

THIS PRINT COVERS CALENDAR ITEM NO.: 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance

BRIEF DESCRIPTION:

Adopting a Resolution of Local Support for the programming of \$2,254,000 in Metropolitan Transportation Commission (MTC) Climate Program Implementation (CPI) grant funds for the Expanding Charging Access in San Francisco's Equity Priority Communities project; and providing assurances that the SFMTA will comply with MTC policies.

SUMMARY:

- As part of an application for CPI funding, MTC requires that the implementing agency adopt a Resolution of Local Support for the projects anticipating funding. The resolution must provide assurances that the SFMTA will comply with MTC's implementation policies.
- The \$2,254,000 in CPI funds will support the installation of 250 Level 2 electric vehicle (EV) charging ports across 11 public parking garages—10 of which are in or adjacent to Equity Priority and Tier 3 Transit-Oriented Communities—as well as infrastructure for e-mobility and assistive device charging.
- The SFMTA will competitively procure a vendor to install, operate, and maintain the chargers, and will fulfill the required 11.47% local match through lease revenue generated by assigning vendor access to parking stalls.
- Upon approval by MTC and inclusion in the Transportation Improvement Program (TIP), the project must obligate funds by January 31, 2027, and comply with MTC's federal funding policies, including Resolutions Nos. 4540 and 3606. The TIP is a four-year regional spending plan for near-term transportation projects, programs, and investment priorities.
- The adoption of this resolution does not constitute the approval of any specific project that may be funded by the grant program. Rather, individual projects would be subject to CEQA review, as determined according to their individual scopes.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DIRECTOR



SECRETARY



DATE

August 28, 2025

August 28, 2025

ASSIGNED SFMTAB CALENDAR DATE: September 2, 2025

PURPOSE

Adopting a Resolution of Local Support for the programming of \$2,254,000 in Metropolitan Transportation Commission (MTC) Climate Program Implementation (CPI) grant funds for the Expanding Charging Access in San Francisco's Equity Priority Communities project; and providing assurances that the SFMTA will comply with MTC policies.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This item supports the following SFMTA Strategic Plan Goals:

- Goal 1: Identify and reduce disproportionate outcomes and resolve past harm towards marginalized communities.
- Goal 5: Deliver reliable and equitable transportation services.
- Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.
- Goal 8: Deliver quality projects on-time and on-budget.

TRANSIT FIRST POLICY PRINCIPLES

This item supports the following SFMTA Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

DESCRIPTION

The Climate Program Implementation (CPI) Grant program, administered by the Metropolitan Transportation Commission (MTC), establishes a framework for programming federal Carbon Reduction Program (CRP) funding across the nine-county San Francisco Bay Area. CPI is part of MTC's broader Climate Program designed to implement climate-focused strategies identified in Plan Bay Area 2050, the region's long-term plan addressing housing, transportation, economic growth, and environmental sustainability. This program specifically supports transportation electrification through investments in electric vehicle (EV) and electric mobility device charging infrastructure.

The CPI Grant program has allocated a total of \$20 million in federal CRP funding for charging infrastructure projects throughout the region, providing grants ranging from \$300,000 to \$5

million per project. All funded projects require a non-federal match of at least 11.47%. Grants under this program prioritize projects that significantly reduce greenhouse gas emissions, increase equitable access to clean transportation options, and demonstrate readiness for timely project implementation.

Through CPI funding, MTC aims to rapidly advance the adoption of electric transportation and bridge existing infrastructure gaps, particularly within Equity Priority Communities. By leveraging federal funds and encouraging local partnership investments, the CPI program seeks to ensure robust, equitable, and sustainable transportation electrification outcomes across the Bay Area.

In response to this call for projects, the SFMTA applied to the MTC's Climate Program Implementation (CPI) Grant program, seeking funding for the Expanding Charging Access in San Francisco's Equity Priority Communities project. In March 2025, MTC awarded \$2,254,000 in CPI funding to SFMTA to implement this project. The awarded project will install 250 Level 2 EV charging ports across 11 publicly accessible parking garages, with 10 of these garages located within or adjacent to Equity Priority and Tier 3 Transit-Oriented Communities. In addition, the project scope includes provision for e-bike and assistive mobility device charging infrastructure at up to two locations. SFMTA will issue a Request for Proposals to select a vendor to install, operate, and maintain these charging stations. The CPI grant requires an 11.47% non-federal match, or \$292,030, which will be fulfilled through lease revenue generated by assigning vendor access to parking stalls.

The benefits of Expanding Charging Access in San Francisco's Equity Priority Communities project are as follows:

- Expands publicly accessible EV charging infrastructure by installing 250 Level 2 charging ports across 11 public garages, significantly improving charging accessibility in Equity Priority Communities.
- Reduces barriers to electric vehicle adoption, directly supporting San Francisco's Climate Action Plan and goal to achieve 25% zero-emission vehicle registrations by 2030.
- Provides additional infrastructure for e-mobility devices, such as e-bikes and assistive mobility devices, enhancing sustainable transportation options.
- Improves environmental health and quality of life by reducing emissions in neighborhoods disproportionately impacted by air pollution and transportation inequities.

As a condition of receiving CPI grant funds, the MTC requires that the SFMTA Board of Directors adopt a Resolution of Local Support for the programming of \$2,254,000 for the Expanding Charging Access in San Francisco's Equity Priority Communities project, stating the following:

- The commitment of the required 11.47% non-federal matching funds;
- The understanding that CPI funding is fixed at the programmed amount, and therefore any project cost increases cannot be expected to be funded through additional Regional

Discretionary Funding;

- Compliance with procedures, delivery milestones, and funding obligation deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised), including the obligation of federal funds by January 31, 2027;
- The assurance of SFMTA to complete the project as described in the submitted application, subject to required environmental clearances, and as programmed into MTC's federal Transportation Improvement Program (TIP);
- Confirmation that the project will have adequate staffing resources to deliver and complete the project within the schedule submitted in the project application;
- Compliance with all project-specific requirements as detailed in the Climate Program Implementation Grants guidelines, including post-award monitoring, reporting, and evaluation; and,
- Confirmation that the SFMTA has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the SFMTA; and

STAKEHOLDER ENGAGEMENT

The SFMTA will conduct public outreach and engagement during project implementation. Public engagement may include public workshops, surveys, or meetings with stakeholders. In addition, the SFMTA has worked closely with the MTC to ensure that the project meets the program requirements as well as regional and local policies and priorities.

ALTERNATIVES CONSIDERED

If CPI grant funds are not secured, the SFMTA would need to identify alternative funding sources to implement the charging infrastructure project. Without this dedicated funding, the project would likely be delayed or reduced in scope, limiting the Agency's ability to expand access to zero-emission vehicle charging in Equity Priority Communities. This would also hinder progress toward the City's climate action goals and reduce opportunities for revenue generation through vendor leasing.

FUNDING IMPACT

The total estimated cost of the project is \$2,546,030. The SFMTA was awarded \$2,254,000 in federal funding through the MTC Climate Program Implementation (CPI) grant program, which covers the project cost, less the required non-federal match of 11.47% or \$292,030. The match will be funded by revenue generated from leasing EV charging stalls to vendor(s). Estimated lease revenue is projected between \$450,000 and \$900,000 over the three-year project term, ensuring that the project is financially sustainable and cost-neutral to the Agency. Vendor(s) will also be responsible for operating and maintaining the chargers, resulting in no additional ongoing maintenance costs to the SFMTA.

ENVIRONMENTAL REVIEW

On May 2, 2025, under authority delegated by the Planning Department, the SFMTA determined that the Resolution of Local Support for the programming of \$2,254,000 of Climate Program Implementation (CPI) funds for the Expanding Charging Access in San Francisco's Equity Priority Communities project is not a "project" under CEQA pursuant to Sections 15060(c) and 15378(b) of the CEQA Guidelines, as this action does not result in a direct or reasonably foreseeable indirect physical change to the environment. A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

The adoption of this resolution does not constitute the approval of the project to be funded by the grant program and the project would be subject to CEQA review, based on its scope of work.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this report.

RECOMMENDATION

Staff recommends that the SFMTA Board adopt a Resolution of Local Support for the programming of \$2,254,000 in Metropolitan Transportation Commission (MTC) Climate Program Implementation (CPI) grant funds for the Expanding Charging Access in San Francisco's Equity Priority Communities project; and providing assurances that the SFMTA will comply with MTC policies.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency (herein referred to as SFMTA) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$2,254,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Carbon Reduction Program (CRP) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as Regional Discretionary Funding) for the Expanding Charging Access in San Francisco's Equity Priority Communities Project (herein referred to as Project) for the MTC Climate Program Implementation (herein referred to as Program); and,

WHEREAS, The United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs (collectively, the Federal Transportation Act), including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149), the Carbon Reduction Program (CRP) (23 U.S.C. § 175), and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and,

WHEREAS, State statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and,

WHEREAS, Pursuant to the Federal Transportation Act, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and,

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of Regional Discretionary Funding; and,

WHEREAS, The SFMTA is an eligible sponsor for Regional Discretionary Funding and,

WHEREAS, As part of the application for Regional Discretionary Funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- The commitment of any required matching funds; and
- That the sponsor understands that the Regional Discretionary Funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional Regional Discretionary Funding; and
- That the Project will comply with procedures, delivery milestones, and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- The assurance of the sponsor to complete the Project as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- That the Project will have adequate staffing resources to deliver and complete the project within the schedule submitted with the project application; and
- That the Project will comply with all project-specific requirements as set forth in the Program ; and,
- That the SFMTA has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the SFMTA; and,

WHEREAS, That the SFMTA is authorized to submit an application for Regional Discretionary Funding for the Project; and,

WHEREAS, There is no legal impediment to the SFMTA making applications for the funds; and,

WHEREAS, There is no pending or threatened litigation that might in any way adversely affect the proposed Project, or the ability of the SFMTA to deliver such Project; and,

WHEREAS, The SFMTA authorizes its Director of Transportation or designee to execute and file an application with MTC for Regional Discretionary Funding for the Project as referenced in this resolution; and,

WHEREAS, MTC requires that a copy of this Resolution be transmitted to the MTC in conjunction with the filing of the application; and,

WHEREAS, On May 2 2025, under authority delegated by the Planning Department, the SFMTA determined that the Resolution of Local Support for the programming of \$2,254,000 of CPI funds for the Expanding Charging Access in San Francisco's Equity Priority Communities project is not a "project" under CEQA pursuant to CEQA Guidelines Sections 15060(c) and 15378(b) because the action would not result in a direct or a reasonably foreseeable indirect physical change to the environment; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference; now, therefore be it

RESOLVED, That the SFMTA is authorized to execute and file an application for funding for the PROJECT for Regional Discretionary Funding under the Federal Transportation Act or continued funding; and be it further

RESOLVED, That Applicant will provide any required matching funds; and be it further

RESOLVED, That the SFMTA understands that the Regional Discretionary Funding for the Projects is fixed at the MTC-approved programmed amount, that any cost increases must be funded by the SFMTA from other funds, and that the SFMTA does not expect any cost increases to be funded with additional Regional Discretionary Funding; and be it further

RESOLVED, That the SFMTA understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and the SFMTA has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the SFMTA; and be it further

RESOLVED, That the Project will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED, That the SFMTA has reviewed the Project and has adequate staffing resources to deliver and complete the Project within the schedule submitted with the project application; and be it further

RESOLVED, That the Project will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the Program; and be it further

RESOLVED, That the SFMTA is an eligible sponsor of Regional Discretionary Funding funded projects; and be it further

RESOLVED, That the SFMTA is authorized to submit an application for Regional Discretionary Funding for the Project; and be it further

RESOLVED, That there is no legal impediment to the SFMTA making applications for the funds; and be it further

RESOLVED, That there is no pending or threatened litigation that might in any way adversely affect the proposed Project, or the ability of the SFMTA to deliver such Project; and be it further

RESOLVED, That Applicant authorizes its Director of Transportation or designee to execute and file an application with MTC for Regional Discretionary Funding for the Project as referenced in this resolution; and be it further

RESOLVED, That a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED, That the MTC is requested to support the application for the Project described in the Resolution, and if approved, to include the Project in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 2, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency