

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 250204-010

WHEREAS, Section 8A.100(a) of the San Francisco Charter establishes that an effective, efficient, and safe transportation system is essential for the City and County of San Francisco (City) to achieve its goals for quality of life, environmental sustainability, public health, social justice, and economic growth, and entrusts the San Francisco Municipal Transportation Agency (SFMTA) with managing and enhancing the City's transportation system; and,

WHEREAS, Section 8A.102(b)(1) of the Charter grants the SFMTA exclusive authority over the acquisition, construction, management, and use of its property; Section 8A.109(b) directs the SFMTA to develop new funding sources for its operations; and Section 8A.105(a), permits the SFMTA to use revenue it generates to fund its operation, which includes capital improvements and other transportation-related functions; and,

WHEREAS, The SFMTA faces a projected operating deficit beginning in Fiscal Year 2026-27 due to slower revenue growth, post- COVID-19-pandemic economic impacts, and the expiration of temporary relief funding; the housing market in the City and the region has become increasingly exclusionary and unaffordable; and the City's downtown economy has been significantly disrupted by the pandemic; and,

WHEREAS, The SFMTA defines Joint Development as a developer using SFMTA property for non-SFMTA purposes, such as housing and commercial development; and,

WHEREAS, The SFMTA's properties present opportunities for Joint Development to generate new revenue with which to fund its operations, including transit services and capital improvements, and advance broader City goals, including housing, economic revitalization, and equitable growth; and,

WHEREAS, The SFMTA's Joint Development Program Goals define the desired results of the Joint Development Program which are to use private investment to maximize revenue for operations, create inclusive and well-connected communities, and build sustainable and resilient projects, while the accompanying Joint Development Program Policy provides a framework for clear decision-making, including "Principles" to drive the SFMTA's approach, "Strategies" to advance the program, and Joint Development Program "Guidelines" to provide detailed advise on aspects of the Joint Development Program and projects; and,

WHEREAS, The Joint Development Program Policy identifies a "Portfolio" of properties that have the potential to advance the Joint Development Program Goals through future Joint Development Projects and meet certain site selection considerations; and,

WHEREAS, The California Surplus Land Act, California Government Code sections 54220 et seq., generally requires local agencies in the state to offer land for sale or lease at a fair market value or fair market rent to other local agencies and housing sponsors for affordable housing before selling or leasing the land; the Surplus Land Act also requires that land to be

offered for open space or school facility purposes in certain circumstances; and,

WHEREAS, The Surplus Land Act permits “local agencies whose primary mission or purpose is supply the public with a transportation system” to lease and sell property for investment or to generate revenue without first offering to lease or sell it for affordable housing, open space, or school facility purposes if, among other criteria, it has an adopted land use policy that meets certain requirements; and,

WHEREAS, On January 3, 2025, the California Department of Housing and Community Development, the agency responsible for enforcing and developing guidelines for the Surplus Land Act, provided the SFMTA a Letter of Technical Assistance stating that the Joint Development Program Policy meets the Act’s land use policy requirements; and,

WHEREAS, On January 24, 2025, the SFMTA determined that adopting the Joint Development Program Goals and Policy is not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations §§ 15060(c) and 15378(b); 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; and,

WHEREAS, The SFMTA Board of Directors held a public introduction hearing on the Goals and Policy on October 15, 2024; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors adopts the SFMTA’s Joint Development Program Goals and Policy; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Director of Transportation to amend the properties in the Portfolio of properties included in the Joint Development Program Policy, provided that such amendments meet the site selection considerations set forth in the Policy and are made with written notice to the Board; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors urges the San Francisco Board of Supervisors to endorse the SFMTA’s Joint Development Program Goals and Policy.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of February 4, 2025.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Joint Development Program Goals and Policy

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PURPOSE

The San Francisco Municipal Transportation Agency's Joint Development Program Goals (Goals) and Joint Development Program Policy (Policy) support the Agency's core responsibilities. They are to create and maintain San Francisco's transportation system. They would do this by generating revenue from SFMTA property and using it for the transportation system. Also, Joint Development could advance other City goals, including to provide new housing and foster inclusive, well-connected communities.

The Goals define the desired results of the Joint Development Program. The Policy states the Principles, Strategies and Guidelines that the SFMTA shall follow to achieve its Goals. The Policy is fair and clear and available to many stakeholders: community groups; the development community; SFMTA Board of Directors ("Board"); Director of Transportation ("Director"); SFMTA staff; and other agencies and officials. This would allow decision-makers to evaluate each Joint Development project in the context of the Portfolio's progress towards the Goals, instead of each project needing to fully achieve every Goal by itself.

The following Goals and Policy shall govern the Board, Director and SFMTA staff regarding the SFMTA's Joint Development Program. This includes the delegation of authority of the Board to the Director and the Director's redelegation of authority to SFMTA staff on certain matters in the Policy. Where a provision appears to conflict with a requirement of City, state, or federal law, staff shall confer with the City Attorney.

VISION

The SFMTA's vision for San Francisco is a city with diverse and vibrant neighborhoods seamlessly connected by safe, reliable, and affordable transportation that improves the daily lives of everyone who lives, works in or visits the city.

Joint Development could support this vision. By generating revenue from SFMTA Property, Joint Development could provide a new long-term funding source to improve the transportation system. Maintaining an affordable and reliable public transit system is vital to a thriving and Equitable city. Additional funding is essential to ensure everyone can access jobs and get where they need to go, regardless of their income, background or neighborhood.

The Goals and Policy are shaped by this vision, other City policies including the Transit-First Policy and those in the San Francisco General Plan, and state and federal laws.

APPLICABILITY

The Goals and Policy apply to Joint Development, which involves a Developer using SFMTA Property for non-SFMTA Uses. Uses include housing and commercial development. The SFMTA, the community and the Developer benefit. The Developer typically owns and finances the non-SFMTA Uses. The Goals and Policy apply to the SFMTA Properties listed in the Portfolio, Appendix 1: SFMTA's Joint Development Program Policy: Portfolio. As described in the Policy, the Director may amend the Portfolio.

The Policy also applies to the SFMTA as it considers acquiring Property.

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BACKGROUND

The City owns many Properties in San Francisco under SFMTA jurisdiction. These Properties are used for transit storage, maintenance and operations; transit turnarounds and stations; streets and transportation and service support; parking garages and lots; power substations; operator restrooms; and open space near SFMTA Uses.

The Goals and Policy support the SFMTA's core responsibilities. They are to create and maintain San Francisco's transportation system. The SFMTA would do this by generating revenue from SFMTA Property and using it for the transportation system. In addition, Joint Development could advance other City goals, including to provide new housing and foster inclusive, well-connected communities.

The Goals and Policy apply to potential Joint Development. They apply across a Portfolio of SFMTA Properties. The Goals define the desired results of the Joint Development Program. The Policy states the Principles, Strategies and Guidelines that the SFMTA shall follow to achieve its Goals. The Policy is fair and clear and available to many stakeholders: community groups, the development community, Board, Director, and staff, and other agencies and officials. This would allow decision-makers to evaluate each Joint Development project in the context of the Portfolio's progress towards the Goals, instead of each project needing to fully achieve every Goal by itself.

The SFMTA's Joint Development Program complies with the San Francisco Charter, as follows:

- Section 8A.102(b)(1) grants the SFMTA "exclusive authority over the acquisition, construction, management, supervision, maintenance, extension, operation, use, and control of all property". Under this provision, the SFMTA may pursue Joint Development projects on its Property.
- Pursuing Joint Development to generate revenue for the Agency aligns with Section 8A.109(b), which requires that the SFMTA seek new sources of funding to support its operations.
- Additionally, Section 8A.105(a), permits the SFMTA to use revenue generated from Joint Development for capital improvements and other transportation-related functions, all of which are included in the Charter's definition of "operations".

Joint Development can bring new funding from Developer payments to the SFMTA and increased fare revenue from new transit riders. The SFMTA can reinvest the revenue in transportation. Joint Development may include non-transportation uses. Joint Development complies with the Charter as it could generate revenue for transportation purposes.

Joint Development is subject to state requirements. California Government Code sections 54220 et seq. ("Surplus Land Act") generally requires all local agencies to offer Surplus Land for sale or lease at a fair market value or fair market rent to housing sponsors for Affordable Housing before selling or leasing the land. The Surplus Land Act also requires Surplus Land to be offered for open space, school facility or school open space, or infill opportunity zone or transit village development purposes in certain circumstances. The Surplus Land Act includes an exemption for a local agency whose primary mission or purpose is to supply the public with a transportation system. The SFMTA is such an agency.

Joint Development may also be subject to federal requirements. The Federal Transit Administration, FTA, is involved in Joint Development when it has an interest in the affected Property. This is usually through providing federal funds to acquire or improve a property. The Policy addresses both the Surplus Land Act and federal requirements, as applicable.

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JOINT DEVELOPMENT PROGRAM GOALS

Joint Development uses private investment to:

1. **Maximize Public Good.** Generate substantial long-term revenues to improve our transportation system.
2. **Create Inclusive and Well-Connected Communities.** Create development projects that foster inclusive communities and improve access to opportunity and resources.
3. **Build Sustainable and Resilient Projects.** Build development projects that improve working conditions for SFMTA staff, use green and resilient practices and reduce Vehicle Miles Traveled and greenhouse gas emissions.

JOINT DEVELOPMENT PROGRAM POLICY

SFMTA's Joint Development Program Policy provides a framework for clear decision-making. It aligns with the Goals. The Policy establishes the Principles, Strategies and Guidelines that the SFMTA shall follow to achieve its Goals.

A. Principles

The SFMTA shall use the following values or Principles to drive the Agency's approach to the Joint Development Program and its projects.

1. **Agency's Responsibilities.** Prioritize the SFMTA's responsibilities as a transportation agency in staff and Board decisions regarding Joint Development.
2. **Equity.** The SFMTA shall promote Equitable access to opportunities and resources, including through public transit.
3. **Fairness and Transparency.** The SFMTA shall apply a fair, clear, consistent and streamlined process for projects, while allowing for flexibility to specific project needs and circumstances.
4. **Financial Sustainability.** The SFMTA shall use revenue from Joint Development projects to support its operations, including long-term capital and operational needs and other transportation-related functions and visions, and minimize financial risk to the Agency.
5. **Innovation.** The SFMTA shall use innovative delivery, technology, construction types and financing strategies to meet the Goals when appropriate.
6. **Policy and Regulatory Alignment.** Projects should align with City, regional, state and federal policy goals and regulatory requirements. The SFMTA should only pursue policy and regulatory amendments if they align with the Goals.
7. **Public Outreach and Engagement.** Projects must implement transparent, inclusive, accessible and Equitable public outreach and engagement processes.

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B. Strategies

The SFMTA shall use Strategies, or specific approaches, actions, and in some cases, requirements. Depending on the Strategy, the SFMTA shall or should use the Strategy to advance the Joint Development Program and its projects. To implement these strategies, the SFMTA should create and update a Joint Development Program Strategic Plan. It should also update the Board on the program and strategic plan. The SFMTA should use the Strategies below to inform the plan, with the Portfolio Evaluation as a Strategy for each plan. The SFMTA should use applicable Strategies to a Joint Development project based on each project's specific objectives.

1. **Portfolio Development.** The SFMTA shall keep a list of its Property in accordance with applicable law. This includes the Properties subject to the Policy. These are in the "Portfolio", in Appendix 1, SFMTA's Joint Development Program Policy: Portfolio. The Portfolio means Properties that have the potential to advance the Goals through future Joint Development projects.¹ The Director may amend the Portfolio. This would be based on a Property's potential to advance the Goals, and to align with the Surplus Land Act and any federal requirements by using the following site selection considerations:
 - a. Ownership: The SFMTA should consider Properties it has jurisdiction over or the City is considering purchasing for SFMTA jurisdiction, including if it has control of the Properties' air rights.
 - b. Neighborhood and site context: The SFMTA should consider existing and historic land use and transportation conditions, land use and transportation planning efforts and applicable fair housing requirements.
 - c. Property condition and use: The SFMTA should assess the existing conditions of the Property, including the age of any existing improvements on the land, the number of SFMTA staff and usage.
 - d. Site constraints: The SFMTA should consider preliminary due diligence on items such as topography, soil conditions, flood risks (e.g., sea-level rise, stormwater), historic resource status and legal restrictions (e.g., federal interest, long-term lease commitment).
 - e. Site development potential: The SFMTA should consider the development potential of a Property such as its size, proximity to transit, existing zoning and potential zoning changes (e.g., as part of land use planning or economic development effort).
 - f. Diversified geographies: The SFMTA should consider diversifying its Portfolio in terms of neighborhoods to protect against market setbacks in any one neighborhood.

¹ Inclusion in the Portfolio does not make the Property Surplus Land as the Properties are currently necessary for SFMTA Uses.

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- g. Construction sites: The Director shall add to the Portfolio construction staging sites and other Properties acquired for the benefit of transit capital projects that are no longer needed for the transit capital project upon completion of construction or for Facilities.

The Director may determine to only include a portion of a Property in the Portfolio based on the above site selection considerations or because of the Portfolio Evaluation. The Director will provide written notice to the Board of amendments to the Portfolio.

- 2. **Portfolio Evaluation:** The SFMTA should prepare and regularly update a Portfolio evaluation of development potential by land use type. It should:
 - a. Include projections of residential development, including Affordable Housing, and commercial, institutional and other non-residential development.
 - b. Include projections of job creation and revenue to the SFMTA. This includes revenue from additional transit ridership and Developer payments to the SFMTA using different land disposition methods and potential funding through an infrastructure financing district.
 - c. Provide a diversity of land use types across the Portfolio that meet Portfolio Requirements (see below), support complete neighborhoods and two-way trip patterns for Muni (e.g., non-residential uses in neighborhoods with predominant residential uses, grocery stores in food desert, etc.), and to protect against market setbacks in any one land use type.
 - d. Consider developer insights and other government agency feedback on the sites best suited for Affordable Housing or other uses, market trends, existing conditions at the properties and existing costs and revenues from the properties.
- 3. **Portfolio Requirements:** The SFMTA shall require the Portfolio to comply with the California Surplus Land Act as may be amended. Currently, for Large Properties in the Portfolio, that requires:
 - a. At least 50% of the gross acreage in the Portfolio shall be used for residential purposes.
 - b. At buildout, development of the Portfolio shall be at least 300 residential units, or at least 10 residential units per gross acre, averaged across all land within the Portfolio, whichever is greater.
 - c. At least 25 percent of all residential units built in the Portfolio shall be for Affordable Housing, with a covenant or restriction recorded against the land at the time of disposition that shall run with the land and is enforceable against any owner or lessee who violates the covenant or restriction and each successor in interest who continues the violation.

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- d. The SFMTA shall issue a competitive request for proposals for land Disposed of for residential purposes in an open, competitive solicitation process, or an open, competitive bid, provided that all entities specified in the Surplus Land Act are invited to participate.
- e. Prior to entering into an agreement to Dispose of a Portfolio property for non-residential development, since January 1, 2020, the SFMTA must have entered into an agreement(s) to Dispose of a minimum of 25% of the Portfolio Property designated for Affordable Housing.

In addition to the Surplus Land Act requirements, the SFMTA shall require applicable Joint Development projects to comply with the City's Inclusionary Housing Program.

- 4. **Agency Capacity:** The SFMTA should consider the capacity of Agency staff and external resources, such as other City agencies and consultants, to advance Joint Development projects after completing Portfolio Evaluation. This should account for capacity to deliver and manage continuing control of Joint Development projects.
- 5. **Agency Collaboration:** The SFMTA should collaborate with other agencies on Joint Development Strategies and projects. The SFMTA should establish clear roles and responsibilities that prioritize the advancement of projects. This includes early collaboration with the FTA if there is a federal interest in the project.
- 6. **Property Owner Partnerships:** The SFMTA should partner with other property owners on additional or expanded Joint Development opportunities that align with the Goals.
- 7. **Transit Corridor Planning:** During the initial transit corridor planning, the SFMTA should create good conditions for future transit corridor and Joint Development projects. This includes reviewing property acquisition needs that can serve both. Examples are land for construction staging, new stations and station Facilities (e.g., turnarounds, storage, maintenance and operations, operator restrooms, etc.).
- 8. **Site Advancement and Value Creation:** The SFMTA should advance sites for Joint Development by:
 - a. Conducting more due diligence and site and infrastructure planning and design.
 - b. Identifying and implementing ways that create value. These strategies include bold and innovative policy and regulatory changes that support the Goals. Examples are local and/or state legislation related to Surplus Land, funding through an infrastructure financing district, and rezonings that streamline the regulatory approval process, incentivize density, provide flexibility and reduce the costs of Joint Development.

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The SFMTA should track the costs of and value created from leading such strategies. The SFMTA should consider such costs and value as part of Joint Development agreements (e.g., reimbursements from lease proceeds).

9. **SFMTA Use Needs and Retention:** The SFMTA shall consider the Agency's long-term needs for SFMTA Uses before entering into a Joint Development agreement (e.g., Facility expansion, construction staging, future transit corridor, etc.). The SFMTA should reduce conflicts and risks from private development to Facilities during construction and operations. Joint Development projects that temporarily displace a Facility needed for the Agency shall replace Facilities on-site or off-site at a standard defined by the SFMTA and the SFMTA should include such standards in the Joint Development competitive solicitation process. Joint Development projects that affect SFMTA parking garages and lots shall include a transportation demand management plan. This plan must address the effects and comply with San Francisco Charter on new parking or expansion.
10. **Competitive Solicitation:** The SFMTA should use a competitive procurement process for a Property or Properties that best advances the Goals. This would usually be a Request for Qualifications and/or Requests for Proposals process. The process should encourage potential Developers to provide innovative proposals to achieve project objectives and the Goals and should discourage rigid formulas to the extent allowed by law.
11. **Unsolicited Proposals:** To the extent allowed by law, the SFMTA should consider Joint Development projects proposed by potential Developers ("Unsolicited Proposals") if the proposals align with the Goals and Principles. Unsolicited Proposals can be a valuable path for the SFMTA to understand market interest in the development of a Joint Development project in the Portfolio and/or public works project prior to a competitive solicitation process.
12. **Value and Revenue:** The SFMTA shall determine the fair market value and revenue generating potential of a potential Joint Development project in accordance with applicable law. Prior to entering a Joint Development project agreement, the SFMTA shall consider this value and revenue generating potential in relation to current revenues generated by the Property, alternatives to Joint Development and the Goals.
13. **Continuing Control:** The SFMTA should use the land disposition method for Joint Development agreements that best advances the Goals. This would typically be a long-term lease, rather than the sale of property.
14. **Regulatory Streamlining:** The SFMTA should encourage the use of laws for Joint Development projects that streamline regulatory processes if they align with the Goals and project objectives.
15. **Outreach and Engagement:** The SFMTA should require the use of public outreach and engagement plans for Joint Development projects.

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16. **Design:** The SFMTA should require Developers to work collaboratively with the San Francisco Planning Department, other City Departments and stakeholders on designs that meet regulatory requirements, and only seek regulatory amendments if they align with the Goals.
17. **Community Benefits:** Joint Development that generates substantial long-term revenue to invest in our transportation system is a community benefit. The SFMTA should balance project feasibility with requiring additional community benefits for projects on Large Properties or for projects that seek regulatory amendments. Community benefits include, but are not limited to:
 - a. housing in Well-Resourced Neighborhoods,
 - b. on-site inclusionary housing provided under the Inclusionary Housing Program,
 - c. improving access to opportunities and resources by providing a resource identified as a need in a SFMTA, neighborhood or Citywide plan (e.g., community-serving land use, open space, restrooms) or by improving walking, bicycling and public transit conditions.

The SFMTA should identify these community benefits in the Joint Development competitive solicitation process.
18. **Labor:** The SFMTA shall comply with applicable laws.
19. **Temporary Uses:** The SFMTA should encourage Temporary Uses at a Property if it does not negatively affect the revenue generation to the SFMTA and it serves a need in a neighborhood or Citywide plan (e.g., community-serving land use, open space). The SFMTA shall include a start and end date for any Temporary Use agreement.
20. **Tenants:** To the extent allowed by federal law and to the extent applicable, Joint Development projects that terminate an existing lease should use good faith efforts to work with the existing lessee to provide a right of first refusal to sign a new lease within the project at the then current market value. This Strategy does not apply to Temporary Uses.

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C. Guidelines

The Director shall create and maintain Joint Development Program Guidelines. The Guidelines shall provide detailed advice on aspects of the Joint Development Program and projects. They shall also allow for flexibility to specific project needs and circumstances. The Guidelines shall include the stages of the Joint Development Program. Examples include competitive solicitation, unsolicited proposals, agreements and implementation.

The Guidelines shall also include roles and responsibilities during those stages. This includes clear expectations for Developers regarding outreach and engagement, design, regulatory processes, labor and implementation. The Guidelines should include advice that leverages the experience and resources of the Developer to advance stages of the project. It should also include FTA's involvement in Joint Development.

The Guidelines shall also include metrics and targets. The purpose of them is to monitor outcomes of the Joint Development Program.

The Director may amend the Guidelines in accordance with the Goals and the Policy.

D. Defined Terms

The following defined terms apply to the Goals and Policy.

"Affordable Housing" means housing that complies with the affordability requirements of the Surplus Land Act, which currently means housing that is made available to lower income households, as defined in Section 50079 of the California Health and Safety Code (which means 80 percent of Area Median Income), at an affordable sales price or rented at an affordable rent, as defined in Sections 50052.5 and 50053 of the California Health and Safety Code, for a minimum of 55 years for rental housing and 45 years for ownership housing.

"Board" means the SFMTA Board of Directors.

"City" means the City and County of San Francisco.

"Developer" means the entity that leases or purchases the SFMTA property for Joint Development.

"Director" means the Director of Transportation for the SFMTA.

"Dispose" means as defined in Section 54221 of the Surplus Land Act, which currently means the (i) lease of surplus land for a term longer than 15 years, that allows for demolition or development or (ii) sale of surplus land.

"Equity" (or "Equitable") means the correction of racial and social inequities and prioritization of those most in need (SFMTA Strategic Plan, 2022-2024). Racial equity means the systematic fair treatment of people of all races that results in equal outcomes, while recognizing the historical context and systemic harm done to specific racial groups (SF Admin Code section 12A.19).

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“Facilities” means SFMTA facilities for transit storage and maintenance and operations; transit turnarounds and stations; streets and transportation service support; power substations; operator restrooms; and other related SFMTA facilities. Excludes SFMTA parking garages and lots and open space.

“FTA” means Federal Transit Administration.

“Goals” define the desired results of the Joint Development Program Policy. These Goals guide the planning, execution and evaluation of Joint Development projects. They ensure that they help achieve the SFMTA’s vision and responsibilities.

“Guidelines” means detailed advice on aspects of Joint Development Program and projects. They also allow for flexibility to specific project needs and circumstances.

“Inclusionary Housing (Program)” means the City’s program that currently requires new residential projects of 10 or more units to pay an affordable housing fee or meet the inclusionary requirement by providing a percentage of the units as below market rate units at a price that is affordable to low- or middle-income households, either on-site within the project, or off-site at another location in the City.

“Joint Development or Joint Development project(s)” involves a Developer using SFMTA Property for non-SFMTA Uses. Uses include housing and commercial development. The SFMTA, the community and the Developer benefit. The Developer typically owns and finances the non-SFMTA Uses during the term of use of SFMTA Property.²

“Large Properties” means Properties in the Portfolio that are one-half acre or larger, inclusive of contiguous land owned by a state or local agency that is used for open-space or low- and moderate-income housing purposes.

“Policy” means Principles, Strategies and Guidelines that the SFMTA shall follow to achieve its Goals. The Policy provides a framework for clear decision-making and alignment with the Goals.

“Portfolio” means Properties that have the potential to advance Goals through future Joint Development projects, are listed in Appendix 1, and are subject to the Joint Development Program Policy. These Properties may be currently necessary for SFMTA Uses. Inclusion in the Portfolio does not make it Surplus Land although the SFMTA shall require the Portfolio to comply with the Surplus Land Act as may be amended.

“Principles” means the values that drive the Agency’s approach to Joint Development projects.

“Property” means City owned land under the SFMTA’s jurisdiction and improvements upon

² The SFMTA makes agreements with other entities on other SFMTA assets, such as signage on bus shelters or buses. These Goals and Policy do not cover these agreements.

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the land. In limited circumstances, this could also refer to other land that could be acquired for a SFMTA transit capital project, if specified.

“SFMTA” or “Agency” means the San Francisco Municipal Transportation Agency.

“SFMTA Uses” includes SFMTA Facilities, SFMTA parking garages and lots and other SFMTA uses.

“Surplus Land” means as defined in Section 54221 of the Surplus Land Act, which currently means land owned in fee simple by a local agency for which the local agency’s governing body takes formal action in a regular public meeting declaring that the land is surplus and not necessary for the agency’s use.

“Surplus Land Act” refers to California Government Code sections 54220 et seq., which generally requires all local agencies to offer Surplus Land for sale or lease at a fair market value or fair market rent to housing sponsors for Affordable Housing before selling or leasing the land. In certain circumstances, Surplus Land must be offered for open space or school facilities or school open space, or infill opportunity zone or transit village development purposes.

“Strategies” means specific approaches, actions, and, in some cases, requirements. Depending on the Strategy, the SFMTA shall or should use the Strategy to advance the Joint Development Program and its projects.

“Temporary Uses” means a specific non-SFMTA Use for a limited period of time on a Property. Temporary Uses are typically not associated with significant construction activities. A Temporary Use authorization may authorize short-term uses like mobile food facilities, seating, farmer’s markets and temporary parking of and overnight camping in vehicles.

“Unsolicited Proposals” means a written application for a new or innovative project submitted to the SFMTA on the initiative of the offeror for the purpose of obtaining a contract with the Agency, and that is not in response to a Request for Proposals, Agency Announcement, or any other SFMTA-initiated solicitation or program.

“Vehicle Miles Traveled” (VMT) means a measure of the amount and distance that a Joint Development project causes people to drive.

“Well-Resourced Neighborhoods” means areas of the state of California whose characteristics have been shown by research to support positive economic, educational, and health outcomes for low-income families—particularly long-term outcomes for children (California Tax Credit Allocation Committee/Housing and Community Development Opportunity Area Maps). The San Francisco Planning Department identifies areas those identified as “high” and “highest” as Well-Resourced (San Francisco Housing Element, 2022 Update).

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APPENDIX 1: SFMTA'S JOINT DEVELOPMENT PROGRAM POLICY: PORTFOLIO

SFMTA's Joint Development Program Policy – Portfolio

This map displays SFMTA properties that have the potential to advance SFMTA Joint Development Program Goals through future joint development projects.^{1,2}



– EXISTING JOINT DEVELOPMENT

/ / – PORTFOLIO

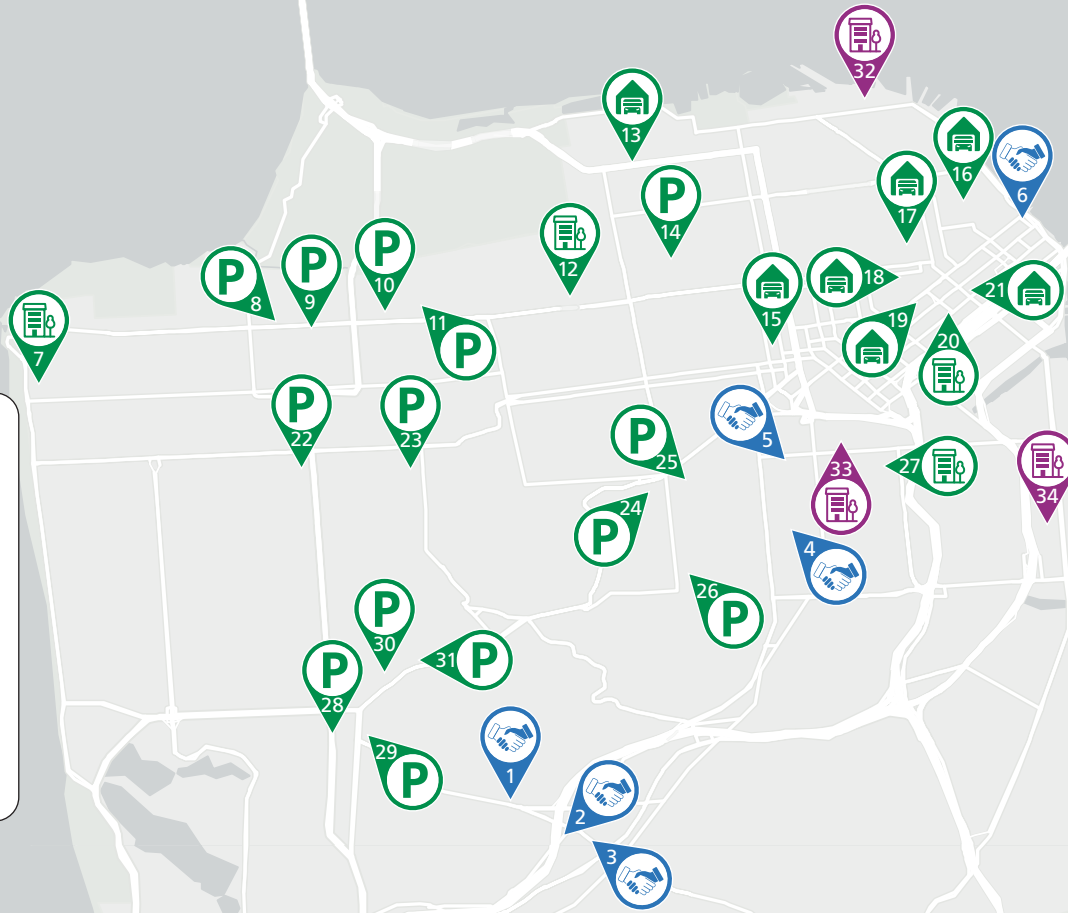
– UNDER REVIEW

Parking Lot

Parking Garage

Facility

0 0.5 1 2 Miles



- 1 Ocean-Frida Kahlo, Residential Mixed-use
- 2 Balboa Park Upper Yard, Residential Mixed-use
- 3 Geneva Car Barn & Cameron Beach Yard, Community Center
- 4 Mission-Bartlett, Residential + Garage
- 5 Hoff & 16th Street, Residential + Garage
- 6 1 Hotel, Hotel Mixed-use
- 7 La Playa & Cabrillo Terminal Loop, 0.44 Acre
- 8 Geary/21st Ave. Lot, 0.17 Acre, 21 Parking Spaces
- 9 18th Ave./Geary Lot, 0.23 Acre, 21 Parking Spaces
- 10 9th Ave./Clement Lot, 0.18 Acre, 21 Parking Spaces
- 11 8th Ave./Clement Lot, 0.25 Acre, 26 Parking Spaces

- 12 Presidio Yard, 5.4 Acres, 478 Staff, 132 Transit Vehicles³
- 13 Pierce Street Garage, 0.32 Acre, 116 Parking Spaces
- 14 California/Steiner Lot, 0.43 Acre, 48 Parking Spaces
- 15 Performing Arts Garage, 1.01 Acres, 598 Parking Spaces³
- 16 Golden Gateway Garage, 0.37 Acre, 1095 Parking Spaces
- 17 Sutter-Stockton Garage, 0.43 Acre, 1865 Parking Spaces
- 18 Ellis-O'Farrell Garage, 0.77 Acre, 950 Parking Spaces³
- 19 Fifth & Mission/Yerba Buena Garage, 2.77 Acres, 2585 Parking Spaces³
- 20 Yerba Buena/Moscone Station (above) & Headhouse, 0.34 Acre
- 21 Moscone Center Garage, 0.93 Acre, 732 Parking Spaces³
- 22 20th Ave./Irving Lot, 0.20 Acre, 24 Parking Spaces
- 23 8th Ave & Irving Street Lot, 0.28 Acre, 41 Parking Spaces

- 24 18th St./Collingwood Lot, 0.19 Acre, 28 Parking Spaces
- 25 Castro/18th St. Lot, 0.19 Acre, 20 Parking Spaces
- 26 24th St./Noe Lot, 0.13 Acre, 16 Parking Spaces
- 27 Potrero Yard, 4.4 Acres, 465 Staff, 158 Transit Vehicles³
- 28 19th Ave./Ocean Lot, 0.18 Acre, 20 Parking Spaces
- 29 Ocean/Junipero Serra Lot, 0.19 Acre, 20 Parking Spaces
- 30 West Portal/14th Ave. Lot, 0.14 Acre, 19 Parking Spaces
- 31 Ulloa/Claremont Lot, 0.30 Acre, 23 Parking Spaces
- 32 Kirkland Yard, 2.6 Acres, 338 Staff, 188 Transit Vehicles
- 33 Flynn Yard, 6.2 Acres, 424 Staff, 119 Transit Vehicles
- 34 Woods Yard, 8.2 Acres, 856 Staff, 204 Transit Vehicles

1. These properties are currently necessary for SFMTA uses. Inclusion in the Portfolio does not make it Surplus Land as defined by the Surplus Land Act.

2. "Existing Joint Development" includes projects at predecessor agencies to the SFMTA. The list is not comprehensive as it excludes commercial leases at SFMTA properties, among others.

3. These properties are subject to Portfolio Requirements for parcels at one-half acre or larger. The Director of Transportation may amend to include only a portion of these properties in the Portfolio based on SFMTA needs.

Joint Development Program Goals and Policy

Authorized by Resolution No. 250204-010
February 4, 2025



APPENDIX 2: JOINT DEVELOPMENT PROGRAM GUIDELINES – UNDER DEVELOPMENT