

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 14, 2025

Agenda Item 3a-25-0541

MTC Resolution Nos. 4614, Revised; and 4640, Revised. Allocation of \$26.3 million in Regional Measure 3 (RM3) Capital Funds to Water Emergency Transportation Authority (WETA) and Sonoma County Transportation Authority (SCTA).

Subject:

Recommended allocation of a net total of \$26.3 million in RM3 capital funds to two projects:

- RM3 Project 5, Ferry Enhancement Program – \$25.3 million to WETA for the Mission Bay Landing Project (RM3 Project #5.1).
- RM3 Project 20, Highway 101-Marin/Sonoma Narrows – \$1 million to SCTA for the Marin Sonoma Narrows project (RM3 Project #20.2).

Background:

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. As of January 1, 2025, BATA has implemented the full three-dollar RM3 toll.

MTC Resolution No. 4404, Revised, establishes policies and procedures to guide the delivery of capital projects funded by RM3. The overall RM3 capital expenditure program in statute is listed in Attachment A, including Commission-programmed subprojects, Letters of No Prejudice (LONPs), and allocations. Through April 2025, a total of \$1.63 billion in RM3 Capital Program allocations have been approved by the Commission and via Delegated Authority.

May RM3 Recommendations:

Staff recommends approval of RM3 allocation of \$26.3 million to two projects, as noted in the table below. Summaries of these requests are included in Attachment B, and further detail is found in the allocating resolutions.

Project Sponsor	RM3 Proj. #/ MTC Res. No.	Project Title	Requested Project Phase	Amount (\$millions)
Allocations				
WETA	#5.1 4614, Revised	Mission Bay Landing	CON	\$25.3
SCTA	#20.2 4640, Revised	Marin Sonoma Narrows – US 101 HOV Hours Signage Update	CON	\$1.0
		Allocation Total		\$26.3

In support of this second allocation request to the Mission Bay Landing Project, WETA staff will be joining MTC staff at the May 14th Programming and Allocation Committee meeting to present on its plans and programs. This project is also requesting an allocation expenditure extension for its initial allocation of \$700,000 for PSE, which is set to expire on June 30, 2025. The scope of work is near completion and WETA staff will be submitting invoices to MTC during summer 2025.

Regional Compliance:

As a fixed-guideway transit extension project, the Mission Bay Ferry Landing Project is subject to the requirements of the Transit-Oriented Communities Policy (TOC) contained in MTC Resolution 4530, Revised. The City and County of San Francisco previously submitted a satisfactory TOC Policy compliance commitment letter for this project, which is attached to this item.

Additionally, the Mission Bay Ferry Landing and Marin Sonoma Narrows projects are subject to the requirements of the Complete Streets Policy contained in MTC Resolution 4493. Complete Streets Policy requires that projects with a total project cost of \$250,000 or more in the public right of way receiving MTC funds submit a Complete Streets Checklist, which both agencies have done.

Issues:

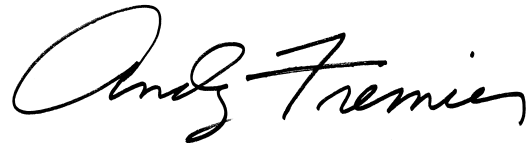
None.

Recommendations:

Refer MTC Resolution No. 4614, Revised and 4640, Revised to the Commission for approval.

Attachments:

- Attachment A – RM3 Capital Expenditure Plan Tracker
- Attachment B – RM3 Allocation Project Summaries
- Attachment C – City and County of San Francisco TOC Commitment Letter for the Mission Bay Landing Project
- MTC Resolution No. 4614, Revised
 - Attachments A1-D1
- MTC Resolution No. 4640, Revised
 - Attachments A1-D1



Andrew B. Fremier

Regional Measure 3 Capital Expenditure Plan (Projects with Current-Month Proposed Allocations in Bold)								
Project No.	Project Title^{1,2}	Funding Amount (\$M)	Project Sponsor/Implementing Agency^{1,2}	LONP Issued³ (\$M)	Allocated Amount⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date⁴	Reimbursements to Date⁵
1	BART Expansion Cars	\$ 500	BART		\$ 500.0	4636	4/24/2024-C	\$ 62.92
2	Bay Area Corridor Express Lanes	\$ 317	MTC					
2.1	I-80 Express Lanes in Solano County	\$ 102	STA	\$ 70.4	\$ 70.4	4591	6/26/2023-C	\$ 29.53
2.2	I-80 Express Lanes in Solano County (Toll System)		BAIFA	\$ 31.3	\$ 31.3	4592	3/27/2024-C	\$ -
2.3	I-680 Southbound Express Lanes in Alameda County	\$ 80	ACTC	\$ 80.0	\$ 80.0	4597	7/26/2023-C	\$ 30.47
2.4	US 101 Express Lanes: I-380 to Santa Clara County Line	\$ 75	SMCTA					
2.X	Reserve	\$ 60	MTC					
3	Goods Movement and Mitigation	\$ 160	MTC/ACTC					
3.1	GoPort 7th St Grade Separation East	\$ 55	ACTC	\$ 55.0	\$ 55.0	4598	7/26/2023-C	\$ -
3.2	Railroad Safety Enhancement Program	\$ 25	ACTC					
3.3	Neighborhood and Railroad Safety Improvements Near the Port of Oakland	\$ 55	City of Oakland					
3.X	Remaining GoPort projects	\$ 25						
4	San Francisco Bay Trail / Safe Routes to Transit	\$ 150	MTC					
5	Ferry Enhancement Program	\$ 300	WETA					
5.1	Mission Bay Ferry Landing	\$ 25	WETA	\$ 25.0	\$ 26.0	4614	5/28/2025-C	\$ 0.06
5.2	Shoreline Electrical Program		WETA		\$ 0.8	4614	3/27/2024-C	\$ 0.15
5.3	Berkeley Marina Ferry Facility		WETA		\$ 3.0	4614	7/24/2024-C	\$ 0.03
5.4	Three 149-Passenger Electric Ferry Vessels		WETA		\$ 32.1	4614	2/26/2025-C	\$ 3.03
6	BART to San Jose Phase 2	\$ 375	VTA					
7	Sonoma-Marin Area Rail Transit (SMART)	\$ 40	SMART	\$ 5.0				
8	Capitol Corridor	\$ 90	CCJPA					
9	Caltrain Downtown Extension	\$ 325	TJPA		\$ 100.7	4612	11/15/2023-C	
10	Muni Fleet Expansion & Facilities	\$ 140	SFMTA					
10.1	Potrero Modernization Project		SFMTA		\$ 3.5	4615	12/20/2023-C	\$3.50
10.2	Light Rail Vehicle (LRV) Procurement		SFMTA		\$ 6.5	4615	1/24/2024-C	\$6.50
10.3	40'/60' hybrid buses		SFMTA		\$ 27.0	4615	1/24/2024-C	\$0.00
10.4	Kirkland Electrification		SFMTA		\$ 6.5	4615	7/24/2024-C	\$0.63
10.5	Battery Electric Bus procurement		SFMTA		\$ 3.02	4615	10/28/2024-DA	\$0.06
10.6	Presidio Yard Modernization		SFMTA		\$ 12.59	4615	3/27/2024-C	\$0.01
10.7	Vintage Streetcar Rehabilitation		SFMTA		\$ 6.72	4615	6/26/2024-C	\$0.00
10.8	New Flyer Midlife Overhaul		SFMTA		\$ 11.34	4615	6/26/2024-C	\$2.84
11	Core Capacity Transit Improvements	\$ 140	MTC/ACTC/AC Transit					\$ -
12	AC Transit Rapid Bus Corridor Improvements	\$ 100	AC Transit/ACTC					
12.1	Telegraph Rapid		AC Transit		\$ 2.7	4613	11/15/2023-C	\$ -

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12.2	Quick Build Transit Priority Projects		AC Transit		\$ 1.5	4613	12/20/2023-C	\$ 0.44
13	Transbay Rail Crossing	\$ 50	BART					
14	Tri-Valley Transit Access Improvements	\$ 100	MTC /tbd					
15	Eastridge to BART Regional Connector	\$ 130	VTA		\$ 130.0	4596	7/26/2023-C	\$ 6.95
16	San Jose Diridon Station	\$ 100	VTA	\$ 30.0	\$ 30.1	4608	7/24/2024-C	\$ 23.82
17	Dumbarton Corridor Improvements	\$ 130	BATA/ACTC/ SMCTD/SMCTA					
17.1	San Mateo Dumbarton Busway	\$ 5	SamTrans		\$ 4.1	4660	7/24/2024-C	
17.2	Union City BART At-grade Pedestrian Crossing		ACTC/Union City		\$ 3.0	4660	11/20/2024-C	
17.3	Fremont Quarry Lakes Trail		ACTC/Fremont		\$ 1.1	4660	11/20/2024-C	
17.4	Marshland Road Bay Trail		BATA		\$ 1.0	4660	1/22/2025-C	
18	Highway 101/ State Route 92 Interchange	\$ 50	C/CAG/ SMCTA					
18.1	101/92 Area Improvements Project		SMCTA	\$ 0.025	\$ 22.0	4635	6/26/2024-C	
18.2	101/92 Direct Connector Project		SMCTA	\$ 2.0	\$ 2.0	4599	7/26/2023-C	\$ 0.07
19	Contra Costa I-680/SR-4 Interchange Improvements	\$ 210	CCTA					
19.1	I-680/SR-4 Interchange Improvement Phase 1 and 2A	\$ 210	CCTA	\$ 8.0	\$ 24.0	4586	4/23/2025-C	
19.2	I-680/SR-4 Interchange Improvement - Trail Connection Feasibility Study	\$ 1	CCTA		\$ 0.5	4586	3/27/2024-C	\$ 7.61
20	Highway 101-Marin/Sonoma Narrows	\$ 120	TAM/SCTA					
20.1	Marin Segment	\$ 88	TAM	\$ 88.0	\$ 88.0	4593	6/26/2023-C	\$ 39.26
20.2	Marin Sonoma Narrows - Sonoma Segment	\$ 30	SCTA	\$ -	\$ 4.0	4640	5/28/2025-C	
21	Solano County I-80/I-680/SR-12 Interchange Project	\$ 133	STA	\$ 18.6				
21.1	Solano County I-80/I-680/SR-12 Interchange Project (Package 2)		STA		\$ 3.7	4594	06/30/24-DA	\$ 2.40
21.2	Solano County I-80/I-680/SR-12 Interchange Project (Package 5)		STA		\$ 11.0	4594	9/25/2024-C	\$ 0.38
22	Interstate 80 Westbound Truck Scales	\$ 105	STA	\$ 5.3	\$ 95.2	4595	9/25/2024-C	\$ 9.46
23	State Route 37 Improvements	\$ 100	TAM/NVTA/STA/SCTA					
23.1	SR 37 and Fairgrounds Drive Interchange	\$ 15	STA		\$ 15.0	4602	7/26/2023-C	
23.2	Interim Segment B - PAED & PS&E	\$ 20	SCTA/MTC	\$ -	\$ 11.5	4607	12/20/2024-DA	\$ 0.39
23.3	Hwy 37/121 Improvements - PAED	\$ 4	SCTA					
23.4	Segments A1 & A2 Levee Study	3	TAM					
23.5	Segment A & B Improvements	\$ 58	SCTA/TAM					

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24	San Rafael Transit Center	\$ 30	GGBHTD					
25	Richmond-San Rafael Bridge Access Improvements	\$ 210	BATA/CCTA/TAM					
25.1	<i>US-101/I-580 Direct Connector</i>	\$ 135	TAM	\$ 5.6	\$ 7.8	4606	10/25/2023-C	\$ 3.74
25.2	<i>I-580 Richmond Parkway Interchange Operational Improvements</i>	\$ 7	BATA/CCTA		\$ 0.95	4631	2/28/2024-C	
25.3	<i>Cutting Boulevard Transit Improvements</i>	\$ 3	BATA		\$ 0.60	4632	3/26/2025-DA	
26	North Bay Transit Improvements	\$ 100	MTC					
26.1	<i>Vine Transit Maintenance Facility</i>	\$ 20	NVTA	\$ 20.0	\$ 20.0	4584	6/26/2023-C	\$ 20.0
26.2	<i>Solano Rail Hub</i>	\$ 2	STA		\$ 2.0	4584	7/26/2023-C	
26.3	<i>County Connection Bus Replacements</i>	\$ 5	CCCTA		\$ 5.0	4584	9/27/2023-C	\$ 5.00
26.4	<i>ECCTA Hydrogen Fuel</i>	\$ 3.5	ECCTA		\$ 0.30	4584	5/22/2024-C	\$ 0.02
26.5	<i>Windsor Extension - Windsor High School Undercrossing</i>	\$ 2.8	SMART		\$ 2.8	4584	5/22/2024-C	
26.6	<i>Zero Emission Bus and Infrastructure</i>	\$ 6.66	WestCat		\$ 6.6	4584	12/18/2024-C	
26.7	<i>State Route 37/Fairgrounds Drive Interchange Improvements Project</i>	\$ 3	STA		\$ 3.0	4602	12/18/2024-C	
26.8	<i>San Rafael Transit Center Replacement</i>	\$ 2	GGBHTD		\$ 0.5	4584	3/26/2025-C	
26.X	<i>Transit Bus Replacement</i>	\$ 1.50	Marin Transit					
26.X	<i>Fixed Route Electric Vehicle Charging & Maintenance Facility</i>	\$ 0.92	Marin Transit					
26.X	<i>Marin County Priority Bus Stop Improvements</i>	\$ 2.50	Marin Transit					
26.X	<i>SMART Pathway in Novato: Hanna Ranch Rd. to Rowland Blvd./Vintage Way</i>	4.713	SMART					
26.X	<i>SMART Civic Center Station Kiss-and-Ride & Microbility Connector</i>	0.224	SMART					
26.X	<i>Bus Replacement</i>	\$ 3.17	ECCTA					
26.X	<i>Solano Projects TBD</i>	\$ 18	STA					
26.X	<i>Contra Costa Projects TBD</i>	\$ 2	CCTA					
26.X	<i>Sonoma Projects TBD</i>	\$ 14	SCTA					
26.X	<i>Marin Projects TBD</i>	\$ 8	TAM					
27	State Route 29	\$ 20	NVTA	\$ 20.0	\$ 20.0	4583	6/26/2023-C	\$ 11.19
28	Next-Generation Clipper Transit Fare Payment System	\$ 50	MTC	\$ 30.0	\$ 50.0	4609	11/15/2023-C	\$ -
29	I-680/I-880/Route 262 Freeway Connector	\$ 15	ACTC	\$ 10.0	\$ 10.0	4601	7/26/2023-C	\$ 2.11
30	I-680/SR 84 Interchange Reconstruction Project	\$ 85	ACTC	\$ 85.0	\$ 85.0	4600	7/26/2023-C	\$ 56.69
31	I-80 Transit Improvements	\$ 25	CCTA					

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31.1	<i>San Pablo Multimodal Corridor</i>	\$ 7.5	CCTA		\$ 1.0	4670	12/18/2024-C	
31.2	<i>Express Bus Service in I-80 Corridor (Bus Acquisition)</i>	\$ 5	WestCat		\$ 1.8	4670	12/18/2024-C	
32	Byron Highway Vasco Road Airport Connector	\$ 10	CCTA					
33	Vasco Road Safety Improvements	\$ 15	CCTA					
34	East Contra Costa County Transit Intermodal Center	\$ 15	CCTA					
34.1	<i>Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4</i>	\$ 13	CCTA	\$ 13.0	\$ 14.0	4585	1/24/2024-DA	\$ 13.29
35	I-680 Transit Improvements	\$ 10	CCTA					
35.1	<i>Martinez Amtrak Station Shared Mobility Hub</i>		CCTA		\$ 0.48	4641	5/22/2024-C	
35.2	<i>Bollinger Canyon Road Shared Mobility Hub</i>		CCTA		\$ 0.5	4641	1/22/2025-C	
35.3	<i>Walnut Creek Shared Mobility Hub</i>		CCTA		\$ 0.4	4641	1/22/2025-C	
Total		\$ 4,450		\$ 602.1	\$ 1,659.55			\$ 342.55

Notes

- 1 For full legislated project description and project sponsor language, please refer to California Streets and Highways Code Section 30914.7, https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC§ionNum=30914.7.
- 2 Sub-projects are indicated with shading. Sub-project designation has been made under MTC Res. No. 4411 for MTC/BATA/BAIFA sponsored programmatic categories, and/or under MTC Res. No. 4412 for LONPs, and/or in allocating resolutions. Project 23 subprojects are as agreed upon by SR 37 Policy Committee, which includes representatives from the four project sponsor county transportation authorities.
- 3 LONPs have been issued under MTC Res. No. 4412
- 4 Inclusive of current month requests, which are indicated in **bold font**.

May 2025 Recommended RM3 Allocation – Project Summaries

RM3 Project 5 - Ferry Enhancement Program

RM3 provides \$300 million in toll funds to RM3 Project 5, Ferry Enhancement Program. This RM3 programmatic category funds the purchase of new vessels, upgrading and rehabilitating existing vessels, building facilities and landside improvements, and upgrading existing facilities of the San Francisco Bay Area Water Emergency Transportation Authority (WETA). One allocation under this category is proposed this month:

WETA – Mission Bay Landing Project (\$25.3 million)

RM3 Project #5.1, Mission Bay Ferry Landing, will provide critical regional ferry service to and from the fast-growing Mission Bay neighborhood and surrounding Central Waterfront communities. Mission Bay Ferry Landing will provide capability to berth two ferry boats simultaneously and it is estimated that the ferry landing will have the capacity to handle up to 6,000 passengers per day. The ferry landing is essential to alleviate current regional transportation overcrowding and provide transportation resiliency in the event of an earthquake, BART or Bay Bridge failure, or other unplanned events.

Ferry service will reduce our community's carbon footprint and the landing is designed to accommodate the expected sea level rise. Its routes will provide indirect service from WETA's North Bay and East Bay terminals via transfer at San Francisco Ferry Building. As future demand and funding materializes, direct service from those terminals would be considered. Service headways are estimated to be every 40-60 minutes.

The initial service will be largely electric (Phase 1). Some diesel services will operate consistent with WETA implementation of zero emission ferries. Existing special event services to Chase Center would shift from Pier 48.5 to the new terminal. Service would transition to battery electric vessels as fleet and charging facilities at Mission Bay become available.

Originally the recipient of a \$25 million RM3 LONP for construction, the Project was paused during the COVID pandemic. Construction costs have increased to \$74.4 million, and the previous funding gap for construction is now closed with a combination of grants and San Francisco local funds. WETA and the Port of San Francisco are the leading agencies for this

project and have worked together to secure its funding with the support of the City of San Francisco and other regional agencies. The project design is completed, and project construction, to be implemented by the Port of SF, is expected to begin in July 2025 and end in March 2027.

WETA has confirmed responsibility for the operating cost of the Mission Bay service.

Further, RM3 provides WETA with a reserve account that can be tapped for any operating or capital need.

RM3 Project #20.2 – Highway 101-Marin/Sonoma Narrows

RM3 provides \$120 million in toll funds to RM3 Project 20, the Highway 101-Marin/Sonoma Narrows project.

Marin Sonoma Narrows - Sonoma Segment: US 101 High Occupancy Vehicle (HOV) Hours Signage Update (\$1 million)

The Sonoma County Transportation Authority (SCTA) is the project sponsor for RM3 Project 20.2, Marin Sonoma Narrows in Sonoma County. The Sonoma segment includes \$30 million in toll funds for the MSN project. In March 2025 MTC held a public hearing to revise the scope of the Highway 101-Marin/Sonoma Narrows project (RM3 project #20) to include updating the high occupancy vehicle (HOV) lane hours signage on Highway 101 between Arata Lane in Windsor and North Bridge Boulevard in Sausalito. The hearing closed on April 3, 2025 and MTC approved the project amendment on April 23, 2025. The revision was a correction to the project description to capture the project limits accurately and allowed for updating the HOV signage to consistent hours for the entire US-101 corridor once the Marin/Sonoma Narrows project opens, connecting the two counties. The new US 101 HOV hours will be determined by the Managed Lane Committee and Caltrans will issue two District Directive Orders (DDO), one in Marin, and one in Sonoma, to update HOV signage in each respective county. SCTA requests an allocation of \$1 million in RM3 construction funds to complete the signage for the entire MSN project corridor, specifically \$425,000 for work in Sonoma County and \$575,000 for work in Marin County. Construction for the US 101 HOV Hours Signage Update is scheduled to begin in 2025.



November 1, 2023

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Re: Commitment for TOC Policy Compliance for The Portal (aka:DTX) and Mission Bay Ferry projects

Dear Chairperson Pedroza and Commissioners:

The City of San Francisco would like to thank MTC staff for recommending the allocation of funding from Regional Measure 3 to advance the The Portal and Mission Bay Ferry Landing projects. This funding will enable these critical projects to continue moving forward.

The City of San Francisco is committed to the principles and goals of the Transit-Oriented Communities (TOC) Policy and to its robust implementation. The City appreciates the Commission's active role and responsibility in ensuring that its transit investments are supported by appropriate land use, housing, and transportation policies by local jurisdictions, which are key to advancing the vision of Plan Bay Area of a more connected, affordable, diverse, healthy, vibrant and resilient region.

Although compliance is not required until 2026, the City's existing zoning and policies for these station areas is already in virtually complete compliance with the TOC Policy. The Portal station areas are primarily contained within the recent ambitious Transit Center District and Central SoMa Plans, and the Mission Bay Ferry Landing is covered by the Mission Bay Redevelopment Plan (which is largely built out), as well as recent plans for high-density mixed-use neighborhoods at Pier 70 and Mission Rock, both entitled under binding Development Agreements and under construction. (Note that a significant portion of the Mission Bay Ferry station area is the UCSF campus and as such is state property not subject to City jurisdiction.)

In terms of density standards, all of the pertinent zoning, redevelopment plans and development agreements have maximum density allowances for all uses well in excess of those required by the Policy. While there are no minimum density requirements, the as-built conditions in all of these station areas already exceeds the minimum density standards and there are active current entitlements and public/private agreements to develop the remaining major parcels at high densities that well exceed the TOC minimums.

The City eliminated minimum auto parking requirements for these areas (and citywide) many years ago and has parking maximums for residential and commercial uses that are typically more restrictive than required by the TOC policy. The City's Planning Code has a robust TDM requirement of all major new development, and the three notable projects subject to Development Agreements (ie Mission Bay, Mission Rock, and Pier 70) have their own robust project-specific TDM Plans that meet the TOC Policy. Note that the Mission Rock development agreement does not contain specific maximum ratios for parking by use, but sets a maximum cap on the number of spaces in the district, inclusive of a shared replacement parking structure intended for use by the SF Giants (who are also the developers); the project's overall parking cap would meet the parking ratio standards of the TOC Policy even inclusive of this shared parking with the Giants. San Francisco has citywide bicycle parking requirements, unbundling requirements, and allowances for shared parking that all meet the TOC Policy.

In terms of affordable housing and commercial stabilization policies, the City of San Francisco significantly exceeds the minimum suite of programs required by the TOC policy. The City has robust tenant protection and affordable housing investment programs and rules in place, including inclusionary housing requirements, affordable housing production funding, public lands for housing program, small sites acquisition program to permanently protect unprotected rental housing, SRO protection ordinance, rent stabilization, just cause eviction protections, and an Office of Small Business, among others.

Lastly, San Francisco has an extensive track record in these neighborhoods and citywide of complete streets and transit access planning that meets the TOC Policy. The City has an adopted Complete Streets Policy (Public Works Code Section 2.4.13), has extensive streetscape and complete streets plans in ongoing implementation for all the plan areas around these stations, and the SFMTA is currently in the process of completing a citywide Active Communities Plan.

While on initial review we believe the relevant station areas are in broad compliance, we will conduct a thorough review of the TOC Policy standards for these station areas and consult with MTC staff to assess whether there are any areas where the City may not be in full compliance. **The City of San Francisco commits to addressing any areas of non-compliance with the TOC Policy prior to the 2026 deadline, including bringing matters to the community, Board of Supervisors and other decision-makers.**

The plans for these station areas and their infrastructure have long been supported by strong multi-agency and inter-jurisdictional partnerships, including TJPA, Office of Community Investment & Infrastructure, Port of San Francisco, WETA, SFMTA and other local and regional agencies, in addition to involving countless community stakeholders and advisory bodies in both the planning and ongoing implementation of these neighborhoods. We appreciate MTC's continued support and partnership on these efforts.

Thank you for your commitment of RM3 funding to supporting these investments.

Sincerely,



Rich Hillis
Planning Director

cc:

Mayor London Breed

Adam VandeWater, TJP

Lauren Gularte, WETA

Tilly Chang, SFCTA

Nick Josefowitz, MTC Vice Chair, San Francisco

Supervisor Hillary Ronen, San Francisco Board of Supervisors/MTC Commissioner