procedures;
2. Having auxiliary aids and services available in a timely manner in order to ensure communication access;
3. Ensuring that any service areas and related facilities open to the public are architecturally accessible and have been inspected and approved by the DPW Access Compliance Officer or the Mayor's Office on Disability Compliance Officers.

If such access would be technically infeasible, this is described in the comments section below:

Comments:

Departmental ADA Coordinator or Mayor's Office of Disability Reviewer:

Melanie Kung
(Name)

DisabilityAccess Coordinator, Port of San Francisco
(Title)

Date Reviewed: 5/26/2026

DocuSigned by:
Melanie Kung
(Signature Required)

Department Head or Designee Approval of Grant Information Form:

Michael Martin
(Name)

Acting Executive Director, Port of San Francisco

(Title)

Date Reviewed: 5/26/2026

DocuSigned by:
Michael Martin
(Signature Required)

MISSION BAY FERRY LANDING

	City Funding					Other					TBD	Total
	Port Capital	City GF	OCII	2012 GO Bond	PUC FFWS	Private	SF Sales Tax	RM3	TIRCP	EPA Grant	TBD	
SOURCES	**$ 4.7**	**$ 4.7**	**$ 8.4**	**$ 2.0**	**$ 1.1**	**$ 4.0**	**$ 4.5**	**$ 34.0**	**$ 14.0**			**$ 77.4**

Mission Bay Ferry Landing							
Soft Costs	$ -	$ -	$ 3.2	$ 11.1	$ 0.9	$ -	$ 15.2
Construction	$ 28.0	$ 1.0	$ 1.2	$ 8.8	$ 3.6	$ 4.0	$ 46.6
Shorepower and Anchoring Systems	$ -	$ -	$ 14.0	$ -	$ -	$ -	$ 14.0
Subtotal	$ 28.0	$ 1.0	$ 18.4	$ 19.9	$ 4.5	$ 4.0	$ 75.8

Standard Grant Agreement
Proposition L

Transportation Authority Project No. 212-913001
Resolution 26-049

SECTION 1: AGREEMENT

I. PURPOSE OF AGREEMENT

THIS AGREEMENT is entered into by and between the San Francisco County Transportation Authority (TRANSPORTATION AUTHORITY) and the City and County of San Francisco acting through its Port of San Francisco (RECIPIENT), to document the funding conditions necessary for the RECIPIENT of a TRANSPORTATION AUTHORITY funding allocation (GRANT) to comply with applicable law and TRANSPORTATION AUTHORITY policies as provided in the TRANSPORTATION AUTHORITY GRANT Resolution. This AGREEMENT consists of Sections 1 and 2 and all additional documents stated in these sections as being attached hereto and incorporated in the AGREEMENT by reference.

In consideration of the mutual covenants, promises, and representations herein, the parties hereto agree as follows:

II. PURPOSE OF GRANT

This GRANT, approved through Resolution 26-049 of the TRANSPORTATION AUTHORITY, in accordance with the requirements of the TRANSPORTATION AUTHORITY'S Proposition L Expenditure Plan and Strategic Plan, is made for the following purposes identified in the RECIPIENT's Proposition L Sales Tax Program Allocation Request Form (Attachment):

Mission Bay Ferry Landing

III. PROJECT DEFINITION AND SCOPE

Subject to completion of any required environmental review, the RECIPIENT agrees to undertake and complete the project identified in the RECIPIENT'S Allocation Request Form (PROJECT) with all practicable dispatch, in a sound, economical, and efficient manner, and in accordance with all the provisions of Sections 1 and 2 hereof, and as described in the Scope section and any Special Conditions of the Proposition L Sales Tax Program Allocation Request Form, which are attached to this AGREEMENT, and made a part hereof. If RECIPIENT determines that it will no longer pursue the PROJECT, RECIPIENT will, with all practicable dispatch, provide the TRANSPORTATION AUTHORITY with an explanation and reason for ceasing pursuit of the PROJECT, and work with the TRANSPORTATION AUTHORITY to develop a plan to explain and justify as needed this change to members of the TRANSPORTATION AUTHORITY Board of Commissioners, and to establish a timeline for submitting a final reimbursement request, returning any unspent funds, and closing out the GRANT, consistent with the provisions in Section 2, below.

IV. GRANT

The TRANSPORTATION AUTHORITY hereby grants to the RECIPIENT the sum of $4,500,000 as designated in the GRANT Resolution cited below and included in this AGREEMENT by reference.

RES. NO.	DATE	PROJECT #	PROPOSITION L FUNDS ALLOCATED	PROPOSITION L FUND EXPIRATION DATE
26-049	4/28/2026	212-913001	$4,500,000	9/30/2028

V. ACCEPTANCE OF GRANT

The RECIPIENT does hereby declare that all written statements, representations, covenants, and materials submitted as a condition of this AGREEMENT are true and correct and does hereby accept the TRANSPORTATION AUTHORITY'S GRANT and agrees to all of the terms and conditions of this AGREEMENT.

This AGREEMENT is effective as of the DATE OF EXECUTION as defined in Section 2, STANDARD TERMS AND CONDITIONS, DEFINITIONS, below.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

By: ______________________________
Tilly Chang, Executive Director

Date ______________________________

RECIPIENT: CITY AND COUNTY OF SAN FRANCISCO ACTING THROUGH ITS PORT OF SAN FRANCISCO

By: ______________________________
Michael Martin, Acting Executive Director

Date ______________________________

Approved as to Form (optional): DAVID CHIU, CITY ATTORNEY

By: ______________________________
City Attorney

SECTION 2: STANDARD TERMS AND CONDITIONS

I. DEFINITIONS

As used in this AGREEMENT:

A. AGREEMENT shall mean Sections 1 and 2 of this Standard Grant Agreement and all additional documents stated in these sections as being attached and incorporated by reference.
B. TRANSPORTATION AUTHORITY shall mean the San Francisco County Transportation Authority.
C. DATE OF EXECUTION shall mean the date when the TRANSPORTATION AUTHORITY'S Executive Director or his/her authorized designee signs this agreement.
D. DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM shall mean any DBE program adopted by RECIPIENT, or an equivalent program approved directly by the California Department of Transportation or accepted by the federal agency providing financial assistance, that is applicable to the PROJECT as determined by RECIPIENT.
E. FISCAL YEAR shall mean the TRANSPORTATION AUTHORITY'S fiscal year from July 1 of a calendar year through June 30 of the next calendar year.
F. FORCE ACCOUNT shall mean personnel costs incurred by the RECIPIENT directly associated with implementing the PROJECT.
G. FUND EXPIRATION DATE shall mean the final date when eligible costs may be incurred and be reimbursable from a GRANT.
H. GRANT shall mean the allocation of any Proposition L sales tax funds.
I. LOCAL BUSINESS ENTERPRISE (LBE) PROGRAM shall mean any LBE program adopted by RECIPIENT that is applicable to the PROJECT as determined by RECIPIENT.
J. LOCAL HIRING PROGRAM shall mean any local hiring ordinance adopted by RECIPIENT or another employment opportunity program developed by RECIPIENT that is applicable to the PROJECT as defined by RECIPIENT.
K. EXPENDITURE PLAN shall mean the 2022 Transportation Expenditure Plan administered by the TRANSPORTATION AUTHORITY and approved by the voters on November 8, 2022.
L. PROJECT shall mean the scope of work set forth in the attached Proposition L Sales Tax Program Allocation Request Form. The eligibility of this scope of work for a Proposition L GRANT is subject to and limited by the applicable language in the EXPENDITURE PLAN.
M. CASH FLOW DISTRIBUTION SCHEDULE shall mean the table of cash flows in the Recommendation section of the Proposition L Sales Tax Program Allocation Request Form, titled Cash Flow Distribution Schedule by Fiscal Year.
N. RECIPIENT shall mean sponsoring agency that receives a GRANT from the TRANSPORTATION AUTHORITY for the purpose of carrying out the PROJECT.
O. SMALL BUSINESS ENTERPRISE (SBE) PROGRAM shall mean any SBE program adopted by RECIPIENT that is applicable to the PROJECT as determined by RECIPIENT.
P. STRATEGIC PLAN shall mean the long-range Strategic Plan adopted by the TRANSPORTATION AUTHORITY Board in place at the time of the allocation, which updates assumptions about level and availability of Proposition L revenues and sets policy on Proposition L expenditures, project budgets, cost eligibility, and expected cash flows.

II. GENERAL CONDITIONS

A. Cost Eligibility

Cost eligibility shall be determined by the TRANSPORTATION AUTHORITY'S STRATEGIC PLAN policies. Any costs incurred by RECIPIENT prior to the DATE OF EXECUTION of this AGREEMENT shall be ineligible for reimbursement by the TRANSPORTATION AUTHORITY unless the Transportation Authority Board has approved an exception as part of the allocation such as for the previously approved scope of a project where that scope has incurred cost increases.

The timing and amount of reimbursement will be subject to a TRANSPORTATION AUTHORITY allocation, based on available revenues, other anticipated project requests, and program limits established in the EXPENDITURE PLAN. Travel costs shall not exceed the per diem rates and allowances established by the U.S. General Services Administration when traveling within the United States, and U.S. Department of State when traveling outside the United States and applicable at the time of the travel. All costs incurred by RECIPIENT after the FUND EXPIRATION DATE shall be ineligible for reimbursement by the TRANSPORTATION AUTHORITY. Any waiver of cost eligibility policies must be included in the Proposition L Sales Tax Program Allocation Request Form as approved by the TRANSPORTATION AUTHORITY.

B. Non-Substitution of Funds

In accordance with Section 131000 et seq. of the California Public Utilities Code pursuant to which the TRANSPORTATION AUTHORITY was created, a GRANT awarded to the RECIPIENT is intended to supplement existing local revenues being used for public transportation purposes and shall not replace funds previously provided by property tax revenues for public transportation purposes.

Any GRANT funds determined by the TRANSPORTATION AUTHORITY to have been used to replace existing local revenues in violation of the prohibition referenced in this Section II.B shall be refunded by the RECIPIENT to the TRANSPORTATION AUTHORITY.

C. Compliance with Law

In the performance of its obligations pursuant to this AGREEMENT, the RECIPIENT shall keep itself fully informed of the federal, state and local laws, ordinances and regulations in any manner affecting the performance of this AGREEMENT, and shall at all times fully comply with such laws, ordinances, and regulations as they may be amended from time to time.

D. Budget and Scope

The RECIPIENT shall maintain a PROJECT budget. The RECIPIENT shall carry out the PROJECT and shall incur obligations against and make disbursements of the GRANT in conformity with the TRANSPORTATION AUTHORITY'S requirements and the budget. The PROJECT budget may be subject to revision from time to time through the submission of a revised budget to the TRANSPORTATION AUTHORITY.

The RECIPIENT may not make any changes to the scope of the PROJECT without prior written approval of the TRANSPORTATION AUTHORITY. Approval by the TRANSPORTATION AUTHORITY of a change of scope shall not constitute an increase in the GRANT amount unless additional funds are specifically allocated by the TRANSPORTATION AUTHORITY Board for that purpose.

E. Third Party Contract Audits

The TRANSPORTATION AUTHORITY reserves the right to audit third party contracts for any reason. If the RECIPIENT is subject to third party financial audit requirements imposed by another funding source, copies of audits performed in fulfillment of such requirements shall be promptly provided to the TRANSPORTATION AUTHORITY. If the RECIPIENT is an agency, department or other subdivision of the City and County of San Francisco, third party contracts include those contractual agreements entered into by the RECIPIENT and any other City and County of San Francisco entity.

F. Project Management
RECIPIENT shall be responsible for the PROJECT and provide for management of consultant and contractor activities for which RECIPIENT contracts, including responsibility for schedule, scope, and budget, consistent with the TRANSPORTATION AUTHORITY'S resolution allocating the GRANT unless otherwise agreed upon in writing.

G. Project Delivery Oversight
The RECIPIENT shall fully cooperate with the TRANSPORTATION AUTHORITY'S project oversight team and shall promptly provide any requested PROJECT information, including any PROJECT information that is reportable to any other oversight body responsible for monitoring the PROJECT. Project progress reports may be calendared on the TRANSPORTATION AUTHORITY Board and/or Community Advisory Committee meeting agendas, at the discretion of the Board Chair and Executive Director. Project updates may be consent items or discussion items with presentation by RECIPIENT staff. In either case, RECIPIENT staff shall be in attendance to present and/or answer questions from Board and Community Advisory Committee members.

H. Attribution and Signage
RECIPIENT shall demonstrate compliance with the TRANSPORTATION AUTHORITY'S attribution and signage requirements as a mandatory condition for authorization of Proposition L reimbursement for project expenses. Logo files and brand guidelines are available at www.sfcta.org/logo.

1. Required Attribution and Acknowledgement of TRANSPORTATION AUTHORITY Funding for Construction Capital Projects with Proposition L funding on any Project Phase(s) (e.g., Planning/Preliminary Engineering, Environmental, Right of Way, Specifications and Estimates, and Construction).

   Prior to public display of signage, the RECIPIENT shall submit for TRANSPORTATION AUTHORITY review and approval the design of the proposed attribution and signage identifying Proposition L Local Transportation Sales Tax Funds and the TRANSPORTATION AUTHORITY as a funding source, as described below. Exceptions may be made at the sole discretion of the TRANSPORTATION AUTHORITY.

   Upon initiation of field work or at the earliest feasible time thereafter, RECIPIENT shall install and maintain this sign at the construction site. With the first quarterly report following initiation of fieldwork, RECIPIENT shall submit to the TRANSPORTATION AUTHORITY a photograph documenting compliance with the Proposition L attribution and format requirements herein contained.

   Construction sign shall display the following items:

   a. The official TRANSPORTATION AUTHORITY logo, available at www.sfcta.org/logo, the same size as the RECIPIENT's own seal or official logo appearing on the sign, whichever is larger.

   b. The following text:

      Your Proposition L Sales Tax Dollars at Work

      displayed such that the TRANSPORTATION AUTHORITY logo appears immediately to the right of the text. See examples in Figures 1, 2 and 3.

c. Examples of Construction Sign Layout (template files available at sfcta.org/attribution)

Figure 1 – Example of Construction Sign Layout for City and County of San Francisco Agencies

Figure 2 – Example of Construction Sign Layout for Non-City and County of San Francisco Agencies Project Fully Funded by Prop L

Sign shall include a listing of current members of the TRANSPORTATION AUTHORITY Board of Commissioners, starting with Chair and Vice Chair, followed by Board members names listed in alphabetical order, left-aligned to the TRANSPORTATION AUTHORITY logo. See example in Figure 2.

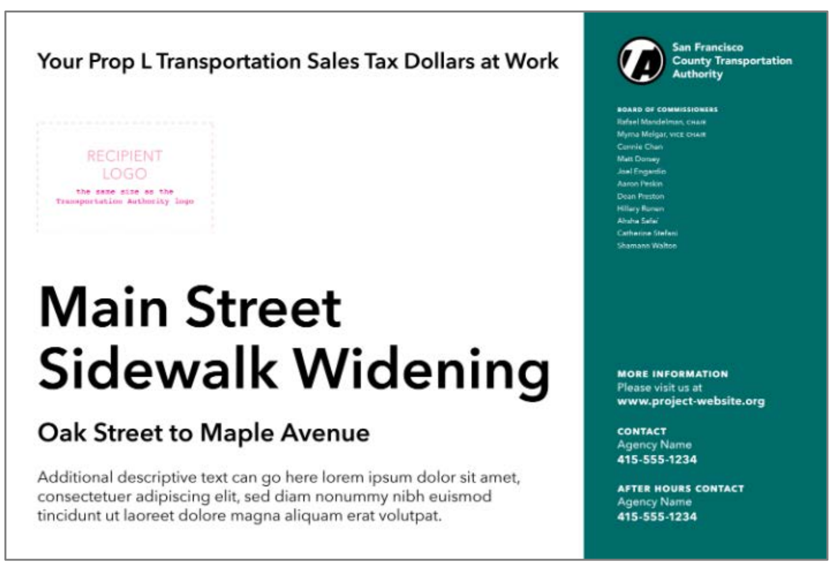


Figure 3 – Example of Construction Sign Layout for Non-City and County of San Francisco Agencies Construction Partially Funded by Prop L

Figure 3a

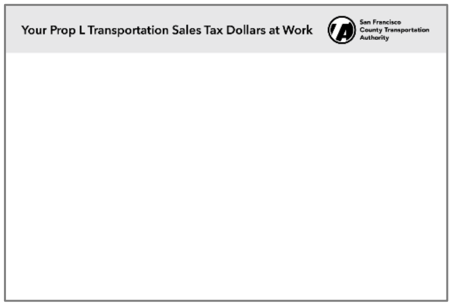
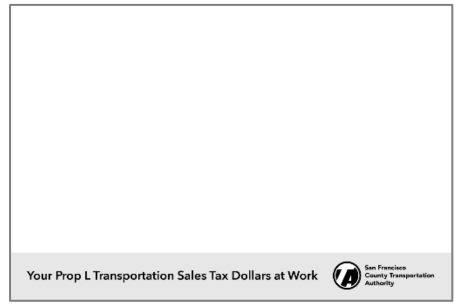


Figure 3b



1. Required Attribution and Acknowledgement of TRANSPORTATION AUTHORITY Funding for Non-Construction Capital Projects.

   All capital purchases, including but not limited to transit fleet and non-revenue fleet vehicles and maintenance vehicles, partially or entirely funded by Proposition L, shall bear permanent signage. RECIPIENT shall affix permanent signage, to be provided by the TRANSPORTATION AUTHORITY, identifying the TRANSPORTATION AUTHORITY and the Sales Tax Funds as a funding source according to the standard format.

   Non-revenue vehicles shall display the decal on either exterior side or on the rear of the vehicle, at least 6 inches in from the perimeter of the surface where it is displayed. Transit and paratransit vehicles shall display the decal prominently on the vehicle in a location to be agreed upon by RECIPIENT and TRANSPORTATION AUTHORITY.

2. Required Attribution and Acknowledgement of TRANSPORTATION AUTHORITY Funding of Studies and Reports.

   All reports funded in whole or in part by Proposition L shall, on the credits or attribution page, include a box containing the following text, left-aligned, set in the same size and font used in the body of the report.

   a. For reports and studies entirely funded through Proposition L:

This report was funded by the San Francisco County Transportation Authority through a grant of Prop L transportation sales tax funds	**San Francisco County Transportation Authority**

   b. For reports and studies partially funded through Proposition L:

This report was supported by the San Francisco County Transportation Authority through a grant of Prop L transportation sales tax funds	**San Francisco County Transportation Authority**

3. Required Attribution and Acknowledgement of TRANSPORTATION AUTHORITY Funding for Project Communication Materials.

   All press releases, project fact sheets, websites, flyers, brochures, posters, blogs or editorial and communication materials produced about the PROJECT following receipt of the GRANT, whether the production of those materials are funded by Proposition L or not, shall include the TRANSPORTATION AUTHORITY logo and the following statement:

   This project was made possible in part by Proposition L Sales Tax dollars provided by the San Francisco County Transportation Authority.

The logo should be grouped with those of any other participating agencies.

III. ENVIRONMENTAL COMPLIANCE

The RECIPIENT shall undertake all environmental mitigation measures that may be identified as commitments in applicable documents (such as environmental assessments, environmental impact statements, findings and reports, and memoranda of agreement), and comply with any conditions and mitigation required or imposed as a part of a finding of no significant impact or a record of decision. All such mitigation measures are incorporated in this AGREEMENT by reference. Approval of this GRANT does not constitute approval of the PROJECT for California Environmental Quality Act (CEQA) purposes.

The following is applicable when RECIPIENT is the San Francisco Municipal Transportation Agency: Prior to approval of the PROJECT for construction, the San Francisco Municipal Transportation Agency will conduct a review under CEQA. The San Francisco Municipal Transportation Agency shall not proceed with the approval of the PROJECT for construction until there has been complete compliance with CEQA. Prior to billing for any construction funds, if requested by the TRANSPORTATION AUTHORITY, the San Francisco Municipal Transportation Agency will provide the TRANSPORTATION AUTHORITY with documentation confirming that CEQA review and compliance have been completed and that any applicable statute of limitations within which the CEQA action can be challenged has expired.

IV. FINANCES

A. Documentation of Project Costs
All costs charged to the PROJECT, including any approved FORCE ACCOUNT services performed by the RECIPIENT, shall be supported by properly prepared and documented time records, invoices, or vouchers evidencing in detail the nature and propriety of the charges and the basis for the percentage charged to the TRANSPORTATION AUTHORITY.

B. Records
All checks, payrolls, invoices, contracts, vouchers, journal entries, work orders, and other accounting documents pertaining in whole or in part to the PROJECT shall be maintained by the RECIPIENT for a period of five (5) years after the later of PROJECT closeout or termination of GRANT. Such PROJECT documents shall be clearly identified, readily accessible, and, to the extent feasible, kept separate and apart from all other similar documents not pertaining to the PROJECT. For projects that include procurement of equipment or vehicles, RECIPIENT shall retain records until the equipment or vehicles with fair market value of $5,000 or more are sold or disposed of.

C. Reimbursements
Payment shall be made to the RECIPIENT for costs reimbursable under the terms of this AGREEMENT and incurred prior to the termination date of this AGREEMENT. Payment to RECIPIENT of the GRANT shall be upon written approval by the TRANSPORTATION AUTHORITY, upon submittal by the RECIPIENT of appropriate support documentation including proof of attribution and identification of expenses incurred.

Reimbursement shall be made on a quarterly basis. The TRANSPORTATION AUTHORITY, in consultation with the RECIPIENT, may provide an alternate reimbursement schedule or quarterly calendar to the RECIPIENT. However, RECIPIENT shall submit fourth (4th) quarter reimbursement requests or an expenditure accrual schedule in time to meet the TRANSPORTATION AUTHORITY'S FISCAL YEAR closing process. Except for the GRANT closeout or end of FISCAL YEAR billing, the minimum reimbursement request amount shall be $10,000. In the case of GRANT closeout, the TRANSPORTATION AUTHORITY reserves the right to retain up to $25,000 or 10% of the GRANT amount, whichever is less, until all project requirements, including special conditions and deliverables, have been met, and closeout documentation, including proof of attribution and project completion, have been submitted and accepted.

Reimbursements shall not exceed the cumulative amount shown for a given fiscal year in the CASH FLOW DISTRIBUTION SCHEDULE. RECIPIENT may make a request for exceptions in writing. Exceptions may be made at the sole discretion of the TRANSPORTATION AUTHORITY.

The Transportation Authority will only reimburse RECIPIENT up to the approved overhead multiplier rate for the fiscal year in which RECIPIENT incurs charges.

D. Debt Expense
   1. RECIPIENT acknowledges that the TRANSPORTATION AUTHORITY may have to issue debt to honor reimbursement obligations, including, but not limited to, the planned reimbursement requests shown in the current CASH FLOW DISTRIBUTION SCHEDULE. If the TRANSPORTATION AUTHORITY issues debt to satisfy its reimbursement obligations to RECIPIENT or any other recipient of Proposition L revenues, then the costs of debt financing will be allocated to individual EXPENDITURE PLAN programs in proportion to the amount of debt issuance they trigger, in accordance with the current Prop L Strategic Plan Policies. Costs and expenses of such debt, include all interest expense, fees, and other costs of issuance (collectively, "Debt Expenses").
   2. The TRANSPORTATION AUTHORITY may request an updated PROPOSITION L CASH FLOW DISTRIBUTION SCHEDULE, and RECIPIENT shall respond to any such request within ten (10) business days. Changes in the CASH FLOW DISTRIBUTION SCHEDULE that advance reimbursement of Proposition L funds require approval by the TRANSPORTATION AUTHORITY. The most recently approved CASH FLOW DISTRIBUTION SCHEDULE will be the basis for determining Debt Expenses and reimbursement request limits.

E. Proportional Expenditure of GRANT
   If this GRANT leverages other funds, the RECIPIENT shall expend this GRANT at a rate equal to or less than the Proposition L fund share as shown in the Proposition L Sales Tax Program Allocation Request Form, unless the TRANSPORTATION AUTHORITY provides written approval of a different expenditure rate.

F. Proceeds from Sale of Equipment or Vehicles Purchased with GRANT
   If RECIPIENT uses any portion of the GRANT to purchase equipment or vehicles, and later sells the equipment or vehicles, RECIPIENT shall return to the TRANSPORTATION AUTHORITY a portion of the proceeds from the sale of such assets with fair market value of $5,000 or more. RECIPIENT shall return to the TRANSPORTATION AUTHORITY that proportion of the net sales proceeds that is equal to the percentage of the original purchase price that consisted of GRANT funds. The TRANSPORTATION AUTHORITY will program any returned funds in accordance with Strategic Plan policies.

G. Return of Project Cost Savings
   If the actual costs of the PROJECT are less than the amount allocated by the TRANSPORTATION AUTHORITY, RECIPIENT shall return to the TRANSPORTATION AUTHORITY that proportion of the project cost savings that is equal to the percentage of the original project budget that consisted of Proposition L grant funds. The TRANSPORTATION AUTHORITY will program any returned funds in accordance with Strategic Plan policies.

V. REPORTING

A. Progress Reports

As a condition for reimbursement, RECIPIENT shall submit quarterly progress reports or reports at a different frequency as specified in the attached Allocation Request Form through the TRANSPORTATION AUTHORITY'S online grants portal. RECIPIENT must submit a quarterly progress report for each grant regardless of progress made during the reporting period. The TRANSPORTATION AUTHORITY may, at its discretion, allow RECIPIENT to submit one quarterly progress report covering multiple Proposition L grants for the same project.

RECIPIENT shall submit quarterly progress reports no later than April 30, July 31, October 31, and January 31 of each calendar year. The TRANSPORTATION AUTHORITY, in consultation with RECIPIENT, may agree to an alternate reporting schedule for the RECIPIENT.

Progress reports shall address the status of the project including the scope, schedule, and cost as listed in the Allocation Request Form or as listed in approved amendments. Progress reports shall include the required information in the progress report form in the online grants portal, including but not limited to verification of compliance with the TRANSPORTATION AUTHORITY'S signage and attribution requirements, photos of work completed and underway, upcoming project milestones and promotion opportunities (e.g. ribbon cutting), a description of work performed the prior quarter, work anticipated to be performed in the upcoming quarter, any issue that may impact delivery, and any other required information specified in the attached Allocation Request Form.

B. Annual Reports

RECIPIENT shall submit no later than December 1 or first business day thereafter each year a project update covering the current calendar year for potential inclusion in the TRANSPORTATION AUTHORITY Annual Report, through the TRANSPORTATION AUTHORITY'S online grants portal. This update shall include at least the following information: a description of project activities and accomplishments during the calendar year; percent complete; and presentation quality photos if project is completed or under construction.

C. DBE, LBE, SBE and Local Hiring Programs

RECIPIENT shall comply with its own DBE, LBE, SBE and Local Hiring Programs. Upon request, RECIPIENT shall provide documentation of compliance with such programs as applicable to the PROJECT. If RECIPIENT becomes out of compliance with such program(s), RECIPIENT shall notify the TRANSPORTATION AUTHORITY within 90 days.

VI. AUDITS AND CLOSEOUT PROCEDURES

A. Ongoing

The TRANSPORTATION AUTHORITY reserves the right at any time to conduct or require a financial or performance audit of the RECIPIENT'S compliance with this AGREEMENT. The TRANSPORTATION AUTHORITY will give advance notice of the requirement. The RECIPIENT shall permit the TRANSPORTATION AUTHORITY, or any of its duly authorized representatives, to inspect all work, materials, payrolls, and other data and records with regard to the PROJECT, and to audit the books, records, and accounts of the RECIPIENT and its contractors with regard to the PROJECT.

B. Closeout

Concurrent with or prior to submitting the final invoice, the RECIPIENT shall submit a Project Closeout Form via the online grants portal. If applicable, the closeout request may include a certified financial statement and/or third-party audit reports identifying any ineligible expenditures, which RECIPIENT shall be required to refund. PROJECT closeout shall not terminate any continuing obligations imposed on the RECIPIENT by this AGREEMENT. For AGREEMENTS that cover multiple sub-projects, the TRANSPORTATION AUTHORITY may request closeout of a portion of a PROJECT as it is completed. Final reimbursement will be in accordance with TRANSPORTATION AUTHORITY policies and procedures.

RECIPIENT shall provide to the TRANSPORTATION AUTHORITY the following information at project closeout:

1. Final Expenditure Report

   This report shall consist of the total expenditures for each funding source for the approved scope of work. RECIPIENT shall provide supporting documentation for expenditures and revenues from RECIPIENT'S accounting and financial management system.

2. Final Project Update

   RECIPIENT shall provide a final project update with at least the following information: a description of project activities and accomplishments; and presentation quality photos if project is completed.

These project closeout documents shall be submitted via the online grants portal under the electronic signature of RECIPIENT staff authorized to administer the AGREEMENT.

Release of the final reimbursement request or allocation of additional grants shall be subject to receipt of required closeout materials. The TRANSPORTATION AUTHORITY reserves the right to retain up to $25,000 or 10% of the GRANT, whichever is less, until all closeout documentation, including proof of attribution and project completion, has been submitted and accepted. PROJECT closeout occurs when the TRANSPORTATION AUTHORITY notifies the RECIPIENT through the online grants portal that the RECIPIENT'S closeout request has been approved.

C. Rescission of Authorization of Funds
The TRANSPORTATION AUTHORITY reserves the right to rescind its authorization of unneeded GRANT funds prior to, or at the time of, PROJECT closeout. Funds are determined to be unneeded if they are uncommitted at time of project closeout.

The TRANSPORTATION AUTHORITY reserves the right to terminate its authorization of GRANT funds if RECIPIENT has not submitted an invoice to the TRANSPORTATION AUTHORITY against such GRANT for 24 months. The TRANSPORTATION AUTHORITY shall notify the RECIPIENT at 12 months and 6 months prior to when such GRANT is at risk of termination due to lack of invoicing.

If RECIPIENT is not able to submit an invoice to the TRANSPORTATION AUTHORITY against such GRANT for 24 months, the RECIPIENT may request, through the online grants portal, an exception to allow such GRANT to remain authorized. Exceptions may be made at the sole discretion of the TRANSPORTATION AUTHORITY.

D. Repayment of Ineligible Costs
The TRANSPORTATION AUTHORITY reserves the right to offset RECIPIENT payback of ineligible costs against future GRANT approvals for this PROJECT or other projects for which RECIPIENT is the sponsoring agency.

VII. LIABILITY

A. Indemnification

RECIPIENT agrees to defend, indemnify and hold harmless the TRANSPORTATION AUTHORITY, its officers, employees and agents, from any and all acts, claims, omissions, liabilities and losses asserted by any third party arising out of acts or omissions of RECIPIENT in connection with this AGREEMENT, except those arising by reason of the sole negligence of the TRANSPORTATION AUTHORITY, its officers, employees and agents.

TRANSPORTATION AUTHORITY agrees to defend, indemnify and hold harmless the RECIPIENT, its officers, employees and agents, from any and all acts, claims, omissions, liabilities and losses asserted by any third party arising out of acts or omissions of TRANSPORTATION AUTHORITY in its obligations under this AGREEMENT, except those arising by reason of the sole negligence of the RECIPIENT, its officers, employees and agents.

In the event of concurrent negligence of RECIPIENT and TRANSPORTATION AUTHORITY, the liability for any and all claims for injuries or damages to persons and/or property shall be apportioned under the California theory of comparative negligence as presently established or as may hereafter be modified.

VIII. DEFAULT

A. Termination for Cause
The RECIPIENT agrees that, upon ten (10) working days written notice, the TRANSPORTATION AUTHORITY may suspend or terminate all or part of the financial assistance provided herein for failure to correct a breach of this AGREEMENT. Any failure to make reasonable progress, inconsistency with the EXPENDITURE PLAN or Proposition L Sales Tax Program Allocation Request Form, unauthorized use of GRANT funds as specified in this AGREEMENT, or other violation of the AGREEMENT that significantly endangers substantial performance of the PROJECT shall be deemed to be a breach of this AGREEMENT and cause for termination.

B. Correction of Breach
With respect to any breach, which is reasonably capable of being cured, the RECIPIENT shall have thirty (30) days from the date of notice of breach to initiate steps to cure. If the RECIPIENT diligently pursues cure, such RECIPIENT shall be allowed a reasonable time to cure, not to exceed sixty (60) days from the date of the initial notice, unless a further extension is granted in writing by the TRANSPORTATION AUTHORITY.

C. Obligations
In general, termination of financial assistance under this AGREEMENT will not invalidate obligations properly incurred by the RECIPIENT before the termination date, to the extent those obligations cannot be canceled.

IX. INTEGRATION

This AGREEMENT represents the entire AGREEMENT of the parties with respect to the subject matter thereof. No representations, warranties, inducements or oral agreements have been made by any of the parties except as expressly set forth herein, or in other contemporaneous written agreements.

X. AMENDMENT

Except as otherwise provided herein, this AGREEMENT may not be changed, modified or rescinded except in writing, signed by all parties hereto, and any attempt at oral modification of this AGREEMENT shall be void and of no effect.

XI. INDEPENDENT AGENCY

RECIPIENT performs the terms and conditions of this AGREEMENT as an entity independent of the TRANSPORTATION AUTHORITY. None of the RECIPIENT'S agents or employees shall be agents or employees of the TRANSPORTATION AUTHORITY.

XII. ASSIGNMENT

The AGREEMENT may not be assigned, transferred, hypothecated, or pledged by any party without the express written consent of the other party.

XIII. BINDING ON SUCCESSORS, ASSIGNEES OR TRANSFEREES

This AGREEMENT shall be binding upon the successor(s), assignee(s) or transferee(s) of the TRANSPORTATION AUTHORITY or the RECIPIENT as may be the case. This provision shall not be construed as an authorization to assign, transfer, hypothecate or pledge this AGREEMENT other than as provided above.

XIV. EXPENSES

Each party shall be solely responsible for and shall bear all of its own respective legal expenses in connection with any dispute arising out of this AGREEMENT and the transactions hereby contemplated. RECIPIENT may not use GRANT funds, or other TRANSPORTATION AUTHORITY programmed funds for the aforementioned purpose.

XV. SEVERABILITY

Should any part of this AGREEMENT be declared unconstitutional, invalid, or beyond the authority of either party to enter into or carry out, such decisions shall not affect the validity of the remainder of this AGREEMENT, which shall continue in full force and effect provided that the remainder of this AGREEMENT can, absent the excised portion, be reasonably interpreted to give effect to the intentions of the parties.

Attachments:

Proposition L Sales Tax Program Allocation Request Form, attached and incorporated by this reference.

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
Supervisorial 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

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

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**
	Phase 2a - CM	*$ 0.2*
	Phase 2b - CM	*$ 1.0*
	Phase 2a - Inspections and Monitoring	*$*
	Phase 2b - Inspections and Monitoring	*$ 0.5*
	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
	Charging Float (SFBF)	
	Guide and Fender	
	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:	2026-049	**Resolution Date:**	4/28/2026
Total PROP L Requested:	$4,500,000	**Total PROP L Recommended**	$4,500,000

SGA Project Number:	212-913001		**Name:**	Mission Bay Ferry Landing
Sponsor:	Port of San Francisco		**Expiration Date:**	09/30/2028
Phase:	Construction		**Fundshare:**	9.65%
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

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

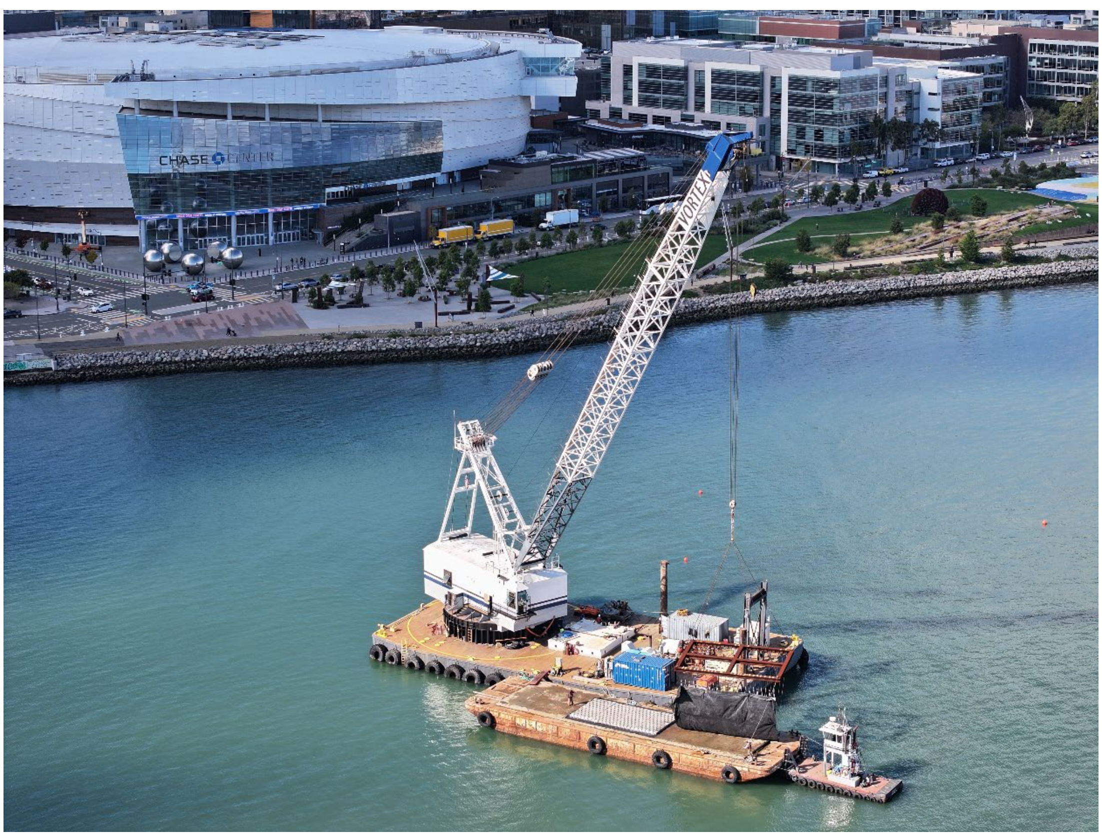
CONTACT INFORMATION

	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



PORT OF SAN FRANCISCO

MEMORANDUM

March 6, 2026

TO: MEMBERS, PORT COMMISSION
Hon. Gail Gilman, President
Hon. Stephen Engblom, Vice President
Hon. Willie Adams
Hon. Steven Lee
Hon. Ken McNeely

FROM: Michael Martin
Acting Executive Director

DocuSigned by:
Michael Martin
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SUBJECT: Request authorization to accept and expend a grant from the San Francisco County Transportation Authority in the amount of $4,973,000, including $4,500,000 for the Mission Bay Ferry Landing Project and $473,000 for Ferry Gate B improvements.

DIRECTOR'S RECOMMENDATION: Approve the Attached Resolution No. 26-13

EXECUTIVE SUMMARY

The Port of San Francisco is requesting approval to accept and expend grant funding from the San Francisco County Transportation Authority (SFCTA) in the amount of $4,973,000, including $4,500,000 for the Mission Bay Ferry Landing Project and $473,000 for Ferry Gate B improvements.

Over the past decade, Port staff have collaborated with San Francisco Bay Ferry (SF Bay Ferry) to plan, design, and advance major ferry infrastructure investments that improve regional mobility, enhance climate resilience, and support San Francisco's waterfront neighborhoods. These efforts include the development of a new ferry landing in Mission Bay.

The Mission Bay Ferry Landing will be located at the terminus of 16th Street near Terry Francois Boulevard on Port property and will provide critical regional ferry service to and from Mission Bay, Dogpatch, Potrero Hill, and the Central Waterfront. The project is supported by a combination of local, regional, state, and federal funding sources, including

THIS PRINT COVERS CALENDAR ITEM NO. 10C

Regional Measure 3 (RM3), the Environmental Protection Agency's Clean Ports Program, the City General Fund, the Office of Community Investment and Infrastructure (OCII), CalSTA's Transit and Intercity Rail Program (TIRCP), Port capital funds, the Regents of the University of California, San Francisco (UCSF), and funding from the San Francisco County Transportation Authority (SFCTA).

Additionally, the Port works closely with Golden Gate Ferry to coordinate improvements to Ferry Gate B at the Downtown Ferry Terminal. The Ferry Gate B project will support improvements to an existing, high-use ferry gate at the Downtown Ferry Terminal. Ferry Gate B serves multiple Golden Gate Ferry routes and is a critical component of the regional ferry system. Improvements funded through SFCTA will enhance safety, reliability, passenger circulation, and operational efficiency at the terminal.

SFCTA has incorporated funds totaling $4,973,000 to support these two projects in its Proposition L 5-Year Prioritization Program (5YPP). This report describes the proposed projects and recommends approval of the attached resolution authorizing Port staff to accept and expend the SFCTA funds, subject to approval by the Board of Supervisors.

STRATEGIC OBJECTIVES

The proposed item supports the Port's Strategic Plan through the following goals:

<u>Economic Growth</u> – Secure external funding to complete strategic projects and strengthen the Port's financial performance.

<u>Sustainability</u> – Expand ferry service to reduce emissions and congestion, improving air quality in waterfront communities.

<u>Evolve</u> – Modernize ferry infrastructure to meet ridership demand, support zero-emission operations, and enhance resilience.

BACKGROUND

In November 2022, San Francisco voters approved Proposition L, a local transportation sales tax administered by the San Francisco County Transportation Authority (SFCTA). Proposition L established a new, dedicated funding source to support transit capacity, reliability, state-of-good-repair investments, and climate-supportive transportation projects across San Francisco. The measure was designed to complement, rather than replace, existing transportation funding programs by providing flexible resources to address evolving transportation needs, including recovery from pandemic-related ridership impacts, modernization of transit infrastructure, and improved regional connectivity. Proposition L was approved by San Francisco voters at the November 8, 2022, general election.

SFCTA administers Proposition L transportation sales tax revenues in accordance with the voter-approved expenditure plan and applicable program guidelines. The SFCTA grants supporting the Mission Bay Ferry Landing Project and Ferry Gate B improvements are funded through Proposition L transportation sales tax revenues and support eligible capital transit investments that advance transit reliability, capacity, safety, and regional connectivity. Both projects align with the voter-approved priorities of Proposition L and support San Francisco's long-term mobility, climate, and economic recovery goals.

Mission Bay Ferry Landing

In 2016, the Port and SF Bay Ferry began pursuing development of the Mission Bay Ferry Landing to create a southern hub for ferry service into San Francisco that addresses current and future regional transportation demand generated by the Mission Bay neighborhood and the Central Waterfront.

The Mission Bay Ferry Landing will be capable of berthing two ferry vessels simultaneously and is designed to accommodate up to 6,000 passengers per day. The facility will provide essential transportation resilience in the event of an earthquake, BART or Bay Bridge failure, or other unplanned service disruptions. The landing is designed to accommodate projected sea-level rise and support the operation of the first zero-emission passenger ferry network in the United States.

The project will serve a rapidly growing area that includes approximately 11,000 housing units, 7 million square feet of office and commercial space, more than 1 million square feet of retail space, major regional destinations such as the UCSF Mission Bay campus and Chase Center, and over 70 acres of public open space.

The project has completed environmental review under a California Environmental Quality Act (CEQA) Mitigated Negative Declaration and has obtained all required regulatory permits. Phase 1 construction was completed in 2020 and included dredging and site preparation. Phase 2 will complete construction of the ferry landing and associated upland improvements.

Ferry Gate B Improvements

Ferry Gate B is a key boarding location at the Downtown Ferry Terminal and supports several high-ridership ferry routes operated by Golden Gate Ferry. The Ferry Gate B project includes targeted capital improvements to enhance passenger circulation, safety, accessibility, and operational reliability at one of the busiest ferry facilities in San Francisco.

The project includes replacement and retrofit of the existing ferry float adjacent to the San Francisco Ferry Building, including installation of corrosion-resistant ballast tank hatches, new hydraulic lift assemblies, and upgraded electrical control systems. These improvements will rehabilitate the floating passenger loading deck and ensure continued safe, reliable, and accessible ferry service for passengers.

GRANT REQUIREMENTS

The SFCTA grant funds must be used in accordance with SFCTA's applicable funding agreements, program guidelines, and reporting requirements. These requirements generally include:

- Use of funds for eligible capital costs associated with the approved projects
- Compliance with all applicable local, state, and federal laws and regulations
- Submission of periodic progress reports and reimbursement requests
- Maintenance of appropriate financial records and documentation

Port staff will administer the grants in coordination with SFCTA and ensure compliance with all grant conditions.

PROJECT SCOPE AND SCHEDULE

<u>Mission Bay Ferry Landing</u>

The construction of Mission Bay Ferry Landing has been separated into multiple phases:

- **Phase 1** – Completed in 2020. The scope was initial site preparation and dredging of the Project area.

- **Phase 2a** – Completed in 2025. This scope includes cleanup of marine debris in the Project area, dredging of the previously installed sand cap area, and installation of a marine mattress to serve as an erosion protection layer.

- **Phase 2b** – A construction contract for this phase is scheduled to be awarded in Q2 2026. This scope includes the construction of the ferry landing pier and piles, ferry landing electrification infrastructure, and upland improvements to Ferry Landing Plaza and Agua Vista Park.

<u>Ferry Gate B</u>

Design and construction activities are anticipated to occur following grant execution and coordination with terminal operations to minimize service disruptions.

PROJECT BUDGETS

<u>Mission Bay Ferry Landing</u>

The Mission Bay Ferry Landing Project totals $77.1 million and includes local, regional, and federal sources, as outlined in Table 1 below.

Table 1: Mission Bay Ferry Landing Project Sources

Funding Sources	Amount (Millions)
SF Bay Ferry (RM3 and Other Grants)	$ 28.0
EPA Clean Ports Grant	$ 18.4
General Fund, OCII, SFPUC	$ 11.8
Port Capital	$ 8.4
SFCTA - SF Sales Tax	$ 4.5
UCSF Grant	$ 4.0
2012 General Obligation Bond	$ 2.0
Total	**$77.1**

These funds support project management costs and all phases of project delivery, as detailed in Table 2.

Table 2: Mission Bay Ferry Landing Project Uses

Funding Uses	Amount (Millions)
Project Management	$ 2.7
Planning & Design	$ 6.4
Phase 1 – Construction	$10.2
Phase 2 – Construction	$49.3
Contingency	$ 8.5
Total	**$77.1**

<u>Ferry Gate B</u>

SFCTA grant funding in the amount of $473,000 will support capital improvements at Ferry Gate B.

RECOMMENDATION

Port staff recommends that the Port Commission approve the attached resolution authorizing staff to accept and expend $4,973,000 in grant funding from the San Francisco County Transportation Authority, subject to approval by the Board of Supervisors, and authorize the Executive Director to execute and implement all agreements and documents necessary to administer the grants.

Prepared by: Meghan Wallace, Deputy Director
Finance and Administration

PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 26-13

WHEREAS, Charter Section B3.581 empowers the Port Commission with the authority and duty to use, conduct, operate, maintain, manage, regulate, and control the lands within Port jurisdiction; and

WHEREAS, The Port and the San Francisco Bay Ferry are advancing major ferry infrastructure investments to support regional mobility, climate goals, and waterfront access; and

WHEREAS, The Mission Bay Ferry Landing will create a new southern hub for ferry service that improves access to major employment, housing, and entertainment destinations and enhances transportation resilience; and

WHEREAS, Ferry Gate B at the Downtown Ferry Terminal is a critical component of the regional ferry system and requires capital improvements to support safe, efficient, and reliable ferry operations; and

WHEREAS, The San Francisco County Transportation Authority has awarded the Port grant funding totaling $4,973,000 through its local transportation sales tax programs, consisting of $4,500,000 for the Mission Bay Ferry Landing Project and $473,000 for Ferry Gate B improvements; and

WHEREAS, These funds will leverage substantial additional local, regional, state, and federal investments to deliver critical ferry infrastructure projects; now, therefore be it

RESOLVED, That the Port Commission hereby authorizes the Executive Director to accept and expend $4,973,000 in grant funding from the San Francisco County Transportation Authority, consistent with the applicable grant agreements, for the Mission Bay Ferry Landing Project and Ferry Gate B improvements; and be it further

RESOLVED, That the Port Commission authorizes the Executive Director to seek Board of Supervisors approval to accept and expend the funds.

I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of March 10, 2026.

DocuSigned by:
Jenica Liu
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Secretary

San Francisco County Transportation Authority

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)

San Francisco
County Transportation
Authority

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 28th day of April 2026, by the following votes:

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

Absent: Chan and Fielder (2)

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Myrna Melgar
Chair
Date

ATTEST:
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Tilly Chang
Executive Director
Date

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: Expected Leveraging by EP Line [3]	Leveraging: Actual Leveraging by Project Phase(s)[4]	Phase(s) Requested	District(s)
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 Descriptions[1]

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 Recommendations[1]

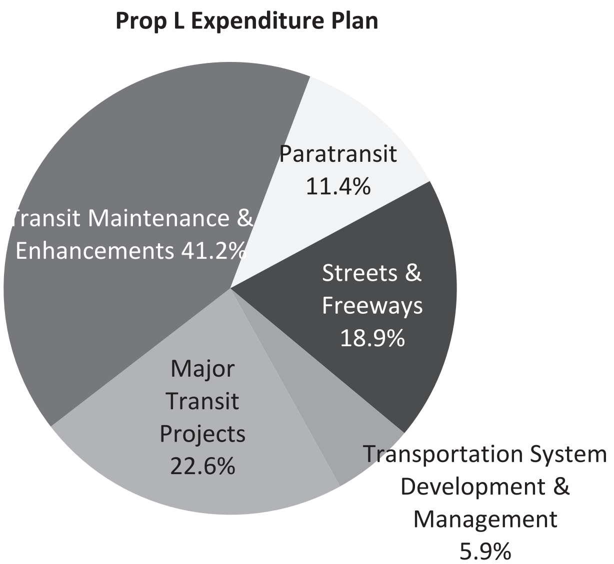
EP Line No./ Program	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
6	SFMTA	Powell Street Improvement	$ 4,000,000	**Special conditions:** This request includes an **amendment to the Muni Maintenance 5YPP** to add the subject project with $4,000,000 of the $18,270,000 programmed 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. 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. 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).
10	PCJPB	22nd Street Station ADA Access Improvements	$ 1,300,000	
12	PORT	Mission Bay Ferry Landing	$ 4,500,000	**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.
		TOTAL	**$ 9,800,000**	

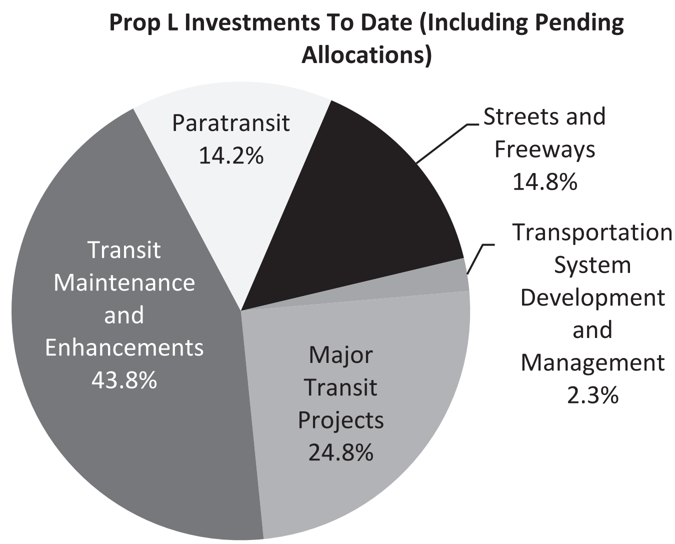
[1] See Attachment 1 for footnotes.

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.





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ATTACHMENT 5

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

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

REQUEST

Brief Project Description

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

Detailed Scope, Project Benefits and Community Outreach

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

The Powell Street Improvement Project goals are to:

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

Project elements include:

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

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

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

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

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

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

Project Location

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

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

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	New Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	$4,000,000.00

Justification for Necessary Amendment

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

San Francisco County Transportation Authority
Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

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

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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 Demolitic	$ 4,000,000				$ 4,000,000
Task 2: Concrete	$ 12,000,000				$ 12,000,000
Task 3: Lighting	$ 6,000,000				$ 6,000,000
Task 4: Utilities	$ 4,000,000				$ 4,000,000
Subtotal					
2. OCS Replacement					
3. Construction Management/Support	$ 4,000,000	11%	$ 2,500,000	$ 1,500,000	
4. Other Direct Costs *	$ 2,000,000			$ 1,500,000	$ 500,000
5. Contingency	$ 3,000,000	9%			$ 3,000,000
TOTAL CONSTRUCTION PHASE	**$ 35,000,000**		**$ 2,500,000**	**$ 3,000,000**	**$ 29,500,000**

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

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

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

San Francisco County Transportation Authority
Allocation Request Form

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

SFCTA RECOMMENDATION

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

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

Cash Flow Distribution Schedule by Fiscal Year

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

Deliverables

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

2. With the first QPR, SFMTA shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork SFMTA shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project SFMTA shall provide 2-3 photos of completed work.

Special Conditions

1. The recommended allocation is conditioned upon amendment of the Muni Maintenance 5YPP to add the subject project with $4,000,000 in funds from the Housing Incentive Pool (HIP) Grant Program Placeholder (RTIP Fund Exchange with Mid-Life Overhauls). See attached 5YPP amendment for details.

2. Recommendation includes a waiver to Prop L policy to allocate funds for the construction phase prior to completion of the design phase to accommodate the accelerated delivery method to meet Mayor Lurie's goal per Executive Directive 25-04 for the project to break-ground by Fall 2026.

3. Requested funds for the construction phase are placed on reserve to be released by SFCTA staff upon SFMTA staff providing evidence of completion of design for each bid package (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar).

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

San Francisco County Transportation Authority
Allocation Request Form

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

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$4,000,000

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

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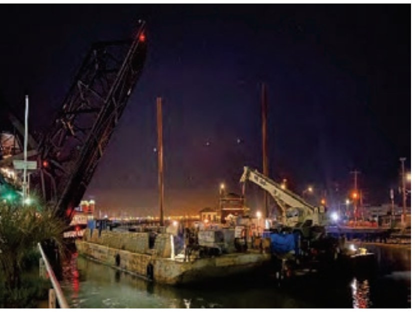
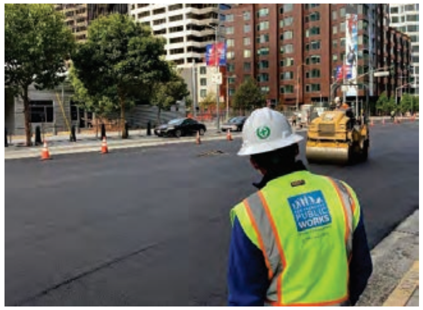



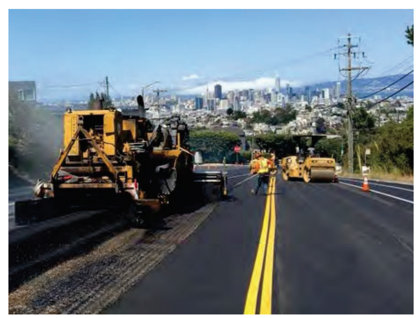

SAN FRANCISCO PUBLIC WORKS

Project Delivery Division, Bureau of Project Management

Powell Street Improvement Project

CONCEPTUAL DESIGN





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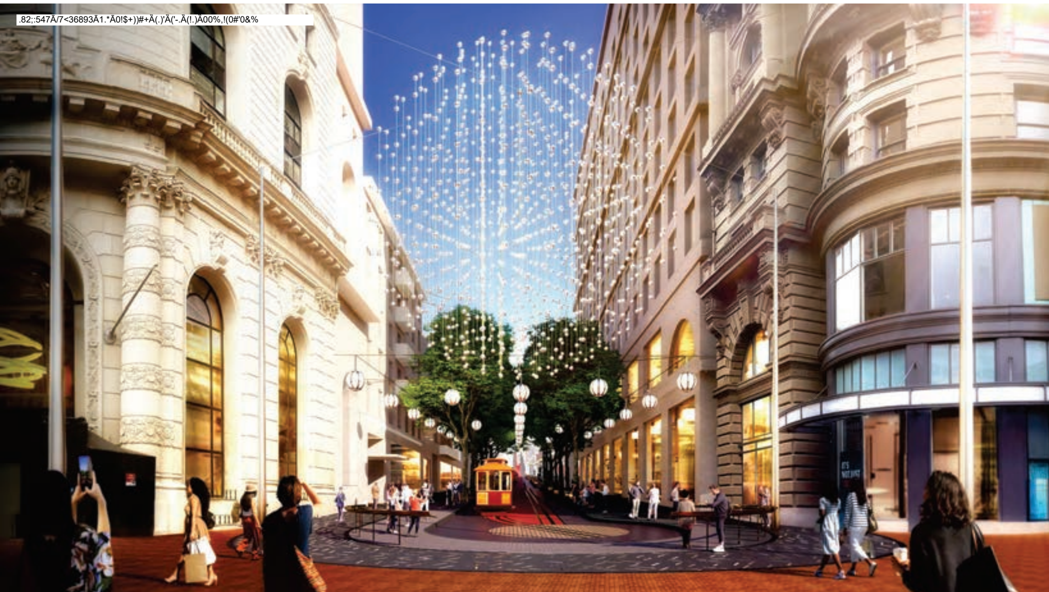

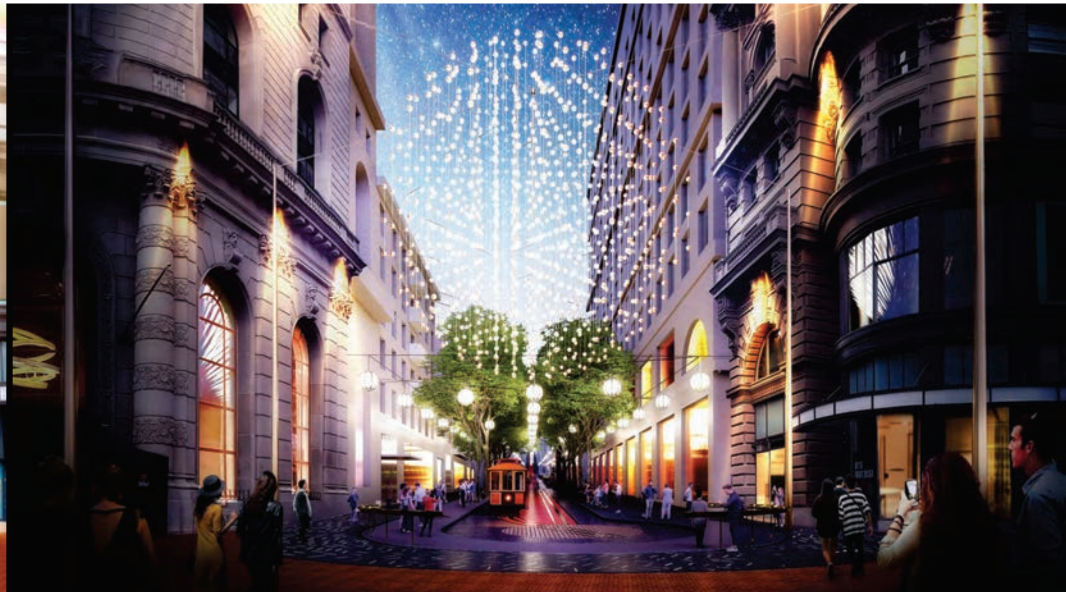

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PROJECT GOALS:

- 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

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fieldoperations

Powell Street Pavement Update

Powell Street Improvement Project

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fieldoperations

Current Site Plan

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fieldoperations

Powell Street DD Vision
Powell Street Improvement Project

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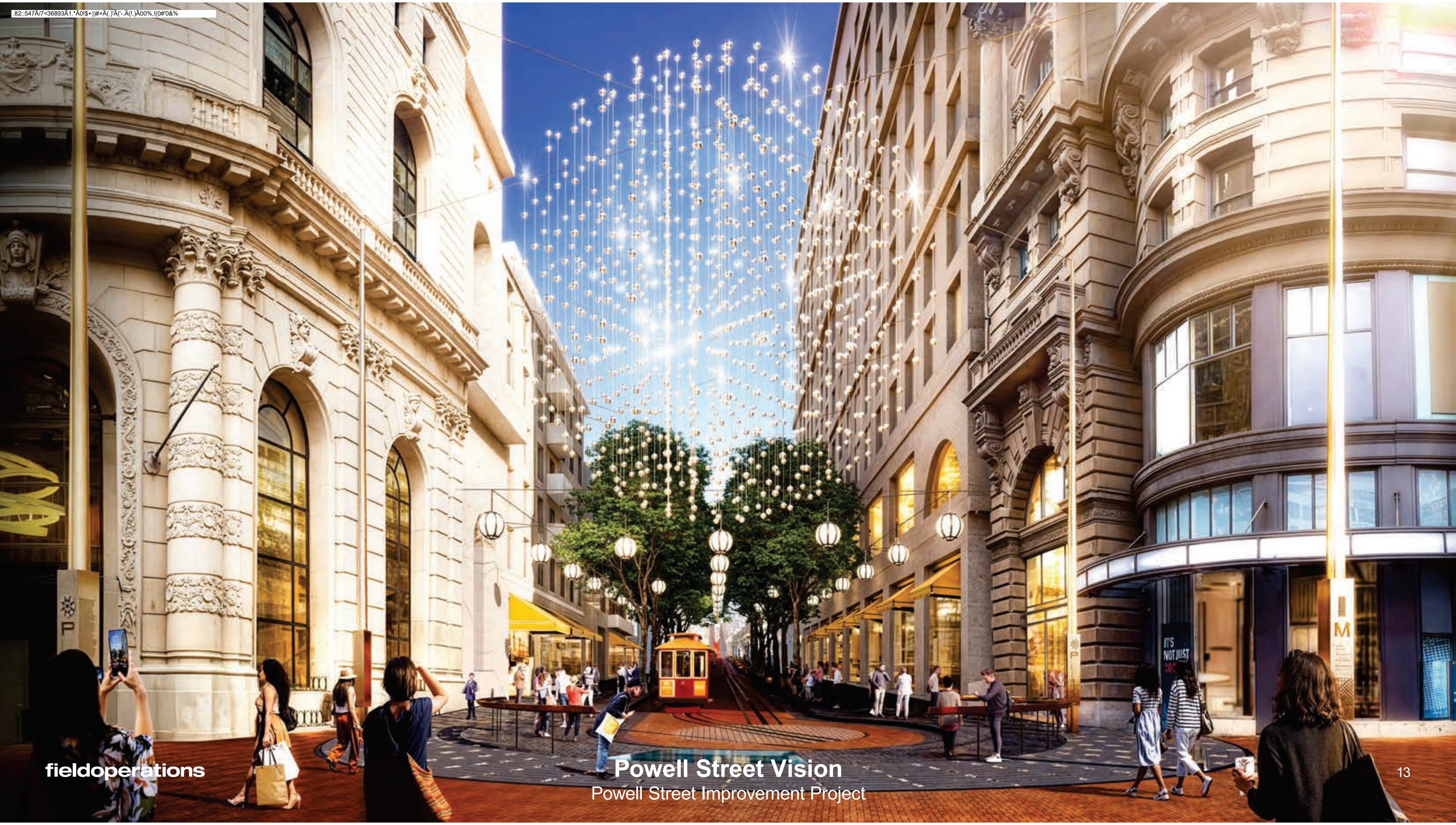

Powell Street Vision

Powell Street Improvement Project

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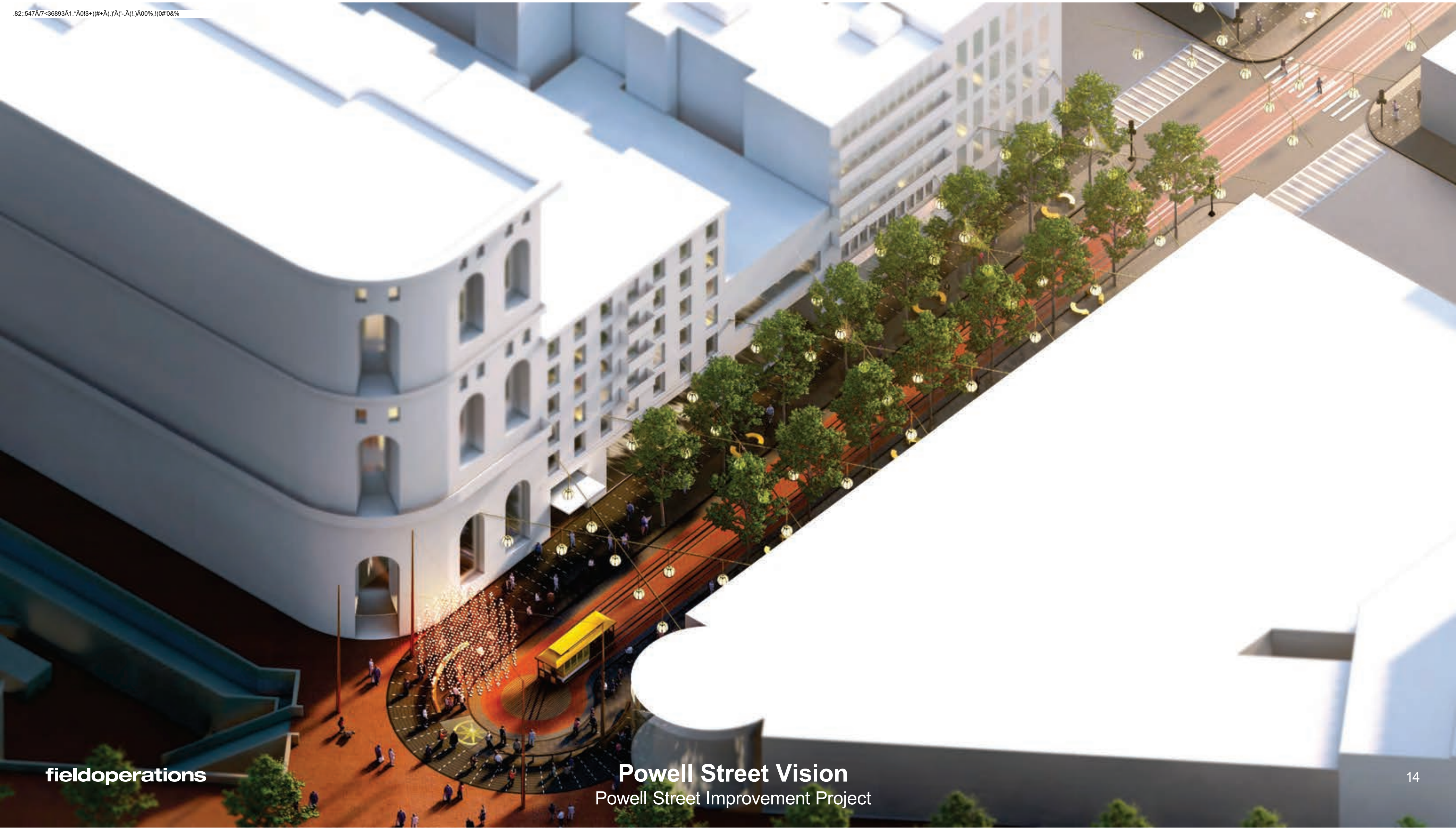

fieldoperations

Powell Street Vision

Powell Street Improvement Project

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Powell St Furnishings

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

Concept Design Planter

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

Bronze Manufacturing Ease

Planter Design Development

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Furnishing Family

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

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

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation

FOOTNOTES:

[1] Amended March 25, 2025 (Resolution 25-38).

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

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

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

ATTACHMENT 5

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Transit Enhancements
Current PROP L Request:	$1,300,000
Supervisorial 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

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

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

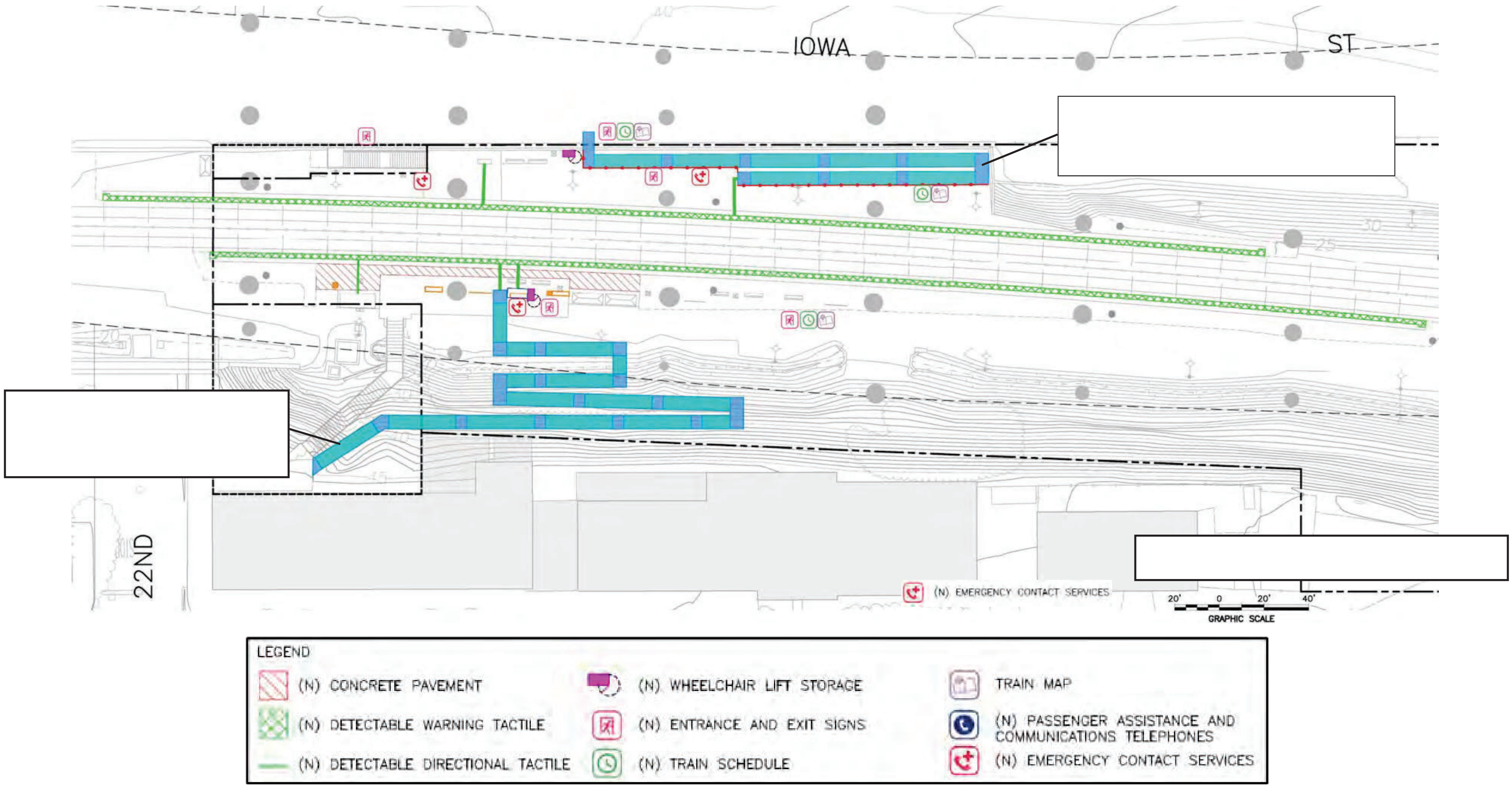
	Project Manager	**Grants Manager**
Name:	Anna Hibbard	Michelle Stewart
Title:	Senior Grant Analyst	Director of Grants
Phone:	(650) 508-7749	
Email:	hibbarda@samtrans.com	stewartm@caltrain.com

Photos of Existing Conditions

Northbound Platform, Facing South from the Top of the Staircase

Southbound Platform Staircase

Recommended Conceptual Design Alternative



ATTACHMENT 5

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Mission Bay Ferry Landing
Current PROP L Request:	$4,500,000
Supervisorial 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

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

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**
	Phase 2a - CM	*$ 0.2*
	Phase 2b - CM	*$ 1.0*
	Phase 2a - Inspections and Monitoring	*$*
	Phase 2b - Inspections and Monitoring	*$ 0.5*
	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
	Charging Float (SFBF)	
	Guide and Fender	
	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

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

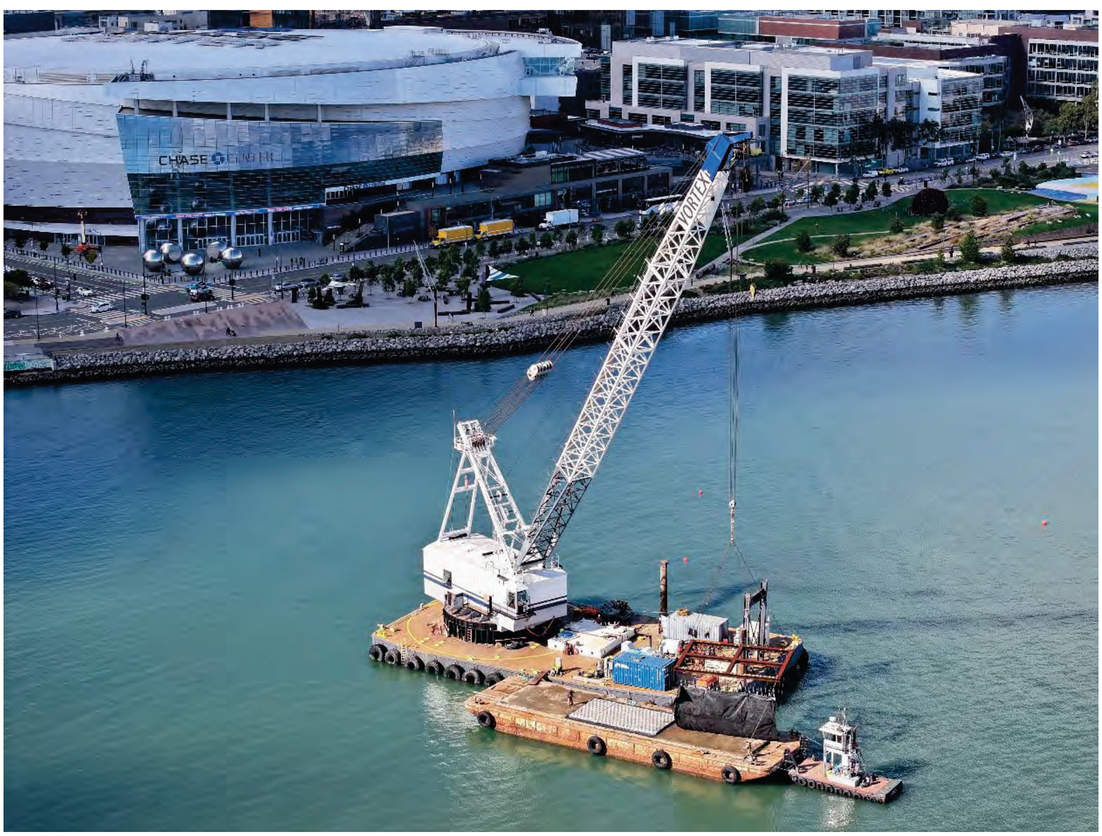
CONTACT INFORMATION

	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



TO: Angela Calvillo, Clerk of the Board of Supervisors

FROM: Boris Delepine, Port of San Francisco

DATE: May 12, 2026

SUBJECT: Accept and Expend Resolution for Subject Grant

GRANT TITLE: SFCTA – Prop L – Mission Bay Ferry Landing

Attached please find the original* and 1 copy of each of the following:

_X__ Proposed grant resolution; original* signed by Department, Mayor, Controller

_X__ Grant information form, including disability checklist

_X__ Grant budget

_X__ Grant award resolution from funding agency

_X__ Draft MOU

_X__ Project Budget

_NA__ Ethics Form 126 (if applicable)

__NA_ Contracts, Leases/Agreements (if applicable)

___ Other (Explain):

Special Timeline Requirements:

Departmental representative to receive a copy of the adopted resolution:

Name: Boris Delepine Phone: 415-571-6626

Interoffice Mail Address: Pier 1, The Embarcadero, San Francisco, Ca 94111

Certified copy required Yes ☐ No X

Updated August 7, 2014

(Note: certified copies have the seal of the City/County affixed and are occasionally required by funding agencies. In most cases ordinary copies without the seal are sufficient).

Introduction Form

(by a Member of the Board of Supervisors or the Mayor)

I hereby submit the following item for introduction (select only one):

- ■ 1. For reference to Committee (Ordinance, Resolution, Motion or Charter Amendment)
- ☐ 2. Request for next printed agenda (For Adoption Without Committee Reference) *(Routine, non-controversial and/or commendatory matters only)*
- ☐ 3. Request for Hearing on a subject matter at Committee
- ☐ 4. Request for Letter beginning with "Supervisor ______ inquires…"
- ☐ 5. City Attorney Request
- ☐ 6. Call File No. ______ from Committee.
- ☐ 7. Budget and Legislative Analyst Request (attached written Motion)
- ☐ 8. Substitute Legislation File No. ______
- ☐ 9. Reactivate File No. ______
- ☐ 10. Topic submitted for Mayoral Appearance before the Board on ______

The proposed legislation should be forwarded to the following (please check all appropriate boxes):

☐ Small Business Commission ☐ Youth Commission ☐ Ethics Commission

☐ Planning Commission ☐ Building Inspection Commission ☐ Human Resources Department

General Plan Referral sent to the Planning Department (proposed legislation subject to Charter 4.105 & Admin 2A.53):

☐ Yes ☐ No

(Note: For Imperative Agenda items (a Resolution not on the printed agenda), use the Imperative Agenda Form.)

Sponsor(s):

Dorsey

Subject:

Accept and Expend Grant –SFCTA – Mission Bay Ferry Landing - $4,500,000

Long Title or text listed:

Resolution authorizing the Port of San Francisco to accept and expend a grant in the amount of $4,500,000 from the San Francisco County Transportation Authority to fund the Mission Bay Ferry Landing project for the period of July 15, 2026, through September 30, 2028; approving the Grant Agreement pursuant to Charter Section 9.118; and authorizing the Acting Executive Director to enter into amendments or modifications to the Grant Agreement that do not materially increase the obligations or liabilities to the City and are necessary to effectuate the purposes of the Grant Agreement.

Signature of Sponsoring Supervisor: /s/ Matt Dorsey