San Francisco
County Transportation
Authority

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

Agenda

COMMUNITY ADVISORY COMMITTEE
Meeting Notice

DATE: Wednesday, October 25, 2023, 6:00 p.m.

LOCATION: Hearing Room, SFCTA Offices

Join Zoom Meeting: https://us02web.zoom.us/j/81521573422

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PUBLIC COMMENT DURING THE MEETING:

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MEMBERS: Kevin Ortiz (Chair), Kat Seigal (Vice Chair), Sara Barz, Rosa Chen, Najuawanda Daniels, Mariko Davidson, Phoebe Ford, Sean Kim, Jerry Levine, Austin Milford-Rosales, and Rachael Ortega

Remote Access to Information and Participation

Members of the public may attend the meeting and provide public comment at the physical meeting location listed above or may join the meeting remotely through the Zoom link provided above.

Members of the public may comment on the meeting during public comment periods in person or remotely. In person public comment will be taken first; remote public comment will be taken after.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. the day before the meeting will be distributed to committee members before the meeting begins.

1. Call to Order

2. Chair's Report – **INFORMATION***

Consent Agenda

3. Approve the Minutes of the September 27, 2023 Meeting – **ACTION*** **page 5**

4. Adopt a Motion of Support to Increase the Amount of Professional Services Contract with MNS Engineers, Inc. by $250,000 to a Total Amount Not to Exceed $5,050,000, for Construction Management Services for the Yerba Buena Island Southgate Road Realignment Improvement Project – **ACTION*** **page 13**

5. Adopt a Motion of Support to Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of Federal Funds for the Yerba Buena Island Multi-Use Pathway in an Amount up to $3,000,000; and State Funds for Planning, Programming, and Monitoring in the Amount of $46,000 – **ACTION*** **page 21**

6. San Francisco Municipal Transportation Agency Vision Zero Quick-Build Update – **INFORMATION*** **page 25**

7. Resolution Directing the San Francisco Municipal Transportation Agency to Incorporate Safe Routes to All Schools in the San Francisco Unified School District In the Active Communities Plan – **INFORMATION*** **page 27**

End of Consent Agenda

8. State and Federal Legislation Update – **INFORMATION*** **page 29**

9. Adopt a Motion of Support to Adopt Two 2023 Prop L 5-Year Prioritization Programs and Amend the Prop L Strategic Plan Baseline – **ACTION*** **page 33**

Programs: 1) Traffic Signs and Signals Maintenance, 2) Safer and Complete Streets.

10. Adopt a Motion of Support to Allocate $36,545,335 in Prop L Funds, with Conditions, for Five Requests – **ACTION*** **page 57**

Projects: BART: BART Core Capacity – Fleet of the Future 54 Expansion Vehicles ($35,295,335). SFMTA: Western Addition Area Traffic Signal Upgrades – Phase 2 ($200,000), 3.Traffic Signal Visibility Upgrades FY 24 ($400,000), Traffic Signal Hardware Replacement FY 24 ($500,000), Vision Zero Education and Communications: Speed Safety Cameras FY 24 ($150,000).

11. Adopt a Motion of Support to Program $2,601,000 in Senate Bill 1 Local Partnership Program Formula Funds for Construction of the Yerba Buena Island Hillcrest Road Improvement Project (Hillcrest Project) and Design of the Yerba Buena Island Multi-Use

Pathway (YBI MUP); Approve Two Fund Exchanges, with Conditions, to Fully Fund the Hillcrest Project, Including Accommodations for a New Class 1 Multi-Use Pathway; and Appropriate, with Conditions, $4,850,000 in Prop K Funds for Design and Construction of the Hillcrest Project – **ACTION*** **page 155**

Projects: LPP: SFCTA: YBI Hillcrest Road Improvement Project ($2,600,000); YBI Multi-Use Pathway ($1,000); Prop K (exchange funds): YBI Hillcrest Road Improvement Project ($4,850,000)

Fund Exchanges: 1. Exchange $750,000 in County Share One Bay Area Grant 3 (OBAG 3) funds from the YBI Multi-Use Pathway with an equivalent amount of Prop K funds from the SFMTA's Light Rail Vehicle (LRV) Procurement Project. 2. Exchange $4,100,000 in Regional OBAG 3 funds from the YBI MUP project for an equivalent amount of Prop K funds allocated to the SFMTA's LRV project.

12. San Francisco Municipal Transportation Agency Building Progress Program and Fleet Program Update – **INFORMATION*** **page 187**

Other Items

13. Introduction of New Items – **INFORMATION**

During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration.

14. Public Comment

15. Adjournment

*Additional Materials

Next Meeting: November 29, 2023

Items considered for final approval by the Board shall be noticed as such with **[Final Approval]** preceding the item title.

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DRAFT MINUTES

Community Advisory Committee

Wednesday, September 27, 2023

1. Committee Meeting Call to Order

Vice Chair Siegal called the meeting to order at 6:05 p.m.

CAC members present at Roll: Sara Barz, Najuawanda Daniels, Phoebe Ford, Jerry Levine, Rachael Ortega, and Kat Siegal (6)

CAC Members Absent at Roll: Rosa Chen, Mariko Davidson, Sean Kim, and Kevin Ortiz (4)

2. Chair's Report – INFORMATION

Vice Chair Siegal reported that the Transportation Authority was leading the Bayview Caltrain Station Location Study to identify a single preferred location for the Bayview Caltrain station and reported that there would be a community outreach event at the Bayview Hunters Point YMCA. Next, Vice Chair Siegal reported that the San Francisco Municipal Transportation Agency (SFMTA) provided the Transportation Authority Board with an update on the progress of its Quick-Build Program and added that SFMTA would request an additional $5 to $6 million in Transportation Authority funds to implement quick-build improvements to the remaining 50 miles of the High Injury Network. Vice Chair Siegal then announced that the state Legislature approved Assembly Bill 645 (Friedman), which would give Governor Newsom until October 14 to sign it into law. She said that this bill would authorize the implementation of a five-year speed safety pilot program in six California cities, which included San Francisco. Finally, Vice Chair Siegal welcomed Phoebe Ford, the newest member of the CAC representing District 4 who then introduced herself to the CAC.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the September 6, 2023 Meeting – ACTION

4. Community Advisory Committee Vacancy – INFORMATION

5. State and Federal Legislation Update – INFORMATION

There was no public comment on the Consent Agenda.

Member Levine moved to approve the Consent Agenda, seconded by Member Barz.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Kim, Levine, Ortega, and Siegal (7)

Absent: CAC Members Chan, Davidson, Ortiz (3)

End of Consent Agenda

6. Adopt a Motion of Support to Adopt Eight 2023 Prop L 5-Year Prioritization Programs and Amend the Prop L Strategic Plan Baseline – ACTION

Amelia Walley, Program Analyst, presented the item per the staff memorandum.

Member Levine asked what the total cost of the vehicle procurement piece of BART's Core Capacity Program was and asked whether the $35 million recommended went towards leveraging of the rail car portion.

Priya Mathur, BART Director of Funding Strategy, responded that the rail car component of the Core Capacity program accounts for $1.1 billion and confirmed that the $35 million was leveraged against the remainder of that amount.

Member Levine noted previous cracking in curb ramps and asked if San Francisco Public Works (SFPW) planned to use the same contractor and if the contractor was aware of the cracking issues.

Edmund Lee, project manager at SFPW, responded that the contracts typically went out to bid, so the contractor for future curb ramp projects was unknown at that time. He continued that SFPW was not aware of specific cracked locations or poor quality of work but if there were specific locations, he could take them back for review.

Member Barz asked how the $90 million cost estimate for BART's Next Generation Fare Gates compared to similar projects in other regions.

Priya Mathur responded that she would follow up with that information.

Member Barz asked how much Prop K funding had been spent on Vision Zero efforts at freeway on- and off-ramps in the city.

Rachel Hiatt, Deputy Director for Planning, said that Transportation Authority had conducted three Vision Zero ramp plans, primarily with Caltrans' grants and Prop K match. She said those studies were around $400,000 but she did not know how much had been spent in capital funds.

Anna Laforte, Deputy Director for Policy and Programming, added that recommendations of the first two phases of the study cost around $4 million and mentioned the 13th Street Improvements as an example of implementation of recommendations from the study. She said that the collaborative process of Transportation Authority planning and SFMTA implementation had been productive.

Member Barz asked if CAC members should anticipate funding recommendations for the Active Communities Plan in a later round of 5YPPs and inquired if there were a negative cost to it being in a later round of programming.

Anna Laforte confirmed that Active Communities Plan implementation funding was included in the Safer and Complete Streets program that would be part of the third round of 5YPPs, coming in October. She stated that there was no impact to programs in later rounds and that each program bore its own share of financing costs for those programs that requested advancement of funds.

Maria Lombardo, Chief Deputy Director, clarified that Active Communities Plan Prop Lfunding would come in the form of a placeholder since the plan would not be

completed by October and that after the plan was done, SFMTA would come back with specific projects to be approved by the CAC and Board.

Member Ortega asked, if, given fare evasion, there was an anticipated Return on Investment (ROI) figure for BART's Next Generation Fare Gates.

Priya Mathur responded that there was not currently an expected ROI number but noted that BART planned to measure fare evasion pre- and post-installation of new fare gates and could share the results.

Member Siegal asked if there were recommended improvements from previous phases of the freeways study that were applicable to all freeway ramps that could be applied quickly.

Director Hiatt responded that with the Vision Zero Ramps funds, the first thing staff would do would be to consult SFMTA's Quick-Build Toolkit and identifying what could be implemented right away. She continued that with this funding, there would also be capacity to identify treatment beyond quick-builds.

During public comment, Edward Mason stated that he documented concrete cracking on 23rd Street between Church and Castro streets and that he would be happy to provide additional observations. He commented that he believed tree planting should be funded by the City budget because it was hard to determine the exact cost of the urban forest in San Francisco when it was diffused among multiple sources.

Member Kim moved to approve the item, seconded by Member Ortega.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Kim, Levine, Ortega, and Siegal (7)

Absent: CAC Members Chan, Davidson, Ortiz (3)

7. Adopt a Motion of Support to Allocate $13,724,000 and Appropriate $651,000 in Prop L Funds, with Conditions for 5 Requests – ACTION

Mike Pickford, Principal Transportation Planner, presented the item per the staff memorandum.

Member Ford asked if the Inner Sunset Study would be completed in 2025.

Mr. Pickford responded that it would be completed by the end of 2024.

Member Ford asked if it would be possible to jump right to discussing the five recommendations without the study.

Ms. Hiatt responded that it was a Neighborhood Transportation Improvement Program (NTP) request which meant it was a request of the District 7 Commissioner and that their office asked to include outreach, especially for the more transformative changes. She stated that there were some SFMTA quick-build improvements underway on Lincoln Way but none currently on Irving. She stated that it was a priority for the Commissioner to keep the process shorter than a year. Ms. Hiatt added that community outreach was very important to the Transportation Authority and the Commissioner in general and specifically in this study to ensure that nothing was overlooked as there were many stakeholders involved.

Member Barz stated that she was happy to see the study moving forward and asked if

the study area included any corridors in the High Injury Network.

Ms. Hiatt responded that Lincoln Way was included.

Member Barz asked if there was a quick-build project underway there.

Ms. Hiatt confirmed there was and added that there was community interest for improvements beyond quick-build and that SFMTA would be evaluating the area.

Member Barz pointed out that the final report for the Vision Zero freeway ramps study would be presented to the Transportation Authority Board in June or July of 2025 and asked why it would take so long to be completed. She stated that there was an urgent need for it, especially considering recent fatalities around freeway touchdowns. She asked if there was any work being done in parallel.

Ms. Hiatt responded that the 2025 timeline was when the study had to be completed by but said she would challenge the project team to see if the quick-build portion of the project could be accelerated.

Member Ford asked for clarification on what a quick-build was.

Ms. Hiatt stated that SFMTA has a toolkit of effective, quick implementation strategies that constitute what they call 'quick-builds'. She stated that freeways were complicated as they were under Caltrans' jurisdiction, and this was another reason the Transportation Authority was involved.

Joel Goldberg, SFMTA Programming and Grant Funds Manager, stated quick-builds allowed the SFMTA to complete projects in a streamlined way with temporary, lower cost improvements that could have significant benefits. He added that they could be implemented quickly, were flexible and allowed for an iterative process.

Vice Chair Siegal asked, on behalf of Chair Ortiz, how districts were prioritized for tree planting. She asked when other districts could expect to have trees planted, specifically District 9.

Nicholas Crawford, SFPW Acting Superintendent for the Bureau of Urban Forestry, responded that they sought to plant trees where they were needed most, in areas that were disproportionately impacted by heat and negative air quality issues. He added that they put a lot of thought into where they planted and they clustered their major planting due to watering needs. He said most recently they planted in Districts 11 and 10 and now targeted the Tenderloin, SOMA, and Civic Center neighborhoods as they contain 5 of the lowest canopy census districts. He closed by stating that they planted trees in all districts, including District 9, every year but the decision of where to concentrate major planting efforts depends on the previously mentioned factors.

During public comment, Edward Mason stated that a map showed 4 trees at an address on 24th Street but there were really 3 since commuter buses knocked one down. He stated that across the street a tree fell on a car. He stated that trees planted between the street and underground utility boxes did not have enough room to grow deep roots and that SFPW should be more strategic about where they plant.

Member Barz moved to approve the item, seconded by Member Ford.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Kim, Levine, Ortega, and Siegal (7)

Absent: CAC Members Chen, Davidson, and Ortiz (3)

8. Adopt a Motion of Support to Approve San Francisco's Program of Projects for the 2024 Regional Transportation Improvement Program, with Conditions – ACTION

Nick Smith, Senior Transportation Planner, presented the item per the staff memorandum.

Member Ortega asked why the $13 million in Regional Transportation Improvement Program (RTIP) funds lapsed.

Joel Goldberg responded that the project was complex with a long timeline and it did not get the federal environmental clearance it needed in time to comply with timely-use-of-funds requirements. He noted the funds did come back to San Francisco [in a future funding cycle], and the current New Flyer overhaul project proposed for the RTIP was far simpler.

Member Ortega asked for a simple explanation of fund exchanges generally and the exchange to fund The Portal project specifically.

Anna Laforte responded that the idea behind fund exchanges was to make funding sources line up with particular projects based on project types, uses of funds, and schedules. She said that RTIP funds could not be used by a project until the funds are allocated by the California Transportation Commission (CTC). With respect to The Portal, this timing would not work with the project's needs and project delivery approach; thus, the Transportation Authority proposed the fund exchange to provide The Portal with more flexible local funds.

Ms. Lombardo clarified that the proposed New Flyer/The Portal fund exchange was a dollar-for-dollar fund exchange with no financial impact on the involved projects and that the exchange ensured that the projects were better positioned to meet the respective fund program guidelines. Ms. Lombardo added that RTIP funds were not always available when a project was ready to start construction, which made it a better suited fund source for projects that could more easily align their schedules with a fund source with a less certain timing of availability. Ms. Lombardo noted that the staff recommendation would put a significant amount of RTIP money on the New Flyer Overhaul project, and that the Transportation Authority would work closely with SFMTA to oversee the project to ensure that it could comply with the RTIP timely use of funds deadlines and other requirements.

Member Kim asked for information about the Presidio Parkway project.

Anna Laforte confirmed that the project was completed. [The remaining RTIP commitment was to pay back MTC for advancing funds needed to close the project's funding gap since RTIP funds were not available at the time the project needed them.]

Member Barz commended Member Ortega on her questions and the staff responses and asked how much in overall capital RTIP funding went toward highway projects versus transit projects.

Maria Lombardo responded that the RTIP program was originally set up to fund highway projects and opined that it was still a highway heavy program statewide, with San Francisco being an exception with all transit projects. She noted the state policy

was changing over time to be more multimodal and transit friendly, but the RTIP guidelines themselves were still slow to catch up with the policy evolution.

Member Barz followed up to ask what order of magnitude of funding went toward highway projects.

Nick Smith responded that he did not have the order of magnitude available but said the Transportation Authority looked at the projects funded by other counties like Alameda and most funding was for roadway projects. He added that MTC did provide feedback on the guidelines and constraints of the program, and would continue to provide that feedback in future cycles.

Member Ortega asked whether highways were federal or state roadways and who administered the funding.

Maria Lombardo responded that every highway, whether it was a state or federal roadway, likely had at least some federal money tied up in it. She noted that the RTIP program itself was a mixture of state and federal money.

Member Siegal asked whether lapsed funds were always returned in the subsequent cycle.

Anna Laforte confirmed that they came back in the next county share period [4-year period] and added that the funds came back in the last year of the cycle.

Member Siegal asked whether SFMTA and the Transportation Authority had a high degree of confidence in the New Flyer Midlife Overhaul project based on previous phases, and whether SFMTA had the option to quickly advertise or construct in-house.

Joel Goldberg, SFMTA, responded that lessons learned from Phase I provided confidence in the contracting approach and timeline, especially as it related to RTIP funds for phases II and III.

Gary Chang, Project Manager at SFMTA, confirmed that the work in Phase III would be contracted out. He added that based on lessons learned from Phase I, SFMTA had simplified the scope of work to replace components like-for-like, which gave them confidence that they could exercise the contract as planned.

Member Siegal thanked SFMTA for investing time and funds into the Midlife Overhauls program and noted that the New Flyers seemed reliable and were generally clean.

During public comment, Roland Lebrun recommended that the Transportation Authority ask the Transbay Joint Powers Authority (TJPA) to remove the 4th & King station from the contract. He stated that the station should be on 7th Street.

Member Levine moved to approve the item, seconded by Member Ortega.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Kim, Levine, Ortega, and Siegal (7)

Absent: CAC Members Chan, Davidson, Ortiz (3)

9. San Francisco Municipal Transportation Authority Paratransit Fleet Electrification Update – INFORMATION

Bonnie Jean von Krogh, Building Progress Public Affairs Manager, presented the item per staff memorandum.

Member Barz commended the SFMTA Paratransit staff on the vehicle testing approach to assess vehicle performance before a new procurement order. She asked about the number of rides that the paratransit program offered per month or per year.

Virginia Rathke, SFMTA Senior Transportation Planner, replied that she would follow up with that information.

Member Siegal asked why the paratransit new and current vehicles had a shorter useful life in comparison to buses.

Gary Chang, SFMTA Manager of Transit Program Delivery, replied that the vehicle manufacturers were certified by Federal Transit Administration (FTA) regulations. He stated the paratransit cutaway vehicles were certified for 5 years and minivans for 4 years, while buses were certified for 12 years. He noted that the FTA regulations were based on factors such as structural stability and cost to produce vehicles.

There was no public comment.

Other Items

10. Introduction of New Business – INFORMATION

There were no new items introduced.

11. Public Comment

There was no public comment.

12. Adjournment

The meeting was adjourned at 8:09 p.m.

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Memorandum

AGENDA ITEM 4

DATE: October 20, 2023

TO: Transportation Authority Board

FROM: Carl Holmes – Deputy Director for Capital Projects

SUBJECT: 11/14/23 Board Meeting: Increase the Amount of Professional Services Contract with MNS Engineers, Inc. by $250,000 to a Total Amount Not to Exceed $5,050,000, for Construction Management Services for the Yerba Buena Island Southgate Road Realignment Improvement Project

RECOMMENDATION ☐ Information ☒ Action

- Increase the amount of professional services contract with MNS Engineers, Inc. by $250,000, to a total amount not to exceed $5,050,000, for construction management services for the Yerba Buena Island (YBI) Southgate Road Realignment Improvement Project
- Authorize the Executive Director to negotiate and modify agreement payment terms and non-material terms and conditions

SUMMARY

We have an existing contract with MNS Engineers, Inc. for construction management services for the YBI Southgate Road Realignment Improvement Project (Project). We are seeking to increase the amount of the MNS Engineers, Inc. contract by $250,000 to a total not to exceed $5,050,000 to complete closeout activities for the Project. This includes additional coordination with partner agencies including Treasure Island Development Authority, San Francisco Municipal Transportation Agency, San Francisco Public Works and San Francisco Public Utilities Commission to complete punch list construction activities and remedy outstanding document requirements. The proposed contract amendment will be funded by a funding agreement with the Bay Area Toll Authority (BATA).

☐ Fund Allocation
☐ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☒ Capital Project Oversight/Delivery
☐ Budget/Finance
☒ Contract/Agreement
☐ Other: _____

BACKGROUND

The scope of the I-80/YBI Interchange Improvement Project includes two major components: the I-80/YBI Ramps Improvement Project and the YBI Westside Bridges Seismic Retrofit Project. The I-80/YBI Ramps Improvement Project is comprised of two phases:

- Phase 1, which includes constructing new westbound on- and off-ramps (on the east side of YBI) to the new Eastern Span of the San Francisco-Oakland Bay Bridge opened to traffic in October 2016; and
- Phase 2, the Southgate Road Realignment Improvement Project, consists of the construction (re-opening) of the I-80 eastbound off-ramp to YBI at the San Francisco – Oakland Bay Bridge, realignment of Southgate Road, widening and improving Hillcrest Road, and construction of a bicycle and pedestrian path.

Southgate Road as realigned effectively functions as an extension of the on- and off-ramps system for the YBI Westbound Ramps Project and separates traffic heading to westbound and eastbound I-80, thereby eliminating queue spillback onto I-80. The extended ramps provide direct access from Hillcrest Road to the westbound on-ramp and ensure all truck turning movements are accommodated. The work included building demolition, construction grading, aggregate base, hot mix asphalt paving, concrete bike path, storm drainage, concrete barriers, architectural metal railing, fencing, crash cushions, bridges, mechanically stabilized embankment retaining wall, soldier pile retaining wall, soil nail retaining wall, sign structures, signing, striping, traffic signals, water line, joint utility trench and electrical work. We opened Southgate Road up for use on May 7, 2023 and we are in the process of completing closing out activities for the Project.

DISCUSSION

Contract and Project Update. In July 2017, through Resolution 18-09, we awarded a two-year contract in the amount of $3,000,000 to MNS Engineers, Inc. (formerly S&C Engineers, Inc.) to provide construction management services for the Project. In April 2020, through Resolution 20-46, we increased the amount by $1,600,000 and extended the contract term to December 31, 2022 to MNS Engineers, Inc. due to heightened complexity in the Project. From January to July 2023, we increased the amount by $200,000 and extended the contract term to October 31, 2023 to provide additional construction management services and pay subconsultants. We are seeking to increase the amount of the MNS Engineers, Inc. contract by $250,000 to a total not to exceed $5,050,000 to complete closeout activities for the Project. This includes additional coordination with partner agencies including Treasure Island Development Authority, San Francisco Municipal Transportation Agency, San Francisco Public Works and San Francisco Public Utilities Commission to complete punch list construction activities and remedy outstanding document requirements.

The DBE goal for this contract is 10.2% and MNS Engineers, Inc. has achieved 16.5% DBE participation to date from three subconsultants: Inspection Services, an Asian Pacific, women-owned firm; KL Bartlett Consulting, a women-owned firm; and Transamerican Engineers, an

African American-owned and San Francisco-based firm.

Schedule. The Project schedule is projected as follows:

- Award Construction Contract – April 2020
- Begin Construction – May 2020
- Construction Completion – July 2023
- Project Closeout – Fall 2023

FINANCIAL IMPACT

The proposed contract amendment will be funded by a funding agreement with the Bay Area Toll Authority (BATA). The full contract is funded by various federal, state, and regional grants including Federal Highway Bridge Program, State Proposition 1B, BATA, and State Affordable Housing and Sustainable Communities grant funds allocated to the Treasure Island Development Authority. Current year activities are included in the adopted Fiscal Year 2023/24 budget.

CAC POSITION

The Community Advisory Committee will consider this item at its October 25, 2023 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Construction Management Services for the YBI Southgate Road Realignment Improvements – Scope of Services

Attachment 1

Construction Management Services for the YBI Southgate Road Realignment Improvements

Scope of Services

The Transportation Authority will be using the more traditional Design-Bid-Build project delivery method for Yerba Buena Island (YBI) Southgate Road Realignment Improvements. The construction management contract for the YBI Southgate Road Realignment Improvements project will consist of Task 1 consisting of pre-construction services; Task 2 consisting of construction phase management services, Task 3 consisting of post construction phase services, and Task 4 consisting of other services.

The construction management (CM) services required will include:

Task 1 – Pre-Construction Services

- Perform constructability review of the construction contract documents (construction plans, special provisions, bid proposal and relevant information) for the project and submit a constructability report on discrepancies, inconsistencies, omissions, ambiguities, proposed changes, and recommendations.
- Perform biddability review of the 100% contract documents (construction plans, special provisions, bid proposal and relevant information) for the project and submit a biddability report on discrepancies, inconsistencies, omissions, ambiguities, proposed changes, and recommendations.
- Prepare a detailed Critical Path Method (CPM) construction schedule including pre-construction and construction activities.
- Management of the construction contract bidding phase; and management of the pre-bid conference and bid opening procedures including review of bids, bid bonds, insurance certificates and related contractor bid proposal submittals; and assist the Transportation Authority in selecting the recommended lowest qualified bidder.
- Process construction contract for execution by the contractor.
- Arrange for, coordinate, and conduct a pre-construction conference, including preparation of meeting minutes.
- Complete review, comment, and approval of the Construction Manager's baseline schedule of work.

Task 2 – Construction Phase Services

- Perform all necessary construction administration functions as required by the Transportation Authority's Construction Contract Administration Procedures, Caltrans Standard Specifications, the project Special Provisions, and Caltrans Construction and Local Assistance Procedures Manual including:
    - Perform all required field inspection activities, monitor contractor's performance, and enforce all requirements of applicable codes, specifications, and contract drawings.
    - Provide inspectors for day-to-day on the job observation/inspection of work. The inspectors shall make reasonable efforts to guard against defects and deficiencies in the work of the Construction Manager and to ensure that provisions of the contract documents are being met.
    - Prepare daily inspection reports documenting observed construction activities.

  - Hold weekly progress meetings, weekly or as deemed necessary, between contractors, the Transportation Authority, Caltrans oversight, U.S. Coast Guard (USCG), Treasure Island Development Authority (TIDA), the City and County of San Francisco, and other interested parties. Prepare and distribute minutes of all meetings.
  - Take photographs and videotape recordings of pre-construction field conditions, during construction progress, and post construction conditions.
  - Prepare and recommend contractor progress payments including measurements of bid items. Negotiate differences over the amount with the contractor and process payments through the Transportation Authority Project Manager.
  - Monitor project budget, purchases, and payment.
  - Prepare monthly progress reports documenting the progress of construction describing key issues cost status and schedule status.
  - Prepare quarterly project status newsletters.
- Establish and process project control documents including:
  - Daily inspection diaries
  - Weekly progress reports
  - Monthly construction payments
  - Requests for Information (RFI)
  - Material certifications
  - Material Submittals
  - Weekly Statement of Working Days
  - Construction Change Orders
  - Review of certified payrolls
- Review of construction schedule updates:
  - Review Construction Manager's monthly updates incorporating actual progress, weather delays and change order impacts. Compare work progress with planned schedule and notify Construction Manager of project slippage. Review Construction Manager's plan to mitigate schedule delay. Analyze the schedule to determine the impact of weather and change orders.
- Evaluate, negotiate, recommend, and prepare change orders. Perform quantity and cost analysis as required for negotiation of change orders.
- Analyze additional compensation claims submitted by the Construction Manager and prepare responses. Perform claims administration including coordinating and monitoring claims responses, logging claims and tracking claims status.
- Process all Construction Manager submittals and monitor design consultant and Caltrans review activities.
- Review, comment and facilitate responses to RFI's. Prepare responses to RFI on construction issues. Transmit design related RFI's to designer. Conduct meetings with Construction Manager and other parties as necessary to discuss and resolve RFI's.
- Act as construction project coordinator and the point of contact for all communications and interaction with the Construction Manager, Caltrans, USCG, TIDA, the City, US Navy, project designer and all affected parties.

- Schedule, manage and perform construction staking in accordance with the methods, procedures and requirements of Caltrans Surveys Manual and Caltrans Staking Information Booklet.
- Schedule, manage, perform, and document all field and laboratory testing services. Ensure the Construction Manager furnishes Certificates of Compliance or source release tags with the applicable delivered materials at the project site. Materials testing shall conform to the requirements and frequencies as defined in the Transportation Authority's Construction Contract Administration Procedures, Caltrans Construction Manual, and the Caltrans Materials Testing Manuals.
- Coordinate and meet construction oversight requirements of Caltrans, USCG, TIDA, the City, and the US Navy for work being performed within the respective jurisdictions. Construction Manager shall be responsible for coordinating with Caltrans, USCG, TIDA and the City regarding traffic control measures, press releases, responses to public inquiries, and complaints regarding the project.
- Oversee environmental mitigation monitoring performed under a separate contract by the Transportation Authority's design and environmental consultant team. Monitor and enforce Construction Manager SWPPP compliance.
- Perform inspections, surveys, and training to assure compliance with the Yerba Buena Island Ramps Improvements Project EIR/EIS and Final Section 4(f) Evaluation – Southgate Roadway Realignment (EA) 043A640): Environmental Commitment Record. Such work will include, but not be limited to the following tasks:
    - Perform special-status wildlife species awareness training to contractors, their employees, and personnel involved in the construction and earthmoving portions of the project. Prepare a special handout for contractors with the special-status species information and other important facts. Train an onsite construction manager to perform subsequent contractor training.
    - Perform preconstruction/construction/postconstruction surveys for Stinging Phacelia (Phacelia malvifolia) plant species. If Stinging Phacelia is found, map and provide recommendations for protection.
    - Perform preconstruction surveys for monarch butterfly, gummifera leaf-cutter bee, San Francisco lacewing. If monarch butterfly, gummifera leaf-cutter bee and/or San Francisco lacewing are identified, provide recommendations for protection.
    - Perform preconstruction surveys for American peregrine falcon, Cooper's hawk, golden eagle, white-tailed kite, and other nesting raptors, passerines and non-passerine land-birds, shorebirds, marsh birds, and water birds, and double-crested cormorant (Nesting birds and raptors). Preconstruction surveys for water birds (roost and nests). If nesting/roosting water birds, passerine birds, raptors, or bats are found, determine required limits of protective buffers around the nest sites.
    - Perform preconstruction surveys for Special-Status Bats and passively evict bats as required.
    - Preconstruction surveys for San Francisco dusky-footed woodrat associated woodrat houses.
    - Preparation of a detailed survey reports.
- Enforce safety and health requirements and applicable regulations for Contractor's employees. Construction Manager is responsible for project safety.
- Facilitate all necessary utility coordination with respective utility companies.

- Provide coordination and review of Construction Manager's detours and staging plans with Caltrans, and San Francisco Bay Bridge construction management staff.
- Maintain construction documents per Federal and State requirements. Enforce Labor Compliance requirements.
- Quality Assurance/Quality Control (QA/QC) – Establish and implement a QA/QC procedure for construction management activities undertaken by in-house staff and by subconsultants. The QA/QC procedure set forth for the project shall be consistent with Caltrans' most recent version of the "Guidelines for Quality Control/Quality Assurance for Project Delivery." Enforce Quality Assurance requirements.

Task 3 – Post-Construction Services

- Perform Post Construction Phase activities including:
    - Prepare initial punch list and final punch list items.
    - Finalize all bid item, claims, and change orders. Provide contract change order documentation to project designer. Coordinate preparation of record drawings (as-built drawings) by project designer.
    - Provide final inspection services and project closeout activities, including preparation of a final construction project report per Federal and State requirements.
    - Turn all required construction documents over to Transportation Authority and Caltrans for archiving.

Task 4 – Other Services

- Perform review of the Transportation Authority's Construction Contract Administration Procedures Manual and provide suggested updates and revisions for the Transportation Authority's review.

General Project Administration

The Construction Manager will also perform the following general project administrative duties:

a) Prepare a monthly summary of total construction management service charges made to each task. This summary shall present the contract budget for each task, any re-allocated budget amounts, the prior billing amount, the current billing, total billed to date, and a total percent billed to date. Narratives will contain a brief analysis of budget-to-actual expenditure variances, highlighting any items of potential concern for Transportation Authority consideration before an item becomes a funding issue.

b) Provide a summary table in the format determined by the Transportation Authority indicating the amount of DBE firm participation each month based upon current billing and total billed to date.

c) Provide a monthly invoice in the standard format determined by the Transportation Authority that will present charges by task, by staff members at agreed-upon hourly rates, with summary expense charges and subconsultant charges. Detailed support documentation for all Construction Manager direct expenses and subconsultant charges will be attached.

The Construction Manager shall demonstrate the availability of qualified personnel to perform construction engineering and construction contract administration.

The Construction Manager shall maintain a suitable construction field office in a furnished facility provided by the Transportation Authority for the duration of the project. The Construction Manager will provide phone, internet, computers, fax machine, and a reproduction machine. The Construction Manager shall provide all necessary safety equipment required for their personnel to perform the work efficiently and safely. The Construction Manager personnel shall be provided with radio or cellular-

equipped vehicles, digital camera, and personal protective equipment suitable for the location and nature of work involved.

The Construction Manager shall provide for the consultant field personnel a fully operable, maintained and fueled pick-up truck which is suitable for the location and nature of work to be performed (automobiles and vans without side windows are not suitable). Each vehicle shall be equipped with an amber flashing warning light visible from the rear and having a driver control switch.

The Construction Manager field personnel shall perform services in accordance with Caltrans and FHWA criteria and guidelines and subject to the following general requirements:

All reports, calculations, measurements, test data and other documentation shall be prepared on forms specified and/or consistent with Caltrans standards.

All construction management services and construction work must comply with the requirements of the Transportation Authority, Caltrans, USCG and TIDA. The Construction Manager will report directly to Eric Cordoba, the Transportation Authority's Project Manager.

Project Status and Schedule

The YBI Southgate Road Realignment Improvements are being fast-tracked and are required to be completed before the YBI Westside Bridges Project can be constructed. Preliminary engineering has been completed and the project elements are shown in the Project Exhibit in Appendix B.

The Transportation Authority desires to adhere to the milestone schedule shown below for the consultant contract to perform pre-construction and construction management services.

- Notice to Proceed (NTP) Pre-construction Services — May 2018
- Perform Pre-construction Services — June 2018 – March 2020
- NTP Construction Services — April 2020
- Perform Construction Management Services — April 2020 – October 2023

San Francisco
County Transportation
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Memorandum

AGENDA ITEM 5

DATE: October 20, 2023

TO: Transportation Authority Board

FROM: Cynthia Fong – Deputy Director for Finance and Administration

SUBJECT: 11/14/23 Board Meeting: Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of Federal Funds for Design of the Yerba Buena Island Multi-Use Pathway in an Amount Up to $3,000,000; and State Funds for Planning, Programming, and Monitoring in the Amount of $46,000

RECOMMENDATION ☐ Information ☒ Action

Authorize the Executive Director to execute master agreements, program supplemental agreements, cooperative agreements, fund transfer agreements and any amendments thereto with the California Department of Transportation (Caltrans) for receipt of federal and state funds for the following projects:

- Yerba Buena Island (YBI) Multi-Use Pathway Design – up to $3,000,000 in federal One Bay Area Grant (OBAG) funds
- Planning, Programming, and Monitoring activities - $46,000 in State Transportation Improvement Program (STIP) funds

SUMMARY

We are seeking authorization for the Executive Director to execute funding agreements between the Transportation Authority and Caltrans for receipt of federal and state funds for two grants that we anticipate receiving this year: the YBI Multi-Use Pathway OBAG 3 and Planning, Programming and Monitoring activities state grant. Guidelines established by Caltrans require that certain funding agreements be signed by the project sponsor and returned to Caltrans. For some grants, project sponsors are also required to adopt a Board resolution. For instance, on October 7, 2023, we received the Fiscal Year (FY) 2023/24 Planning, Programming and

☐ Fund Allocation
☐ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☐ Capital Project Oversight/Delivery
☐ Budget/Finance
☒ Contract/Agreement
☐ Other:

Monitoring Agreement from Caltrans. Caltrans requires us to return the signed agreement with an approved Board resolution to execute the grant agreement. This resolution must also identify the person(s) authorized to execute these funding agreements and the title of the grant. Caltrans may disencumber and/or de-obligate funds without a resolution. The Board has previously adopted similar resolutions with the last one being Resolution 22-56 in July 2022. In addition, we anticipate an award notification from Caltrans for the YBI Multi-Use Pathway OBAG 3 in early 2024, which will also require an approved Board resolution to execute the grant agreement. Under a separate item on this agenda, we are proposing a package of fund exchanges that, if approved, would reduce the OBAG 3 funding on the Multi-Use Pathway design to $2.25 million, enabling us to add $750,000 in Prop K funds to complete a portion of the YBI Multi-use Pathway design (known as Segment 2) within the Hillcrest Road Improvement Project limits.	

BACKGROUND

We regularly receive federal and state transportation funds under ongoing grant programs and periodically receive congressional earmarks. These grant funds are typically administered by Caltrans, which requires that various types of funding agreements be executed between the project sponsor and Caltrans before the project sponsor can claim (e.g., encumber, seek reimbursement) the grant funds. Caltrans also requires an updated Board resolution identifying the person(s) authorized to execute these funding agreements and the title of the grant.

DISCUSSION

Brief descriptions of the two projects for which we are recommending approval of the subject resolution are provided below along with information on the relevant federal and state grants.

YBI Multi-Use Pathway: The YBI Multi-use Pathway Project will develop a safe and accessible Class I multi-use path connection between the current YBI Bike Landing/Vista Point and the intersection of Treasure Island Road at Macalla Road, travelling along Treasure Island and Hillcrest Roads. These roads lack modern safety features such as bike lanes. The project will improve safety and connectivity for bicyclists and pedestrians and provide convenient access for residents and visitors between Treasure Island and Yerba Buena Island. It will also support the ongoing and planned growth on both islands. The project will coordinate with the West Side

Bridges Seismic Retrofit Project and Hillcrest Road Improvement Project. The YBI Multi-use Pathway project is part of the Islands Redevelopment Project, which will introduce a substantial number of residences and visitors to the islands, increasing the need for active transportation facilities. Project implementation would provide residents and visitors of the islands expanded bicycle and pedestrian facility connectivity, including to the existing Class I multi-use path along the eastern span of the San Francisco-Oakland Bay Bridge to West Oakland, and the Treasure Island Ferry Terminal which provides service to Downtown San Francisco.

The project team is currently in the environmental approval phase. The project received California Environmental Quality Act (CEQA) categorical exemption approval in March 2023 and is expected to receive National Environmental Policy Act (NEPA) categorical exclusion in December 2023. The project team anticipates completing the environmental phase and starting design in 2024. The current funding plan includes a $3,000,000 federal OBAG 3 grant along with a $3,800,000 regional Active Transportation Program (ATP) grant for design. The OBAG 3 grant has been programmed but requires NEPA approval before it can be allocated. Under a separate item on this agenda, we are proposing a package of fund exchanges that, if approved, would reduce the OBAG 3 funding on YBI Multi-Use Pathway design to $2.25 million, enabling us to add $750,000 in Prop K funds (through a fund exchange) to complete a portion of the YBI Multi-use Pathway design (known as Segment 2) within the Hillcrest Road Improvement Project limits. Doing so will enable us to incorporate certain accommodations (e.g., a wider shoulder, taller retaining wall in the correct location) for the future Multi-Use Pathway into the construction of the Hillcrest Road Improvement Project, resulting in cost savings and construction efficiencies.

The ATP grant for the Multi-Use Pathway will also require NEPA approval, followed by California Transportation Commission allocation in March 2024. The Board previously approved the authorization to execute a funding agreement for the regional ATP grant through Resolution 21-52. The project team anticipates design will take approximately two years to complete.

Planning, Programming and Monitoring: Guidelines established for the use of State Transportation Improvement Program (STIP) funds by the California Transportation Commission (CTC) allow us to program up to 5% of STIP county share funds for planning, programming, and monitoring activities. These activities are captured under our Congestion Management Agency function and are related to project planning, development, and oversight of projects including timely use of

funds and compliance with State law and CTC guidelines. As noted in the memo summary, on October 7, 2023, we received the FY 2023/24 Planning, Programming and Monitoring Agreement in the amount of $46,000. Caltrans requires us to adopt a resolution to execute the grant agreement to avoid losing the funds. We have already received approval to seek reimbursement of these grant funds retroactively to July 1, 2023, pending approval of the subject resolution and execution of the grant agreement.

FINANCIAL IMPACT

Approval of the recommended action would facilitate compliance with Caltrans funding agreement requirements (avoiding loss of grant revenues) and enable the Transportation Authority to seek reimbursement of federal and state grant funds administered by Caltrans for the YBI Multi-Use Pathway and Planning, Programming, and Monitoring activities. Anticipated revenues for the Planning, Programming, and Monitoring grant are included in the adopted FY 2023/24 Budget and Work Program and the first year of anticipated revenues for the YBI Multi-Use Pathway will be incorporated into the FY 2023/24 mid-year budget amendment. In addition, we will bring procurements to be funded by these grants, where applicable, to the Board for approval as part of future agenda items.

CAC POSITION

The Community Advisory Committee will consider this item at its October 25, 2023 meeting.

Quick-Build Project Summary Table (as of October 2023)

Corridor	Scope	Planning/Design Phase	Estimated Construction Phase
Under Construction			
Hyde Street (McAllister to Geary)	Lane reduction, curb management, transit-only lane, signal timing changes	Sep 2022 - Fall 2023	Fall 2023
Lake Merced Boulevard (Skyline to John Muir)	Protected bikeways, bus boarding islands, bike ramps, lane reduction	Jul 2021 - Jan 2023	Start 9/2023, End Winter 2023
Lincoln Way (22nd to Arguello)	Crosswalk upgrades, pedestrian safety improvements	Sep 2022 - May 2023	January 2024
Sloat Boulevard (Great Highway Skyline Boulevard)	Two-way protected bikeways, painted safety zones, bus boarding islands, parking and loading changes	Sep 2022 - Jul 2023	Winter 2023/Spring 2024
Design in Process			
3rd Street (Bay Trail to Townsend Street) Townsend Street (3rd Street to The Embarcadero)	Protected bikeway, curb management, daylighting, painted safety zones	Aug 2023 - Spring 2024	Fall 2024
17th Street (Potrero to Pennsylvania)	Protected bikeway, daylighting, painted safety zones, curb management	May 2022 - Fall 2024	Winter 2023/Spring 2024
Alemany Boulevard (Congdon to Ellsworth)	Two-way protected bikeway	Jan 2024 - Summer 2024	Late 2024
Beach Street	Pedestrian and bicycle safety improvements	Oct 2023 - Summer 2024	Mid 2024
Cesar Chavez Street	Protected bikeways	Jan 2024 - Summer 2024	Late 2024
Clarendon Avenue	Pedestrian and bicycle safety improvements	Sep 2023 - Spring 2024	Following paving in 2024
Frida Kahlo Way / Ocean Avenue / Geneva Avenue	Protected bikeway, signal timing changes	Jan 2024 - Fall 2023	Winter 2023/Spring 2024
Guerrero Street	Pedestrian safety improvements	Jul 2023 - Sep 2023	Summer 2024
Larkin Street	Pedestrian safety improvements	Early 2024 - Fall 2024	Late 2024
Oak Street (Shrader to Baker)	Protected bikeways, signal timing changes	Aug 2023 - Spring 2024	Summer 2024
Sutter Street (Market to Polk)	Protected bikeways, transit only lane, curb management, signal timing changes, lane reduction	Aug 2023 - Spring 2024	Fall 2024

Completed			
3rd Street (Berry to Terry Francois)	Completed 7/2020	Folsom Street (2nd to 5th)	Completed 5/2021
3rd Street (Mission to Townsend)	Completed 8/2020	Franklin Street (Broadway to Lombard)	Completed 12/2022
5th Street (Market to Townsend)	Completed 3/2020	Golden Gate Avenue (Market to Polk)	Completed 5/2021
6th Street (Market to Folsom)	Completed 9/2019	Howard Street (Embarcadero to 3rd)	Completed 12/2020
7th Street (Folsom to Townsend)	Completed 7/2020	Howard Street (3rd to 6th)	Completed 4/2019
7th Street (Townsend to 16th)	Completed 7/2019	Indiana Street (24th to Cesar Chavez)	Completed 11/2019
Alemany Boulevard (Stoneybrook to Putnam)	Completed 12/2020	Jones Street (O'Farrell to Golden Gate)	Completed 10/2021
Battery Street (Market to Broadway) Sansome Street (Market to Broadway)	Completed 1/2023	Leavenworth Street (McAllister to Post)	Completed 6/2021
Bayshore Boulevard (Oakdale to Industrial)	Completed 9/2023	Market Street (Octavia to Steuart)	Completed 1/2020
Beale Street (Market to Natoma)	Completed 12/2020	Mission Street (Trumbull to Geneva) Geneva Avenue (Mission to Prague)	Completed 7/2020
Brannan Street (Embarcadero to Division)	Completed 11/2019	South Van Ness Avenue (13th to Cesar Chavez)	Completed 1/2022
California Street (Arguello to 18th)	Completed 7/2020	Taylor Street (Market to Sutter)	Completed 6/2019
The Embarcadero (Bay to North Point, Mission to Harrison)	Completed 12/2020	Terry Francois Boulevard (Mariposa to Mission Bay)	Completed 8/2019
The Embarcadero (Mission to Broadway)	Completed 2/2022	Townsend Street (3rd to 8th)	Completed 9/2020
Evans Avenue/Hunters Point Blvd/Innes Avenue (Jennings to Donahue)	Completed 4/2021	Valencia Street (15th to 23rd)	Completed 8/2023
Evans Avenue (Cesar Chavez to 3rd)	Completed 10/2022	Williams Avenue (3rd to Vesta/Phelps)	Completed 10/2021

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San Francisco
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BD101723 RESOLUTION NO. 24-16

RESOLUTION URGING THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY TO INCORPORATE SAFE ROUTES TO ALL SCHOOLS IN THE SAN FRANCISCO UNIFIED SCHOOL DISTRICT IN THE ACTIVE COMMUNITIES PLAN

WHEREAS, The City and County of San Francisco first adopted a Transit-First Policy 50 years ago in 1973 in order to promote a safe and efficient transportation system. This includes promoting active mobility by encouraging safe streets for riding, convenient access to transit, and bicycle lanes; and

WHEREAS, The City and County of San Francisco began developing the Active Communities Plan in 2022 to direct investments towards active mobility, including biking, scooting, and rolling, which reduces both congestion on the streets of San Francisco and the impact of transit on our climate; and

WHEREAS, The City and County of San Francisco Board of Supervisors adopted a Climate Action Plan on July 20, 2021, and said plan committed us to decreasing our collective dependence on gasoline fueled vehicles by shifting 80% of trips to sustainable modes of transportation; and

WHEREAS, The Board of Supervisors unanimously enacted the Better Streets Policy in 2006, which requires City departments to adhere to principles for the use of street space, including "Decisions regarding the design and use of the City's limited public street space shall prioritize space for pedestrians, bicycles, and public transit over space for automobiles"; and

WHEREAS, The Transportation Authority prepared the San Francisco School Access Plan, which aims to improve the quality, availability, and safety of transportation options to school and after-school activities while reducing greenhouse gas emissions, localized congestion, and air pollution around school sites. The Plan found that over 70% of K-5 San Francisco Unified School District students had school commutes of two miles or less, distances well-suited for active transportation if safe infrastructure is available; and

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BD101723 RESOLUTION NO. 24-16

WHEREAS, Studies have shown that young individuals who learn to walk, bike, and roll for their transit needs carry these habits into adulthood, resulting in improved health outcomes, a commitment to sustainable transportation methods, and increased sense of belonging. Providing opportunities for young people to safely travel within San Francisco will create a new generation of residents dedicated to sustainable transportation networks; and

WHEREAS, Throughout the history of the United States, lack of access to educational institutions has served to withhold opportunities for advancement from specific communities, including people of color, women, and indigenous communities. Advancing racial and economic justice requires the City and County of San Francisco to actively work to equalize access to a high-quality education, including through ensuring safe passage for all students; and

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) has been completing an average of 5 school assessments per year. San Francisco's commitment to the safety and success of our students and our climate action goals requires a vast acceleration of that timeline; now, therefore, be it

RESOLVED, The Transportation Authority urges the SFMTA to include necessary infrastructure ensuring safe connections to all schools in the San Francisco Unified School District within the Active Communities Plan by May 2024 in order to encourage lifelong San Franciscans dedicated to sustainable and active transportation; now, therefore, be it

RESOLVED, That the SFMTA shall implement the necessary physical infrastructure improvements that provide physical separation from, slow, and divert vehicle traffic to ensure safe passage for all students who walk, bike, and roll to school. Implementation of these improvements shall prioritize middle schools and high schools so older students may travel independently to schools; and be it further

RESOLVED, That this Resolution shall take effect from and after its adoption and approval.

San Francisco County Transportation Authority
Agenda Item 8

State Legislation – October 2023
(Updated October 15, 2023)
To view documents associated with the bill, click the bill number link.

Table 1 shows the status of active bills on which the Board has already taken a position or that staff has been monitoring as part of the watch list. The last day to approve bills before the first year of the legislative session ended was September 14, 2023. The Governor had until October 14, 2023 to sign or veto bills, or take no action and the bill then becomes law. We will report out on final outcomes at the October 17, Board meeting.

Table 1. Bill Status for Positions Taken in the 2023-24 Session

Below are updates for the two-year bills for which the Transportation Authority have taken a position or identified as a bill to watch. Updates to bills since the Board's last state legislative update are italicized.

Adopted Positions / Monitoring Status	Bill # Author	Bill Title	Update to Bill Status[1] (as of 10/15/2023)
Support	ACA 1 Aguiar-Curry D Haney D Principal Coauthor: Wiener D	**Local government financing: affordable housing and public infrastructure: voter approval.** Reduces the voter threshold from two-thirds to 55% for a city, county, or special district to approve a bond measure that funds the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing.	*Chaptered*
	AB 251 Ward D	**California Transportation Commission: vehicle weight safety study.** Requires the formation of a task force to study the relationship between vehicle weight and injuries to vulnerable road users and the costs and benefits of a passenger vehicle weight fee.	*Chaptered (signed by Governor)*
	AB 361 Ward D	**Vehicles: video imaging of bicycle lane parking violations.** Authorizes the use of automated forward-facing cameras on parking enforcement vehicles for the purpose of citing parking violations in bicycle lanes.	*Chaptered (signed by Governor)*
	AB 645 Friedman D	**Vehicles: speed safety system pilot program.** Establish a pilot safety program, including limited authorization of speed safety cameras.	*Chaptered (signed by Governor)*

	SB 532 Wiener D	**San Francisco Bay area toll bridges: toll increase: transit operating expenses.** Raise tolls on Bay Area bridges by $1.50 for four years and direct funding to maintain transit services and help operators address the pending transit fiscal cliff.	Assembly Appropriations Bill held by author to allow additional discussion with Bay Area legislators and other stakeholders. **Can be taken up next year.**
Watch	AB 6 Friedman D	**Transportation planning: regional transportation plans: Solutions for Congested Corridors Program (SCCP) reduction of greenhouse gas emissions.** Increases state involvement in regional Sustainable Communities Strategy development and requires projects nominated to receive SCCP funds to demonstrate how it would contribute to achieving the state's greenhouse gas emission reduction targets.	Senate Transportation Bill held by author. **Can be taken up next year.**
	AB 7 Friedman D	**Transportation: planning: project selection processes.** Requires state transportation agencies to incorporate a wide range of principles into their project identification processes (including vision zero, resiliency, ZEV infrastructure, not increasing passenger VMT) and requires the next update to the California Transportation Plan include a financial element.	Senate Inactive **Can be taken up next year.**
	AB 761 Friedman D	**Local finance: enhanced infrastructure financing districts (was formerly Transit Transformation Task Force).** Would have established a task force to develop policies to grow transit ridership and improve the transit experience, requiring a report to the Legislature by January 1, 2025. These provisions were approved earlier this year as part of SB 125, the budget trailer bill. The author recently repurposed the bill to now apply to a Los Angeles-specific financing effort and we are therefore removing it from our watch list.	Senate Rules Gutted and amended. **Bill to be removed from watch list.**

Oppose Unless Amended	AB 825 Bryan (D)	**Vehicles: bicycles on sidewalks.** Authorizes the use of bicycles on sidewalks statewide unless the adjacent street has a striped or separated bicycle facility. Bill has recently been amended to provide some flexibility to local governments to put in place restrictions on the use of bicycles on sidewalks (such as in commercial districts or on streets with a speed limit of 20 mph or less). However, we still feel the amendments are insufficient to withdraw the current position.	*Vetoed by Governor*

[1]Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. Bill status at a House's "Desk" means it is pending referral to a Committee.

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Memorandum

AGENDA ITEM 9

DATE: October 20, 2023

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 11/14/2023 Board Meeting: Adopt Two 2023 Prop L 5-Year Prioritization Programs and Amend the Prop L Strategic Plan Baseline

RECOMMENDATION ☐ Information ☒ Action

Adopt two 2023 Prop L 5-Year Prioritization Programs (5YPPs):

- Traffic Signs and Signals Maintenance
- Safer and Complete Streets

Amend the Strategic Plan Baseline

SUMMARY

The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs (Attachment 1), a 5YPP to identify the specific projects that will be funded over the next five years. Board adoption of these documents is a prerequisite for allocation of Prop L funds from the relevant programs. To spread out the workload for staff and project sponsors, we are bringing 5YPPs to the Board in groups. The Board has adopted 12 5YPPs through actions taken in July and October. This third round consists of two related 5YPPs, Safer and Complete Streets and Traffic Signs and Signals Maintenance. We are recommending concurrent adoption of an amendment to the Strategic Plan Baseline to incorporate the programming and cash flow for the five-year project lists in the subject 5YPPs. We have also updated cash flow for the BART Core Capacity project (the subject of a separate agenda item), where BART agreed to delay about $8 million of a $35 million request one year since they are drawing down a large state grant first. Also, we pushed out some outyear (i.e., post first 5-years) cash flow (not programming) for the largest Prop L program – Muni Maintenance, to help with some outyear pinch points for debt service by freeing up cash in those years. In all, these changes would result in a $16 million reduction in project finance costs from $684.9 million to $668.9 million over the 30-year Expenditure Plan period compared to the

☐ Fund Allocation
☒ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☐ Capital Project Oversight/Delivery
☐ Budget/Finance
☐ Contract/Agreement
☐ Other: ___

Baseline, as amended. amended	

BACKGROUND

The 5YPPs result in multi-year project lists with associated sales tax programming commitments that support a steady project pipeline, enabling project sponsors to plan ahead, facilitating their ability to secure other funding sources to leverage Prop L and fully fund projects and to line up staff resources to deliver projects. The 5-year look ahead also enables coordination between projects. When a project is ready to advance, the project sponsor can request allocation of funds from the Board based on the programming commitment in the relevant 5YPP.

The 5YPPs also provide transparency about how Prop L projects are prioritized. We work in close collaboration with project sponsors eligible for Prop L funds from a particular program, as well as any other interested agencies, to develop each 5YPP. Input from the Board, sponsors, and the public inform the 5YPP process.

In June 2023, the Board adopted the 2023 Prop L Strategic Plan Baseline. The Baseline establishes the amount of sales tax revenues that will be available on an annual basis to each of the 28 programs, by fiscal year, through 2053 based on their proportional share of available revenues established in the Expenditure Plan. For 23 of the 28 programs, the Baseline set the pay-as-you-go annual funding levels for each program which project sponsors will use to identify their proposed lists of projects to fund in the next five years as part of 5YPP development. Through the 5YPP process, project sponsors can make requests to advance sales tax funds for specific projects, as needed to support project delivery. For five programs (BART Core Capacity, Caltrain Downtown Rail Extension (The Portal), Muni Maintenance, Caltrain Maintenance, and Paratransit) the Baseline advanced cash flow in advance of 5YPP development. This approach provides a more realistic picture of financing costs for two major transit projects, BART Core Capacity and The Portal, while ensuring we can meet other programs' requests for advancing funds.

Attachment 1 shows the 28 5YPPs, noting which have been adopted thus far and those that are pending Board consideration.

DISCUSSION

Each 5YPP document includes the following sections, the content for which is detailed in the staff memorandum to the Board for its July 11, 2023 meeting:

- Eligibility and Expected Fund Leveraging
- Public Engagement
- Performance Measures
- Project Delivery Snapshot

- Project Prioritization
- Project List (covering FY 2023/24 – FY 2027/28)
- Project Information Forms (e.g., scope, schedule, cost, funding)

Round 3 5YPPs. We are recommending adoption of the two enclosed 5YPPs. Attachment 2 lists all the proposed projects sorted by Expenditure Plan program and sub-program with information such as a brief project description, amount of Prop L funds requested, proposed project phase, and fiscal year of programming. Attachment 3 summarizes leveraging and advancement of funds (i.e., cash flow or the rate at which sponsors can seek reimbursement of sales tax funds for eligible project costs) by Expenditure Plan program. The enclosed 5YPPs contain more detail, including the project information forms.

It is important to keep in mind that the pay-go funding levels in the first five years of Prop L are about half that in year six on due to the carryforward of Prop K remaining grant balances and debt. Thus, we anticipate that most Prop L programs will request at least a modest level of advancement in this 5YPP period. For each project, we look closely at project readiness, whether there is full funding for the requested phase or phases, the amount of leveraging, timely use of funds requirements, and other factors that inform our recommendation to program funds to the project and whether to support advancement of funds beyond pay-go to support project delivery.

In developing these two 5YPPs, we worked closely with SFMTA staff, in particular, seeking to ensure that they addressed community and Board priorities, particularly with respect to Vision Zero initiatives and safety around schools. We will highlight some of the projects where changes have been made to that end during the staff presentation, such as combining proactive school traffic calming and school walk audits into one project to enable better coordination and more transparency about how the two programs interact.

Strategic Plan Baseline Amendment. Concurrent with Board adoption of the 5YPPs, we make corresponding updates to the Strategic Plan Baseline to reflect the recommended programming and cash flow schedules for the proposed projects. The Strategic Plan model estimates financing costs for programs that advance funds. Consistent with Strategic Plan policies, financing costs are distributed proportionally across those programs that request acceleration of funds. If in future Strategic Plan updates, actual financing costs are lower, the delta is returned to the respective programs and is available for programing to eligible project costs.

As noted above, in this round of 5YPPs, we recommend advancing funds as requested by sponsors in both 5YPPs. For example, for the Safer and Complete Streets 5YPP, the recommended project list would advance $32.9 million in programming and $28.5 million in cash flow (expenditures) into the current 5YPP

period, with the remaining cash flow extending beyond the first five years. As a result, the proposed cash flow in the first five years is $14.1 million or about 200% more than the pay-go budget in the Baseline, as amended.

At the same time as incorporating recommendations from these two new 5YPPS, we have updated cash flow for the BART Core Capacity request (the subject of a separate agenda item) where BART agreed to delay about $8 million of $35 million by one fiscal year since they are drawing down a large state TIRCP grant first. We have also pushed out some outyear cash flow (i.e., beyond the current 5YPP period) (not programming) for the Muni Maintenance program, the largest program in Prop L by far, to reduce some projected outyear pinch points for debt service by freeing up cash in those years.

In all, these changes result in a $16 million decrease in finance costs from $684.9 million to $668.9 million over the 30-year Expenditure Plan period compared to the Baseline, as amended.

Attachment 4 summarizes the sources and uses for the proposed amended Baseline and Attachment 5 shows the programming and cash flow by program by fiscal year for the proposed Strategic Plan Baseline Amendment to incorporate the subject 5YPPs and updates to BART Core Capacity and outyear Muni Maintenance cash flow.

Next Steps. We are working with SFMTA on a plan to bring Muni Maintenance to the Board for partial approval in December 2023 that would only program projects in FY 2023/24 with placeholders in the remaining four years to provide more time to refine project priorities and funding plans. The remaining 5YPPs will come to the Board in early 2024, followed by adoption of the final 2023 Strategic Plan.

FINANCIAL IMPACT

There is no impact on the FY 2023/24 agency budget. The Prop L Strategic Plan is an important long-range financial planning tool for the Transportation Authority as it forecasts sales tax revenues and establishes the maximum annual reimbursement for each of the Expenditure Plan programs, and estimates debt needs to advance funds to support project delivery. The 5YPPs program funds to specific projects over the five fiscal years starting in FY 2023/24. However, allocation of funds and issuance of any debt are subject to separate approval actions by the Board.

CAC POSITION

The Community Advisory Committee will consider this item at its October 25, 2023, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – List of the 28 Programs in the Prop L Expenditure Plan
- Attachment 2 – Round 3 5YPPs List of Projects by Expenditure Plan Program
- Attachment 3 – Round 3 5YPPs Summary by Program: Fund Leveraging and Advancement
- Attachment 4 –Prop L Strategic Plan Baseline Amendment Sources and Uses
- Attachment 5 – Strategic Plan Baseline Amendment - Programming & Cash Flow by FY

- Enclosure – 2023 Prop L 5 Year Prioritization Programs (2)

Attachment 1.

Prop L's 28 Programs

Each requires a Board-adopted 5-Year Prioritization Program (5YPP) before funds can be allocated.

Approved Round 1
Approved Round 2
Anticipated Round 3
Round TBD
No 5YPP required since program has no Priority 1 sales tax funds

1. Muni Reliability and Efficiency Improvements
2. Muni Rail Core Capacity
3. BART Core Capacity
4. Caltrain Service Vision: Capital System Capacity Investments
5. Caltrain Downtown Rail Extension and Pennsylvania Alignment
6. Muni Maintenance
7. BART Maintenance
8. Caltrain Maintenance
9. Ferry Maintenance
10. Transit Enhancements
11. Bayview Caltrain Station
12. Mission Bay Ferry Landing
13. Next Generation Transit Investments
14. Paratransit
15. Street Resurfacing, Rehabilitation and Maintenance
16. Pedestrian and Bicycle Facilities Maintenance
17. Traffic Signs and Signals Maintenance
18. Safer and Complete Streets
19. Curb Ramps
20. Tree Planting
21. Vision Zero Ramps
22. Managed Lanes and Express Bus
23. Transformative Freeway and Major Streets Projects
24. Transportation Demand Management
25. Neighborhood Transportation Program
26. Equity Priority Transportation Program
27. Development Oriented Transportation
28. Citywide/Modal Planning

San Francisco County Transportation Authority

Attachment 2
Round 3 5-Year Prioritization Programs - List of Projects by Expenditure Plan Program

SFMTA is the sponsor for all projects except where noted in the Project Name.

#	Program: Sub-Program	Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
1	Traffic Signs and Signals Maintenance	Bus Transit Signal Priority (TSP)	This project includes: 1) Implementation of new TSP technology to all Muni buses and intersection already equipped with TSP and communication devices, 2) optimize, repair and replace existing communication network, and procure extended warranties where necessary, and 3) expansion, repairs and replacement of CCTV cameras, and extended warranty services for Variable Message Signs. Note: SFMTA also requested funds from Prop L EP 1 Muni Reliability and Efficiency Improvements program, which would support expansion of the Transit Signal Priority, CCTV, and VMS networks. The EP 1 expansion funds are subject to Transportation Authority Board approval in a future round of 5YPP adoption, anticipated in February 2024. The EP 1 funds are not being recommended in this 5YPP, just the Traffic Signs and Signals Maintenance funds shown to the right.	Citywide	Construction	$1,149,000	FY25
2					Construction	$1,099,000	FY26
3					Construction	$1,099,000	FY27
4					Construction	$1,099,000	FY28
5		City Coordination Opportunities: Traffic Signal Conduit Program	This program funds new signal conduits, new pole foundations, and other subsurface signal work in coordination with other projects, usually Public Works paving, curb ramp, and streetscape projects. This program allows SFMTA to complete signal-related excavation work prior to the 5-year excavation moratorium following a re-paving project, preventing delays in signal construction. The installation of conduits and other work as part of this project will allow for future installation of scope such as pedestrian countdown signals, accessible pedestrian signals, and new mast arms.	Citywide	Construction	$400,000	FY26
6					Construction	$400,000	FY27
7					Construction	$400,000	FY28
8		Great Highway Signal Upgrades	This project will replace traffic signal hardware at up to eight intersections along the Great Highway between Lincoln Way and Vicente Street with new equipment to improve signal visibility and pedestrian safety, and keep the infrastructure in a state of good repair. These signals are prone to corrosion and failure due to the proximity of the ocean and wind, water and sun exposure. This project will replace all existing signal infrastructure including poles, mastarms, signal heads, conduits and controllers. The scope includes pedestrian countdown signals and accessible (audible) pedestrian-activated signals. Upon completion of the project, the signal design is sufficiently robust to accommodate five operating scenarios on Great Highway: Two way traffic, SB on the west half, NB on the east half; SB only on the east half; SB only on the west half; NB only on the east half; and NB and SB on the east half	4	Construction	$3,000,000	FY24
9		Tenderloin Signal Upgrade	This project will install traffic signal upgrades and left-turn phasing for safer intersections, including larger 12-inch signal heads and mast arms to enhance signal visibility. Project includes pedestrian signal improvements such as accessible (audible) pedestrian signals, upgraded curb ramps, and streetlighting. This project would implement traffic safety enhancements to improve pedestrian and bicyclist safety, connectivity, and accessibility, enhance transit connections, and activate community space.	3, 5	Construction	$2,032,000	FY25

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#	Program: Sub-Program	Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
10	Traffic Signs and Signals Maintenance	Traffic Sign Replacement Program	This program will enhance traffic and pedestrian safety by replacing traffic signs that are reaching the end of their useful life and need to be upgraded to current retroreflective standards. Examples of signs expected to be replaced include advanced street name, flourescent yellow-green school crossing, flourescent yellow-green pedestrians crossing ahead, "No Turn on Red", STOP, Speed Limit, "No Left/Right Turn," and "One Way."	Citywide	Construction	$405,000	FY25
11					Construction	$405,000	FY26
12					Construction	$405,000	FY27
13					Construction	$405,000	FY28
14		Traffic Signal Hardware Replacement Program FY24	This project will replace signal controller cabinets, vehicular sensor detectors, and rectangular rapid flashing beacons that have exceeded or are nearing the end of their useful life. Replacing traffic signal hardware will help to maintain SFMTA's traffic safety assets in a state of good repair, which is critical to ensuring a safe reliable transportation system. Candidate locations for hardware replacement were identified by the SFMTA Signal Shop based on known continuing maintenance issues and/or the presence of "legacy" technology that is no longer supported by manufacturers.	1, 2, 3, 4, 7, 9, 10, 11	Construction	$500,000	FY24
15		Traffic Signal Hardware Replacement Program FY25-28	This project will replace key signal hardware such as accessible (audible) pedestrian signals, signal controller cabinets, and battery backup system cabinets that are reaching the ends of their useful lives and/or needs to be upgraded to current industry standards. Replacing traffic signal hardware will help to maintain SFMTA's traffic safety assets in a state of good repair, which is critical to ensuring a safe and reliable transportation system.	TBD	Construction	$500,000	FY25
16					Construction	$500,000	FY26
17					Construction	$500,000	FY27
18					Construction	$500,000	FY28
19		Traffic Signal Upgrade Contract 35	This project will implement traffic signal visibility and pedestrian safety improvements at 22 locations across the city. Upgrades will include new pedestrian countdown signals, accessible (audible) pedestrian signals, higher-visibility traffic signals, and new curb ramps where currently missing. A significant portion of the signal infrastructure at these intersections has been found to be approaching the end of its useful life.	1, 3, 5, 6, 7, 8, 9, 10, 11	Construction	$7,104,000	FY24
20		Traffic Signal Visibility Upgrades Program FY24	This project will improve traffic signal visibility at 8 intersections by replacing 8-inch signal heads with 12-inch heads at locations with a history of red-light running collisions. Additionally, improve signal visibility at traffic signals at 20 intersections by installing signal backplates with yellow retroreflective borders at locations with prevailing speeds near or above 40 MPH or at locations where a major freeway segment terminates. These upgrades will focus on Vision Zero High Injury Network corridors and improve safety at signalized intersections throughout the city.	Citywide	Construction	$400,000	FY24

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#	Program: Sub-Program	Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
21	Traffic Signs and Signals Maintenance	Traffic Signal Visibility Upgrades Program FY25-28	This program funds upgrades to traffic signals by replacing 8-inch signal heads with 12-inch LED signal heads on arterials with 30 MPH or higher speed limits and multiple lanes, where signal visibility can be improved using existing signal poles and/or where there is a history of right angle collisions. These upgrades will improve safety at signalized intersections throughout the city.	Citywide	Construction	$400,000	FY25
22					Construction	$400,000	FY26
23					Construction	$400,000	FY27
24					Construction	$400,000	FY28
25		Western Addition Area Traffic Signal Upgrades Phase 2	This project will enhance pedestrian and bicyclist safety, transit connections and community space, and advance the City's Vision Zero goals through upgraded signals and speed reduction strategies as recommended in the Western Addition Community Based Transportation Plan. This Prop L request is for the local match to a federal Safe Streets for All grant to upgrade existing signals at 12 locations with pedestrian countdown signals, accessible pedestrian signals, and/or signal visibility improvements such as larger signal heads and mast arms. The scope also includes pedestrian activated flashing beacons at 3 intersections, and a radar speed sign approaching one intersection with existing pedestrian activated flashing beacons. Speed reduction strategies such as 20 MPH speed limits on eligible corridors, radar speed signs, quick-build projects, and a community education outreach campaign, will be funded by Prop B General Funds and the federal grant.	2, 5	Design	$200,000	FY24
26					Construction	$3,389,000	FY25
27	Safer and Complete Streets: Capital Projects	5th Street Corridor Improvements	This project will improve safety on 5th Street, a street on San Francisco's High Injury Network, while addressing future transportation demands in the South of Market (SoMa) neighborhood. The project will enhance the quick-build improvements by constructing capital-intensive streetscape changes including bulb-outs and traffic signal upgrades at Mission, Harrison, and Bryant streets, raised crosswalks at alleyways, and concrete buffers at protected bikeways. The elements of this project to be funded from the Safer and Complete Streets program include recommendations from the Transportation Authority's Freeway Ramp Intersection Safety Study Phase I (2018).	6	Construction	$1,000,000	FY25
28		7th Ave Bikeway	This is a near term project to design and build a bike lane along 7th Ave from Judah St to Lincoln Way. This project would close a gap in the bike lane and provide a continuous bike faclity leading to Golden Gate Park.	7	Design	$50,000	FY25
29					Construction	$100,000	FY26

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#	Program: Sub-Program	Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
30	Safer and Complete Streets: Capital Projects	Active Communities Plan Implementation Placeholder	This is a placeholder for implementation of the capital project recommendations to build out a citywide bike network from the SFMTA's Active Communities Plan. The plan will direct SFMTA future investments in the active transportation network, support facilities, programs and policies for the next 10-15 years. It includes all devices that can legally use the active transportation nework. Future allocations are conditioned upon SFMTA presentation of the final Active Communities Plan to the SFCTA Board (a condition of prior Prop K allocations); SFMTA Board approval, including an implementation plan; and a Safer and Complete Streeets 5YPP amendment to program the placeholders to specific projects.	Citywide	TBD	$4,350,000	FY25
31					TBD	$3,750,000	FY26
32					TBD	$3,750,000	FY27
33					TBD	$3,750,000	FY28
34		Central Embarcadero Enhancement (OBAG Match)	This project expands on recent quick-build safety measures along The Embarcadero, between Bryant Street and Broadway, on the Vision Zero High Injury Network. It includes curb, utility, and other changes to extend and improve the waterside protected bikeway; shorten and improve crosswalks; and add real-time messaging/wayfinding for parking and special events. Prop L funds will provide the last dollars needed to fully fund the project.	3, 6	Design	$200,000	FY24
35		District 4 Street Improvements	This project will design and construct improvements to two residential streets, anticipated to be Kirkham Street from Lower Great Highway to 19th Avenue, and 41st Avenue from Lincoln to Vicente, to improve comfort for pedestrians and bicyclists of all ages and abilities. This project furthers the work done by the Transportation Authority's District 4 Mobility Study (2022) where the project team developed a network of potential corridors based on access to commercial corridors, parks and open space, schools, and the existing bike network. The project combines street design measures tailored to each neighborhood, including speed humps, traffic circles, crosswalk upgrades, and limited traffic diversion at specific, targeted locations (if warranted).	4	Construction	$700,000	FY24
36		Golden Gate Greenway (Tenderloin)	This project would reduce the 100 block of Golden Gate Avenue from two to one lane of vehicle traffic, reconfigure the overhead catenary system wires, install a new fire hydrant, and activate Shared Spaces on both sides of the roadway. The project will include bikeway, traffic calming, and pedestrian improvements similar to a Slow Street. Exact traffic calming, bike and pedestrian treatments are pending further conversations with the SF Fire Department. Prop L will fund only the transportation elements of the	5	Design	$100,000	FY24
37					Construction	$1,000,000	FY25

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#	Program: Sub-Program	Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
38	Safer and Complete Streets: Capital Projects	Howard Streetscape	This project will implement safety improvements on Howard Street from 3rd to 11th Streets, which is on the Vision Zero High Injury Network. The scope includes a two-way protected bikeway, upgraded bike and vehicle signals, bulb-outs and raised crosswalks, new midblock crosswalks, and improved curb management. Also included are public realm improvements such as landscaped medians, decorative pavement, cultural district signs and plaques, and additional streetlights.	6	Construction	$2,000,000	FY27
39		SFPW: Market Octavia Living Alleys Phase 1B	This project implements safety improvements to Brady Street from Market to Otis Street, and on Colton Street from Gough to Brady Street. Project includes two new corner bulb-outs with curb ramps to create shorter crossing distances for pedestrians and reduce vehicle speeds, four new raised crossings and a new decorative raised intersection to create visual cues for drivers to slow down, and new pedestrian planters, street trees and pedestrian scale lighting to promote walkability.	6	Construction	$700,000	FY26
40		Page Slow Street	The Page Slow Street project will design and construct traffic safety and streetscape features on the Page Street corridor to improve and upgrade the existing Page Slow Street. The project builds off several prior projects including the emergency-approved Slow Streets Program, Page Bikeway Pilot, and Page Street Neighborway Phase 1. Project will include evaluation and public outreach.	5	Design	$407,000	FY25
41					Construction	$593,000	FY26
42		Safe Streets Evaluation Program	The SFMTA is working towards achieving Vision Zero, an initiative to prioritize street safety and eliminate traffic deaths in San Francisco. To meet this goal, the city tracks progress and measure project performance through the Safe Streets Evaluation Program. Over the last five years, Safe Streets Project Evaluation Program has helped to inform needs for project refinement, communicate performance to decision makers, support the use of innovative design treaments, and streamline future project designs.	Citywide	Planning	$450,000	FY25
43					Planning	$400,000	FY27
44		School Traffic Calming Program	This program would provide Prop L funds on an annual basis for the School Traffic Calming Program, which combines the School Walk Audits and Proactive School Safety programs. Funding will be used for planning, design, and implementation of improvements identified through school walk audits at up to ten school sites each year, and proactive daylighting and traffic calming at up to 50 intersections around schools each year. Prior to allocation of Prop L funds, SFMTA shall present draft walk audit program guidelines to the Transportation Authority Board before finalizing. The guidelines shall include how the public can request a walk audit, how SFMTA prioritizes among schools to receive walk audits, and what to expect during and after the audit (e.g. types of recommendations, process for finalizing the recommendations, and implementation timeline). At time of allocation, SFMTA shall provide the list of schools that will receive traffic calming treatments.	Citywide	Design	$220,000	FY24
45					Construction	$1,780,000	FY24
46					Design	$220,000	FY25
47					Construction	$1,780,000	FY25
48					Design	$220,000	FY26
49					Construction	$1,780,000	FY26
50					Design	$220,000	FY27
51					Construction	$1,780,000	FY27
52					Design	$220,000	FY28
53					Construction	$1,780,000	FY28

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#	Program: Sub-Program	Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
54	Safer and Complete Streets: Capital Projects	SFPW: Sickles Avenue Streetscape	This project will make safety improvements to Sickles Avenue, between Cayuga and Mission Street. The project includes five new corner bulb-outs with curb ramps to create shorter crossing distances for pedestrians and reduce vehicle speeds, a new planted median island and street trees to create visual cues for drivers to slow down, and installation of pedestrian scale lighting to promote walkability.	11	Construction	$1,300,000	FY25
55		Slow Streets Implementation	This work includes design and construction of traffic calming and traffic diversion elements on the Slow Streets network, a citywide network that prioritizes roadway space for active transportation for all ages and abilities. As of June 2023, there are 19 approved Slow Streets in the city. Each Slow Street must meet Board-established targets for vehicle volumes (fewer than 1000 vehicles per day) and vehicle speeds (median speed at 15 MPH or slower). This project will implement tools to meet those targets.	Citywide	Construction	$200,000	FY24
56					Construction	$200,000	FY25
57					Construction	$200,000	FY26
58					Construction	$200,000	FY27
59					Construction	$200,000	FY28
60		SoMa Arterial Traffic Calming	Arterial Traffic Calming is an SFMTA effort to improve safety and slow traffic speeds on multilane streets that are currently on the High Injury Network, and that are ineligible for traditional traffic calming measures like speed humps and raised crosswalks. The project will particularly focus on streets where excesss roadway capacity and frequent freeway on-ramps may lead to high traffic speeds during off-peak periods. The initial project will focus in the South of Market (SoMa) neighborhood, given the combination of multilane streets with high traffic speeds and concentrations of vulnerable populations. Specific streets will be chosen based on locations without recent safety projects, presence of freeway on-ramps, and a combination of crash history and existing traffic speeds. Potential tools could include re-striping, lane reductions (aka, road diets), turn calming, raised crosswalk at minor intersections, and other interventions to narrow the roadway and prevent speeding.	6	TBD	$1,000,000	FY25
61		Tenderloin Protected Intersections	This project would install protected corners at select intersections on protected bikeways in the Tenderloin using concrete curbs and speed humps to calm turning traffic and create a safer, separated crossing for people on bikes. Locations would incluce Turk Street, Golden Gate Avenue, and Polk Street.	5	Construction	$250,000	FY26
62		Valencia Street Bikeway Improvements	The Valencia Street Bikeway Improvements project will design and construct long-term safety and streetscape improvements on the Valencia Street corridor between Market and Mission streets. Long-term bikeway alternatives for Valencia include curbside one-way protected bikeways, curbside two-way protected bikeway, and pedestrianized Valencia Street that may result in converting the corridor to a one-way street or restricting through-traffic on the corridor, as well as the current center-running configuration.	6, 8, 9	Construction	$1,000,000	FY27

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#	Program: Sub-Program	Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
63	Safer and Complete Streets: Capital Projects	Vision Zero Left Turn Reduction Program	This program will implement left-turn traffic calming (e.g., paint, post, rubber speed bumps) at 28 new high priority locations on the High Injury Network by 2024. Left turn crashes are one of the top severe and fatal crash factors for people walking and biking. This program will improve visibility and reduce conflicts for vulnerable road users.	TBD	Construction	$100,000	FY24
64					Construction	$100,000	FY25
65		Vision Zero Speed Limit Reduction	This project will implement new state legislative authority to reduce speed limits along business activity corridors. SFMTA is quickly implementing new 20 MPH corridors along eligible corridors with new signage paired with education efforts. In 2024 the new authority will expand to 'safety corridors' and the SFMTA plans to expand this work along the High Injury Network. San Francisco is leading the state in this work.	TBD	Construction	$100,000	FY24
66					Construction	$100,000	FY26
67					Construction	$100,000	FY28
68		SFCTA: Yerba Buena Island Multi-Use Pathway	The Yerba Buena Island (YBI) Multi-Use Path connects the eastern touchdown of the East Span multi-use path on YBI with the Treasure Island ferry terminal located on Treasure Island. The YBI path will be located adjacent (on the water side) of Hillcrest and Treasure Island Roads. The new path will divert active transportation users away from sharing Hillcrest and Treasure Island Roads with motorists. This separated multiuse bike/ped pathway connection will allow East Span path-users to safely walk and bike within the planned network of bikeways between Oakland and the Treasure Island ferry terminal on Treasure Island. The project area is a planned segment of the San Francisco Bay Trail.	6	Construction	$1,000,000	FY26
69	Safer and Complete Streets: Outreach and Education Programs	Bicycle Education and Outreach	To support the safe use of SF streets, this project will provide over 80 bicycle safety classes a year as well as monthly bicycle safety outreach engaging over 18,000 people a year across the city and reaching out to all of San Francisco's neighborhoods in multiple languages and in a culturally competent manner. Additionally, provide 18 scooter safety classes and 1,800 people reached via outreach.	Citywide	Construction	$200,000	FY24
70					Construction	$200,000	FY25
71					Construction	$200,000	FY26
72					Construction	$200,000	FY27
73					Construction	$200,000	FY28
74		Safe Routes to School Non-Infrastructure Project	The San Francisco Safe Routes to School Non-Infrastructure (SRTS) program delivers educational, encouragement, and experiential activities aimed at decreasing commuting in single-family vehicles to San Francisco's schools, improving safety of walking and bicycling, reducing city congestion and air pollution, and inspiring the next generations of walkers, bicyclists, and transit users. Activities include but are not limited to annual events, pedestrian safety and bicycling classes, and supervised walks and bicycle rides to school sites. This funding leverages over $7 million in One Bay Area Grant funds programmed by the Transportation Authority in 2022.	Citywide	Construction	$230,000	FY24
75					Construction	$236,000	FY25
76					Construction	$243,000	FY26
77					Construction	$251,000	FY27
78					Construction	$258,000	FY28

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#	Program: Sub-Program	Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
79	Safer and Complete Streets: Outreach and Education Programs	Vision Zero Education and Communications: Speed Safety Cameras FY24	In October 2023, the Governor signed AB 645 authorizing a six-city speed safety camera pilot including the City and County of San Francisco. Requested Prop L funds will support a public information campaign for this pilot program, including public announcements in major media outlets and press releases, multilingual direct outreach around camera locations, printed and digital materials, and targeted multilingual advertising. These materials may also be shared in collaboration with Bay Area pilot cities San Jose and Oakland for a regional campaign that would broaden and deepen the speed safety camera pilot.	Citywide	Construction	$150,000	FY24
80		Vision Zero Education and Communications FY25-28	This program supports Vision Zero education, communications and outreach to increase awareness of street safety programs and to promote safe speeds. Work may be focused on: speed safety camera pilot program; Safe Speeds and other traffic safety campaigns; targeted engagement with community-based organization working with underrepresented groups/vulnerable road users.	Citywide	Construction	$200,000	FY25
81					Construction	$200,000	FY27
82	Safer and Complete Streets: New Traffic Signals	Contract 66 New Traffic Signals	This project will install new traffic signals at ten intersections and a rectangular rapid flashing beacon at one intersection to improve traffic operations and pedestrian and bicycle safety. Improvements at all new signal locations will include pedestrian countdown signals, accessible (audible) pedestrian signals, controllers, conduit, wiring, poles, and curb ramps.	1, 4, 5, 6, 8, 9, 11	Construction	$3,300,000	FY24
83		Contract 67 New Traffic Signals	New traffic signals and/or flashing signal systems at up to six locations. New traffic signals provide the benefits of improved right-of-way assignment and access across major streets. The new signals will improve pedestrian safety with accessible (audible) pedestrian signals, pedestrian countdown signals, controllers, conduit, wiring, poles, and curb ramps.	TBD	Design	$1,100,000	FY25
84		Skyline and Sloat Intersection Improvements	This project will construct a new traffic signal at Skyline Boulevard/Sloat Boulevard/39th Avenue to improve traffic, pedestrian, bicycle safety, and right of way allocations at the intersection. The scope of work includes new traffic signals (mast arms, signal heads, controllers, conduit, wiring, and poles), pedestrian countdown signals, accessible (audible) pedestrian signals, and curb ramps. Requested funds are to cover a cost increase and fully fund the construction phase.	4, 7	Construction	$800,000	FY24

Attachment 3
Round 3 5-Year Prioritization Programs Summary by Program

#	Program	Programming Amount Requested in 5YPP	Amount of Prop L Cash Fow Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
1	Traffic Signs and Signals Maintenance	$27,491,000	$17,178,441	28.6%	53.4%	The need for advancing funds is driven by the near term funding needs to maintain and upgrade existing signal infrastructure. Ongoing annual programs to maintain the infrastructure in a state of good repair (e.g. Traffic Sign Replacement and Traffic Signal Hardware Replacement) are funded entirely by Prop L as they are difficult to fund with competitive grants. For other larger signal projects, Prop L will leverage significant amounts of other funding. For example, the Western Addition project has secured a $17 million federal Safe Streets and Roads for All grant and a $3.6 million request from Prop L will provide the required local match. We are comfortable supporting this level of advancement of funds because Traffic Signs and Signals Maintenance projects are key to supporting the City's Vision Zero goal, making it important to move these projects forward now so the public can benefit from the safety improvements sooner rather than later. Further we do not expect this level of advancement in the next five year period. If projects do not proceed as quickly as proposed and / or seek sales tax reimbursement more slowly than anticipated, the reduced finance costs will be made available for new projects in the next 5YPP.
2	Safer and Complete Streets	$47,318,000	$14,134,167	82.8%	79.9%	Based on the Project Information Forms, the anticipated leveraging for the proposed projects at 79.9% is close to meeting the expected leveraging target at 82.8%. Many of the larger capital projects show significant leveraging, such as the Yerba Buena Island Multi-use Path (99%), Howard Streetscape (95%), 5th Street Corridor Improvements (91%), and Central Embarcadero (89%). New traffic signals, education and communications projects, and several of the Vision Zero safety programs with multiple locations are seeking a majority of funding from Prop L. We fully expect that leveraging for the Safer and Complete Streets program will increase as the SFMTA identifies projects in the Active Communities Plan, which we anticipate will be very competitive for discretionary grants. Where we identified projects that we think can and/or should leverage more, we added a note to that effect in the project information form and will re-evaluate leveraging when an allocation request is submitted. We anticipated significant acceleration of the funds in the Safer and Complete Streets program, because Prop L funds for the first five years are significantly reduced (e.g. by more than half) compared to year six on, due to Prop K carryforward of remaining balances and outstanding debt. We are comfortable supporting this level of advancement of funds because Safer and Complete Streets projects are key to supporting the City's Vision Zero goal, making it important to move these projects forward now so the public can benefit from the safety improvements sooner rather than later. At the same time, based on current project delivery track records, we are not expecting all the projects to proceed as quickly as proposed or to seek reimbursement as quickly as proposed, which will ultimately result in less advancing and less financing costs. We will true up actual allocations and expenditures in the next 5YPP update and any reductions in financing costs would be available for programming to projects in the next 5-year period.

Attachment 4. Prop L Strategic Plan Baseline Amendment Sources and Uses (10.21.23)

SOURCES	(YOE$)
Sales Tax Revenue	$4,674.6 M
Investment Income	$4.8 M
Long Term Bond Proceeds	$772.0 M
Loans - Yerba Buena Island Capital Projects	$126.8 M
TOTAL	$5,578.2 M

USES	(YOE$)
Funds Available for Projects	$3,038.1 M
Long Term Bond Principal	$980.3 M
Financing Costs	$668.9 M
Capital Reserve	$466.1 M
Program Administration and Operating Costs	$304.6 M
Loans - Yerba Buena Island Capital Projects	$120.2 M
TOTAL	$5,578.2 M

Attachment 5A.
Amended 2023 Strategic Plan Baseline Programming
Pending November 2023 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Interest Costs	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	FY2034/35	FY2035/36	FY2036/37	FY2037/38	FY2038/39
A. MAJOR CAPITAL PROJECTS																					
	I. Muni																				
201	Muni Reliability and Efficiency Improvements	$ 152,133,731	0.00%	Programming	$ 151,869,315	$ -	$ 1,156,434	$ 2,312,868	$ 2,312,868	$ 2,312,868	$ 2,312,868	$ 5,077,443	$ 5,158,682	$ 5,241,220	$ 5,322,316	$ 5,410,280	$ 5,496,844	$ 5,584,793	$ 5,674,149	$ 5,764,935	$ 5,857,174	$ 5,950,888
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 151,869,315	$ -	$ 1,156,434	$ 2,312,868	$ 2,312,868	$ 2,312,868	$ 2,312,868	$ 5,077,443	$ 5,158,682	$ 5,241,220	$ 5,322,316	$ 5,410,280	$ 5,496,844	$ 5,584,793	$ 5,674,149	$ 5,764,935	$ 5,857,174	$ 5,950,888
202	Muni Rail Core Capacity	$ 69,151,696	0.00%	Programming	$ 69,031,507	$ -	$ 525,652	$ 1,051,304	$ 1,051,304	$ 1,051,304	$ 1,051,304	$ 2,307,929	$ 2,344,855	$ 2,382,373	$ 2,419,234	$ 2,459,218	$ 2,498,565	$ 2,538,542	$ 2,579,159	$ 2,620,425	$ 2,662,352	$ 2,704,949
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 69,031,507	$ -	$ 525,652	$ 1,051,304	$ 1,051,304	$ 1,051,304	$ 1,051,304	$ 2,307,929	$ 2,344,855	$ 2,382,373	$ 2,419,234	$ 2,459,218	$ 2,498,565	$ 2,538,542	$ 2,579,159	$ 2,620,425	$ 2,662,352	$ 2,704,949
	II. BART																				
203	BART Core Capacity	$ 138,303,392	28.17%	Programming	$ 90,296,000	$ -	$ 35,296,000	$ -	$ -	$ -	$ -	$ -	$ 55,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Interest Costs	$ 38,961,534	$ -	$ -	$ -	$ 498,872	$ 738,771	$ 1,051,070	$ 946,501	$ 2,574,390	$ 2,565,805	$ 3,133,992	$ 2,968,630	$ 2,775,207	$ 3,146,075	$ 2,792,533	$ 2,552,277	$ 2,308,135	$ 2,075,091
				Total	$ 129,257,534	$ -	$ 35,296,000	$ -	$ 498,872	$ 738,771	$ 1,051,070	$ 946,501	$ 57,574,390	$ 2,565,805	$ 3,133,992	$ 2,968,630	$ 2,775,207	$ 3,146,075	$ 2,792,533	$ 2,552,277	$ 2,308,135	$ 2,075,091
	III. Caltrain																				
204	Caltrain Service Vision: Capital System Capacity Investments	$ -	#DIV/0!	Programming	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	$ 414,910,176	27.93%	Programming	$ 300,000,000	$ -	$ -	$ 10,000,000	$ 15,000,000	$ 25,000,000	$ 40,000,000	$ 40,000,000	$ 40,000,000	$ 40,000,000	$ 40,000,000	$ 25,000,000	$ -	$ -	$ 25,000,000	$ -	$ -	$ -
				Interest Costs	$ 115,889,073	$ -	$ -	$ -	$ 145,600	$ 672,132	$ 2,394,487	$ 3,700,769	$ 4,104,816	$ 5,285,878	$ 8,059,522	$ 8,640,092	$ 8,058,325	$ 9,111,058	$ 9,200,870	$ 8,475,794	$ 7,734,805	$ 7,027,617
				Total	$ 415,889,073	$ -	$ -	$ 10,000,000	$ 15,145,600	$ 25,672,132	$ 42,394,487	$ 43,700,769	$ 44,104,816	$ 45,285,878	$ 48,059,522	$ 33,640,092	$ 8,058,325	$ 9,111,058	$ 34,200,870	$ 8,475,794	$ 7,734,805	$ 7,027,617
TOTAL MAJOR CAPITAL PROJECTS		$ 774,498,996	19.99%	Programming	$ 611,196,821	$ -	$ 36,978,086	$ 13,364,172	$ 18,364,172	$ 28,364,172	$ 43,364,172	$ 47,385,371	$ 102,503,537	$ 47,623,593	$ 47,741,550	$ 32,869,498	$ 7,995,410	$ 8,123,336	$ 33,253,308	$ 8,385,361	$ 8,519,526	$ 8,655,838
				Interest Costs	$ 154,850,607	$ -	$ -	$ -	$ 644,472	$ 1,410,903	$ 3,445,557	$ 4,647,270	$ 6,679,206	$ 7,851,683	$ 11,193,513	$ 11,608,723	$ 10,833,532	$ 12,257,134	$ 11,993,404	$ 11,028,071	$ 10,042,940	$ 9,102,709
				Total	$ 766,047,428	$ -	$ 36,978,086	$ 13,364,172	$ 19,008,643	$ 29,775,075	$ 46,809,729	$ 52,032,642	$ 109,182,743	$ 55,475,276	$ 58,935,063	$ 44,478,221	$ 18,828,942	$ 20,380,469	$ 45,246,712	$ 19,413,431	$ 18,562,466	$ 17,758,546
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																					
	I. Transit Maintenance, Rehabilitation, and Replacement																				
206	Muni Maintenance	$ 1,084,298,594	1.45%	Programming	$ 788,000,000	$ -	$ 15,000,000	$ 27,000,000	$ 27,000,000	$ 30,000,000	$ 30,000,000	$ 32,000,000	$ 35,000,000	$ 35,000,000	$ 35,000,000	$ 32,000,000	$ 30,000,000	$ 30,000,000	$ 20,000,000	$ 15,000,000	$ 20,000,000	$ 23,000,000
				Interest Costs	$ 15,724,115	$ -	$ -	$ 333,417	$ 476,347	$ 913,791	$ 1,951,074	$ 1,948,127	$ 1,628,727	$ 1,654,069	$ 2,038,003	$ 1,791,872	$ 1,423,395	$ 1,266,690	$ 298,604	$ -	$ -	$ -
				Total	$ 803,724,115	$ -	$ 15,000,000	$ 27,333,417	$ 27,476,347	$ 30,913,791	$ 31,951,074	$ 33,948,127	$ 36,628,727	$ 36,654,069	$ 37,038,003	$ 33,791,872	$ 31,423,395	$ 31,266,690	$ 20,298,604	$ 15,000,000	$ 20,000,000	$ 23,000,000
207	BART Maintenance	$ 48,406,187	22.44%	Programming	$ 36,515,621	$ -	$ 12,525,000	$ -	$ -	$ -	$ -	$ 1,615,550	$ 1,641,399	$ 1,667,661	$ 1,693,464	$ 1,721,453	$ 1,748,996	$ 1,776,980	$ 1,805,411	$ 1,834,298	$ 1,863,646	$ 1,893,464
				Interest Costs	$ 10,863,769	$ -	$ 99,636	$ 411,747	$ 259,465	$ 279,279	$ 399,719	$ 433,818	$ 375,097	$ 398,926	$ 521,508	$ 530,162	$ 533,581	$ 653,610	$ 629,134	$ 626,306	$ 620,201	$ 614,467
				Total	$ 47,379,390	$ -	$ 12,624,636	$ 411,747	$ 259,465	$ 279,279	$ 399,719	$ 2,049,368	$ 2,016,496	$ 2,066,587	$ 2,214,972	$ 2,251,615	$ 2,282,577	$ 2,430,589	$ 2,434,545	$ 2,460,604	$ 2,483,848	$ 2,507,931
208	Caltrain Maintenance	$ 138,303,392	11.91%	Programming	$ 115,002,000	$ -	$ 5,002,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000
				Interest Costs	$ 16,478,578	$ -	$ -	$ 88,486	$ 121,786	$ 232,058	$ 502,147	$ 667,037	$ 588,017	$ 634,251	$ 837,013	$ 855,035	$ 861,207	$ 1,051,744	$ 1,005,750	$ 991,380	$ 968,947	$ 944,534
				Total	$ 131,480,578	$ -	$ 5,002,000	$ 5,088,486	$ 5,121,786	$ 5,232,058	$ 5,502,147	$ 5,667,037	$ 5,588,017	$ 5,634,251	$ 5,837,013	$ 5,855,035	$ 5,861,207	$ 6,051,744	$ 6,005,750	$ 5,991,380	$ 5,968,947	$ 5,944,534
209	Ferry Maintenance	$ 6,915,170	0.00%	Programming	$ 6,903,064	$ -	$ -	$ 473,000	$ -	$ -	$ -	$ 230,793	$ 234,486	$ 238,237	$ 241,923	$ 245,922	$ 249,857	$ 253,854	$ 257,916	$ 262,043	$ 266,235	$ 270,495
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 6,903,064	$ -	$ -	$ 473,000	$ -	$ -	$ -	$ 230,793	$ 234,486	$ 238,237	$ 241,923	$ 245,922	$ 249,857	$ 253,854	$ 257,916	$ 262,043	$ 266,235	$ 270,495
	II. Transit Enhancements																				
210	Transit Enhancements	$ 40,107,984	0.00%	Programming	$ 40,038,274	$ -	$ 304,878	$ 609,756	$ 609,756	$ 609,756	$ 609,756	$ 1,338,599	$ 1,360,016	$ 1,381,776	$ 1,403,156	$ 1,426,347	$ 1,449,168	$ 1,472,355	$ 1,495,912	$ 1,519,847	$ 1,544,164	$ 1,568,871
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 40,038,274	$ -	$ 304,878	$ 609,756	$ 609,756	$ 609,756	$ 609,756	$ 1,338,599	$ 1,360,016	$ 1,381,776	$ 1,403,156	$ 1,426,347	$ 1,449,168	$ 1,472,355	$ 1,495,912	$ 1,519,847	$ 1,544,164	$ 1,568,871
211	Bayview Caltrain Station	$ 37,341,916	16.71%	Programming	$ 30,069,671	$ -	$ 2,086,000	$ 4,644,000	$ -	$ 1,800,000	$ -	$ 1,246,281	$ 1,266,222	$ 1,286,481	$ 1,306,387	$ 1,327,978	$ 1,349,225	$ 1,370,813	$ 1,392,746	$ 1,415,030	$ 1,437,670	$ 1,460,673
				Interest Costs	$ 6,241,477	$ -	$ -	$ 64,630	$ 80,737	$ 124,220	$ 168,081	$ 216,238	$ 214,979	$ 235,871	$ 308,431	$ 313,628	$ 315,728	$ 386,843	$ 372,443	$ 370,852	$ 367,317	$ 363,998
				Total	$ 36,311,148	$ -	$ 2,086,000	$ 4,708,630	$ 80,737	$ 1,924,220	$ 168,081	$ 1,462,519	$ 1,481,200	$ 1,522,353	$ 1,614,818	$ 1,641,606	$ 1,664,954	$ 1,757,656	$ 1,765,189	$ 1,785,882	$ 1,804,987	$ 1,824,671
212	Mission Bay Ferry Landing	$ 6,915,170	0.00%	Programming	$ 6,903,151	$ -	$ 52,565	$ 105,130	$ 105,130	$ 105,130	$ 105,130	$ 230,793	$ 234,486	$ 238,237	$ 241,923	$ 245,922	$ 249,857	$ 253,854	$ 257,916	$ 262,043	$ 266,235	$ 270,495
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 6,903,151	$ -	$ 52,565	$ 105,130	$ 105,130	$ 105,130	$ 105,130	$ 230,793	$ 234,486	$ 238,237	$ 241,923	$ 245,922	$ 249,857	$ 253,854	$ 257,916	$ 262,043	$ 266,235	$ 270,495
213	Next Generation Transit Investments	$ 30,426,746	0.00%	Programming	$ 30,373,863	$ -	$ 231,287	$ 462,574	$ 462,574	$ 462,574	$ 462,574	$ 1,015,489	$ 1,031,736	$ 1,048,244	$ 1,064,463	$ 1,082,056	$ 1,099,369	$ 1,116,959	$ 1,134,830	$ 1,152,987	$ 1,171,435	$ 1,190,178
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 30,373,863	$ -	$ 231,287	$ 462,574	$ 462,574	$ 462,574	$ 462,574	$ 1,015,489	$ 1,031,736	$ 1,048,244	$ 1,064,463	$ 1,082,056	$ 1,099,369	$ 1,116,959	$ 1,134,830	$ 1,152,987	$ 1,171,435	$ 1,190,178
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		$ 1,392,715,158	3.54%	Programming	$ 1,053,805,644	$ -	$ 35,201,730	$ 38,294,460	$ 33,177,460	$ 37,977,460	$ 36,177,460	$ 42,677,504	$ 45,768,344	$ 45,860,637	$ 45,951,317	$ 43,049,677	$ 41,146,471	$ 41,244,814	$ 31,344,731	$ 26,446,246	$ 31,549,386	$ 34,654,175
				Interest Costs	$ 49,307,939	$ -	$ 99,636	$ 898,280	$ 938,334	$ 1,549,348	$ 3,021,021	$ 3,265,220	$ 2,806,820	$ 2,923,117	$ 3,704,955	$ 3,490,697	$ 3,133,911	$ 3,358,886	$ 2,305,931	$ 1,988,539	$ 1,956,466	$ 1,922,999
				Total	$ 1,103,113,583	$ -	$ 35,301,366	$ 39,192,740	$ 34,115,794	$ 39,526,808	$ 39,198,481	$ 45,942,725	$ 48,575,163	$ 48,783,754	$ 49,656,272	$ 46,540,374	$ 44,280,383	$ 44,603,701	$ 33,650,662	$ 28,434,785	$ 33,505,851	$ 36,577,174
C. PARATRANSIT																					
214	Paratransit	$ 313,948,700	22.34%	Programming	$ 234,048,020	$ -	$ 13,113,000	$ 13,506,000	$ 13,911,000	$ 14,329,000	$ 14,758,000	$ 15,201,241	$ 15,657,278	$ 16,126,997	$ 16,610,806	$ 17,109,131	$ 17,622,405	$ 18,151,077	$ 18,695,609	$ 19,256,477	$ 10,000,000	$ -
				Interest Costs	$ 70,133,535	$ -	$ 199,644	$ 513,052	$ 561,788	$ 902,671	$ 1,787,043	$ 2,134,447	$ 2,016,976	$ 2,331,598	$ 3,297,150	$ 3,607,487	$ 3,890,799	$ 5,088,205	$ 5,208,848	$ 5,497,273	$ 5,451,994	$ 5,018,531
				Total	$ 304,181,555	$ -	$ 13,312,644	$ 14,019,052	$ 14,472,788	$ 15,231,671	$ 16,545,043	$ 17,335,688	$ 17,674,254	$ 18,458,595	$ 19,907,957	$ 20,716,618	$ 21,513,203	$ 23,239,281	$ 23,904,457	$ 24,753,750	$ 15,451,994	$ 5,018,531
TOTAL PARATRANSIT		$ 313,948,700	22.34%	Programming	$ 234,048,020	$ -	$ 13,113,000	$ 13,506,000	$ 13,911,000	$ 14,329,000	$ 14,758,000	$ 15,201,241	$ 15,657,278	$ 16,126,997	$ 16,610,806	$ 17,109,131	$ 17,622,405	$ 18,151,077	$ 18,695,609	$ 19,256,477	$ 10,000,000	$ -
				Interest Costs	$ 70,133,535	$ -	$ 199,644	$ 513,052	$ 561,788	$ 902,671	$ 1,787,043	$ 2,134,447	$ 2,016,976	$ 2,331,598	$ 3,297,150	$ 3,607,487	$ 3,890,799	$ 5,088,205	$ 5,208,848	$ 5,497,273	$ 5,451,994	$ 5,018,531
				Total	$ 304,181,555	$ -	$ 13,312,644	$ 14,019,052	$ 14,472,788	$ 15,231,671	$ 16,545,043	$ 17,335,688	$ 17,674,254	$ 18,458,595	$ 19,907,957	$ 20,716,618	$ 21,513,203	$ 23,239,281	$ 23,904,457	$ 24,753,750	$ 15,451,994	$ 5,018,531
D. STREETS AND FREEWAYS																					
	I. Maintenance, Rehabilitation, and Replacement																				
215	Street Resurfacing, Rehabilitation and Maintenance	$ 145,218,562	0.00%	Programming	$ 144,966,345	$ -	$ 1,980,000	$ 2,235,000	$ 1,800,000	$ 2,100,000	$ 1,820,000	$ 4,846,650	$ 4,924,196	$ 5,002,983	$ 5,080,392	$ 5,164,358	$ 5,246,988	$ 5,330,939	$ 5,416,234	$ 5,502,893	$ 5,590,939	$ 5,680,393
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 144,966,345	$ -	$ 1,980,000	$ 2,235,000	$ 1,800,000	$ 2,100,000	$ 1,820,000	$ 4,846,650	$ 4,924,196	$ 5,002,983	$ 5,080,392	$ 5,164,358	$ 5,246,988	$ 5,330,939	$ 5,416,234	$ 5,502,893	$ 5,590,939	$ 5,680,393
216	Pedestrian and Bicycle Facilities Maintenance	$ 26,277,644	11.35%	Programming	$ 22,735,554	$ -	$ 977,000	$ 551,000	$ 1,045,000	$ 1,227,000	$ 806,000	$ 877,013	$ 891,045	$ 905,302	$ 919,309	$ 934,503	$ 949,455	$ 964,646	$ 980,080	$ 995,762	$ 1,011,694	$ 1,027,881
				Interest Costs	$ 2,982,870	$ -	$ -	$ 8,639	$ 18,094	$ 36,791	$ 85,152	$ 116,291	$ 100,641	$ 107,130	$ 140,173	$ 142,619	$ 143,657	$ 176,113	$ 169,649	$ 169,013	$ 167,487	$ 166,056
				Total	$ 25,718,424	$ -	$ 977,000	$ 559,639	$ 1,063,094	$ 1,263,791	$ 891,152	$ 993,303	$ 991,686	$ 1,012,432	$ 1,059,482	$ 1,077,122	$ 1,093,112	$ 1,140,759	$ 1,149,730	$ 1,164,775	$ 1,179,181	$ 1,193,937

Attachment 5A.
Amended 2023 Strategic Plan Baseline Programming
Pending November 2023 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Interest Costs	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	FY2034/35	FY2035/36	FY2036/37	FY2037/38	FY2038/39
217	Traffic Signs & Signals Maintenance	$ 124,473,053	16.14%	Programming	$ 103,762,091	$ -	$ 11,204,000	$ 7,875,000	$ 2,804,000	$ 2,804,000	$ 2,804,000	$ 4,154,271	$ 4,220,739	$ 4,288,271	$ 4,354,622	$ 4,426,593	$ 4,497,418	$ 4,569,376	$ 4,642,486	$ 4,716,765	$ 4,792,233	$ 4,868,909
				Interest Costs	$ 20,089,358	$ -	$ -	$ -	$ 101,450	$ 355,838	$ 674,154	$ 805,562	$ 698,505	$ 743,126	$ 971,794	$ 988,231	$ 994,909	$ 1,219,076	$ 1,173,763	$ 1,168,814	$ 1,157,735	$ 1,147,334
				Total	$ 123,851,449	$ -	$ 11,204,000	$ 7,875,000	$ 2,905,450	$ 3,159,838	$ 3,478,154	$ 4,959,833	$ 4,919,245	$ 5,031,397	$ 5,326,416	$ 5,414,824	$ 5,492,327	$ 5,788,452	$ 5,816,249	$ 5,885,579	$ 5,949,968	$ 6,016,243
	II. Safer and Complete Streets																				
218	Safer and Complete Streets	$ 210,221,156	14.59%	Programming	$ 179,114,586	$ -	$ 8,080,000	$ 15,593,000	$ 9,136,000	$ 8,001,000	$ 6,508,000	$ 6,975,253	$ 7,086,858	$ 7,200,248	$ 7,311,169	$ 7,432,501	$ 7,551,421	$ 7,672,245	$ 7,795,002	$ 7,919,722	$ 8,046,439	$ 8,175,182
				Interest Costs	$ 30,673,469	$ -	$ -	$ -	$ 39,299	$ 177,580	$ 515,144	$ 809,995	$ 900,402	$ 1,102,967	$ 1,531,010	$ 1,599,035	$ 1,608,049	$ 1,968,229	$ 1,893,084	$ 1,883,184	$ 1,863,488	$ 1,844,965
					$ 209,788,056	$ -	$ 8,080,000	$ 15,593,000	$ 9,175,299	$ 8,178,580	$ 7,023,144	$ 7,785,248	$ 7,987,260	$ 8,303,215	$ 8,842,179	$ 9,031,536	$ 9,159,470	$ 9,640,474	$ 9,688,086	$ 9,802,906	$ 9,909,926	$ 10,020,147
219	Curb Ramps	$ 40,107,984	6.53%	Programming	$ 36,586,133	$ -	$ 575,000	$ 1,100,000	$ 1,155,000	$ 1,212,000	$ 1,275,000	$ 1,338,599	$ 1,360,016	$ 1,381,776	$ 1,403,156	$ 1,426,347	$ 1,449,168	$ 1,472,355	$ 1,495,912	$ 1,519,847	$ 1,544,164	$ 1,568,871
				Interest Costs	$ 2,620,052	$ -	$ -	$ -	$ 4,690	$ 21,465	$ 57,334	$ 99,333	$ 86,087	$ 91,765	$ 120,232	$ 122,490	$ 123,537	$ 151,634	$ 146,241	$ 145,859	$ 144,703	$ 143,621
				Total	$ 39,206,185	$ -	$ 575,000	$ 1,100,000	$ 1,159,690	$ 1,233,465	$ 1,332,334	$ 1,437,931	$ 1,446,103	$ 1,473,541	$ 1,523,388	$ 1,548,837	$ 1,572,705	$ 1,623,988	$ 1,642,153	$ 1,665,706	$ 1,688,867	$ 1,712,492
220	Tree Planting	$ 27,660,678	13.88%	Programming	$ 23,403,301	$ -	$ 1,000,000	$ 1,050,000	$ 1,100,000	$ 1,160,000	$ 1,220,000	$ 923,171	$ 937,942	$ 952,949	$ 967,694	$ 983,687	$ 999,426	$ 1,015,417	$ 1,031,664	$ 1,048,170	$ 1,064,941	$ 1,081,980
				Interest Costs	$ 3,838,737	$ -	$ -	$ 15,560	$ 25,854	$ 48,542	$ 105,119	$ 152,729	$ 132,129	$ 140,599	$ 183,901	$ 187,049	$ 188,349	$ 230,830	$ 222,291	$ 221,393	$ 219,332	$ 217,398
				Total	$ 27,242,038	$ -	$ 1,000,000	$ 1,065,560	$ 1,125,854	$ 1,208,542	$ 1,325,119	$ 1,075,900	$ 1,070,071	$ 1,093,548	$ 1,151,595	$ 1,170,736	$ 1,187,775	$ 1,246,247	$ 1,253,954	$ 1,269,563	$ 1,284,273	$ 1,299,377
	III. Freeway Safety and Operational Improvements																				
221	Vision Zero Ramps	$ 11,064,271	16.87%	Programming	$ 8,644,347	$ -	$ 2,000,000	$ -	$ 90,000	$ 350,000	$ -	$ 369,269	$ 375,177	$ 381,180	$ 387,078	$ 393,475	$ 399,770	$ 406,167	$ 412,665	$ 419,268	$ 425,976	$ 432,792
				Interest Costs	$ 1,866,296	$ -	$ -	$ 29,113	$ 37,606	$ 46,776	$ 69,172	$ 75,095	$ 64,949	$ 69,094	$ 90,351	$ 91,874	$ 92,491	$ 113,325	$ 109,107	$ 108,642	$ 107,608	$ 106,637
				Total	$ 10,510,643	$ -	$ 2,000,000	$ 29,113	$ 127,606	$ 396,776	$ 69,172	$ 444,364	$ 440,126	$ 450,274	$ 477,428	$ 485,349	$ 492,261	$ 519,491	$ 521,773	$ 527,910	$ 533,584	$ 539,429
222	Managed Lanes and Express Bus	$ 13,830,339	0.00%	Programming	$ 13,806,301	$ -	$ 105,130	$ 210,261	$ 210,261	$ 210,261	$ 210,261	$ 461,586	$ 468,971	$ 476,475	$ 483,847	$ 491,844	$ 499,713	$ 507,708	$ 515,832	$ 524,085	$ 532,470	$ 540,990
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 13,806,301	$ -	$ 105,130	$ 210,261	$ 210,261	$ 210,261	$ 210,261	$ 461,586	$ 468,971	$ 476,475	$ 483,847	$ 491,844	$ 499,713	$ 507,708	$ 515,832	$ 524,085	$ 532,470	$ 540,990
223	Transformative Freeway and Major Street Projects	$ 27,660,678	0.00%	Programming	$ 27,612,603	$ -	$ 210,261	$ 420,521	$ 420,521	$ 420,521	$ 420,521	$ 923,171	$ 937,942	$ 952,949	$ 967,694	$ 983,687	$ 999,426	$ 1,015,417	$ 1,031,664	$ 1,048,170	$ 1,064,941	$ 1,081,980
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 27,612,603	$ -	$ 210,261	$ 420,521	$ 420,521	$ 420,521	$ 420,521	$ 923,171	$ 937,942	$ 952,949	$ 967,694	$ 983,687	$ 999,426	$ 1,015,417	$ 1,031,664	$ 1,048,170	$ 1,064,941	$ 1,081,980
TOTAL STREETS AND FREEWAYS		$ 626,514,366	9.91%	Programming	$ 560,631,262	$ -	$ 26,131,391	$ 29,034,782	$ 17,760,782	$ 17,484,782	$ 15,063,782	$ 20,868,983	$ 21,202,886	$ 21,542,132	$ 21,874,960	$ 22,236,995	$ 22,592,786	$ 22,954,270	$ 23,321,538	$ 23,694,682	$ 24,073,797	$ 24,458,977
				Interest Costs	$ 62,070,782	$ -	$ 53,312	$ 226,993	$ 686,992	$ 1,506,075	$ 2,059,005	$ 1,982,714	$ 2,254,682	$ 3,037,460	$ 3,131,298	$ 3,150,992	$ 3,859,207	$ 4,714,136	$ 3,696,905	$ 3,660,353	$ 3,626,011
				Total	$ 622,702,043	$ -	$ 26,131,391	$ 29,088,095	$ 17,987,775	$ 18,171,774	$ 16,569,857	$ 22,927,988	$ 23,185,601	$ 23,796,814	$ 24,912,420	$ 25,368,293	$ 25,743,778	$ 26,813,477	$ 27,035,674	$ 27,391,587	$ 27,734,150	$ 28,084,988
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																					
	I. Transportation Demand Management																				
224	Transportation Demand Management	$ 24,894,611	0.00%	Programming	$ 24,851,342	$ -	$ 189,235	$ 378,469	$ 378,469	$ 378,469	$ 378,469	$ 830,854	$ 844,148	$ 857,654	$ 870,924	$ 885,319	$ 899,484	$ 913,875	$ 928,497	$ 943,353	$ 958,447	$ 973,782
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 24,851,342	$ -	$ 189,235	$ 378,469	$ 378,469	$ 378,469	$ 378,469	$ 830,854	$ 844,148	$ 857,654	$ 870,924	$ 885,319	$ 899,484	$ 913,875	$ 928,497	$ 943,353	$ 958,447	$ 973,782
	II. Transportation, Land Use, and Community Coordination																				
225	Neighborhood Transportation Program	$ 56,704,391	10.35%	Programming	$ 50,344,018	$ -	$ 4,050,000	$ 2,200,000	$ 2,050,000	$ 200,000	$ 200,000	$ 1,892,501	$ 1,922,781	$ 1,953,546	$ 1,983,772	$ 2,016,559	$ 2,048,824	$ 2,081,605	$ 2,114,910	$ 2,148,749	$ 2,183,129	$ 2,218,058
				Interest Costs	$ 5,871,290	$ -	$ 19,441	$ 130,888	$ 118,346	$ 143,532	$ 193,965	$ 210,784	$ 182,481	$ 194,312	$ 254,328	$ 258,849	$ 260,813	$ 319,833	$ 308,183	$ 307,113	$ 304,423	$ 301,901
				Total	$ 56,215,307	$ -	$ 4,069,441	$ 2,330,888	$ 2,168,346	$ 343,532	$ 393,965	$ 2,103,285	$ 2,105,262	$ 2,147,857	$ 2,238,100	$ 2,275,408	$ 2,309,637	$ 2,401,438	$ 2,423,093	$ 2,455,862	$ 2,487,551	$ 2,519,960
226	Equity Priority Transportation Program	$ 58,087,425	0.00%	Programming	$ 57,986,466	$ -	$ 441,548	$ 883,095	$ 883,095	$ 883,095	$ 883,095	$ 1,938,660	$ 1,969,678	$ 2,001,193	$ 2,032,157	$ 2,065,743	$ 2,098,795	$ 2,132,376	$ 2,166,493	$ 2,201,157	$ 2,236,376	$ 2,272,157
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 57,986,466	$ -	$ 441,548	$ 883,095	$ 883,095	$ 883,095	$ 883,095	$ 1,938,660	$ 1,969,678	$ 2,001,193	$ 2,032,157	$ 2,065,743	$ 2,098,795	$ 2,132,376	$ 2,166,493	$ 2,201,157	$ 2,236,376	$ 2,272,157
227	Development-Oriented Transportation	$ 27,660,678	0.00%	Programming	$ 27,612,603	$ -	$ 210,261	$ 420,521	$ 420,521	$ 420,521	$ 420,521	$ 923,171	$ 937,942	$ 952,949	$ 967,694	$ 983,687	$ 999,426	$ 1,015,417	$ 1,031,664	$ 1,048,170	$ 1,064,941	$ 1,081,980
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 27,612,603	$ -	$ 210,261	$ 420,521	$ 420,521	$ 420,521	$ 420,521	$ 923,171	$ 937,942	$ 952,949	$ 967,694	$ 983,687	$ 999,426	$ 1,015,417	$ 1,031,664	$ 1,048,170	$ 1,064,941	$ 1,081,980
228	Citywide / Modal Planning	$ 13,830,339	0.00%	Programming	$ 13,806,301	$ -	$ 105,130	$ 210,261	$ 210,261	$ 210,261	$ 210,261	$ 461,586	$ 468,971	$ 476,475	$ 483,847	$ 491,844	$ 499,713	$ 507,708	$ 515,832	$ 524,085	$ 532,470	$ 540,990
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 13,806,301	$ -	$ 105,130	$ 210,261	$ 210,261	$ 210,261	$ 210,261	$ 461,586	$ 468,971	$ 476,475	$ 483,847	$ 491,844	$ 499,713	$ 507,708	$ 515,832	$ 524,085	$ 532,470	$ 540,990
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		$ 181,177,444	3.24%	Programming	$ 174,600,730	$ -	$ 4,996,173	$ 4,092,347	$ 3,942,347	$ 2,092,347	$ 2,092,347	$ 6,046,773	$ 6,143,521	$ 6,241,817	$ 6,338,394	$ 6,443,152	$ 6,546,242	$ 6,650,981	$ 6,757,396	$ 6,865,514	$ 6,975,362	$ 7,086,967
				Interest Costs	$ 5,871,290	$ -	$ 19,441	$ 130,888	$ 118,346	$ 143,532	$ 193,965	$ 210,784	$ 182,481	$ 194,312	$ 254,328	$ 258,849	$ 260,813	$ 319,833	$ 308,183	$ 307,113	$ 304,423	$ 301,901
				Total	$ 180,472,020	$ -	$ 5,015,614	$ 4,223,234	$ 4,060,693	$ 2,235,879	$ 2,286,312	$ 6,257,556	$ 6,326,002	$ 6,436,128	$ 6,592,722	$ 6,702,001	$ 6,807,055	$ 6,970,814	$ 7,065,579	$ 7,172,627	$ 7,279,785	$ 7,388,869
TOTAL PROP L STRATEGIC PLAN		$ 3,288,854,664	10.41%	Programming	$ 2,634,282,477	$ -	$ 116,420,380	$ 98,291,760	$ 87,155,760	$ 100,247,760	$ 111,455,760	$ 132,179,873	$ 191,275,566	$ 137,395,175	$ 138,517,027	$ 121,708,452	$ 95,903,312	$ 97,124,477	$ 113,372,582	$ 84,648,280	$ 81,118,070	$ 74,855,957
				Interest Costs	$ 342,234,152	$ -	$ 318,721	$ 1,595,533	$ 2,489,933	$ 4,693,447	$ 9,953,662	$ 12,316,725	$ 13,668,197	$ 15,555,392	$ 21,487,407	$ 22,097,054	$ 21,270,048	$ 24,883,265	$ 23,530,503	$ 22,517,900	$ 21,416,176	$ 19,972,151
				Total	$ 2,976,516,629	$ -	$ 116,739,101	$ 99,887,293	$ 89,645,693	$ 104,941,207	$ 121,409,422	$ 144,496,598	$ 204,943,763	$ 152,950,567	$ 160,004,434	$ 143,805,507	$ 117,173,360	$ 122,007,742	$ 136,903,085	$ 107,166,180	$ 102,534,246	$ 94,828,108
Prop. K Related Programming (since 7/1/22)		$ 399,017,263	83.22%	Programming	$ 66,942,431	$ 67,104,722	$ (162,290)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Interest Costs	$ 332,074,832	$ 7,214,050	$ 7,078,301	$ 8,139,766	$ 6,863,567	$ 8,393,153	$ 11,989,518	$ 10,954,566	$ 9,463,353	$ 10,055,758	$ 13,134,335	$ 13,341,196	$ 13,416,402	$ 16,421,485	$ 15,794,534	$ 15,711,931	$ 15,547,603	$ 15,393,052
				Total	$ 399,017,263	$ 74,318,772	$ 6,916,011	$ 8,139,766	$ 6,863,567	$ 8,393,153	$ 11,989,518	$ 10,954,566	$ 9,463,353	$ 10,055,758	$ 13,134,335	$ 13,341,196	$ 13,416,402	$ 16,421,485	$ 15,794,534	$ 15,711,931	$ 15,547,603	$ 15,393,052

Attachment 5A.
Amended 2023 Strategic Plan Baseline Programming
Pending November 2023 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53
A. MAJOR CAPITAL PROJECTS															
	I. Muni														
201	**Muni Reliability and Efficiency Improvements**	$ 6,046,102	$ 6,142,839	$ 6,241,124	$ 6,340,980	$ 6,443,785	$ 6,549,600	$ 6,657,420	$ 6,767,276	$ 6,879,205	$ 7,402,169	$ 7,655,058	$ 7,797,124	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 6,046,102	$ 6,142,839	$ 6,241,124	$ 6,340,980	$ 6,443,785	$ 6,549,600	$ 6,657,420	$ 6,767,276	$ 6,879,205	$ 7,402,169	$ 7,655,058	$ 7,797,124	$ -	$ -
202	**Muni Rail Core Capacity**	$ 2,748,228	$ 2,792,200	$ 2,836,875	$ 2,882,264	$ 2,928,993	$ 2,977,091	$ 3,026,100	$ 3,076,035	$ 3,126,911	$ 3,364,622	$ 3,479,572	$ 3,544,147	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 2,748,228	$ 2,792,200	$ 2,836,875	$ 2,882,264	$ 2,928,993	$ 2,977,091	$ 3,026,100	$ 3,076,035	$ 3,126,911	$ 3,364,622	$ 3,479,572	$ 3,544,147	$ -	$ -
	II. BART														
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
203	**BART Core Capacity**	$ 1,841,974	$ 1,608,638	$ 1,376,953	$ 1,148,754	$ 929,972	$ 727,297	$ 540,736	$ 369,125	$ 213,928	$ 76,806	$ -	$ -	$ -	$ -
		$ 1,841,974	$ 1,608,638	$ 1,376,953	$ 1,148,754	$ 929,972	$ 727,297	$ 540,736	$ 369,125	$ 213,928	$ 76,806	$ -	$ -	$ -	$ -
	III. Caltrain														
204	**Caltrain Service Vision: Capital System Capacity Investments**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
205	**Caltrain Downtown Rail Extension and Pennsylvania Alignment**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 6,316,384	$ 5,599,523	$ 4,882,004	$ 4,168,346	$ 3,477,739	$ 2,833,564	$ 2,235,093	$ 1,675,115	$ 1,152,162	$ 668,809	$ 265,265	$ 3,304	$ -	$ -
		$ 6,316,384	$ 5,599,523	$ 4,882,004	$ 4,168,346	$ 3,477,739	$ 2,833,564	$ 2,235,093	$ 1,675,115	$ 1,152,162	$ 668,809	$ 265,265	$ 3,304	$ -	$ -
TOTAL MAJOR CAPITAL PROJECTS		$ 8,794,331	$ 8,935,039	$ 9,077,999	$ 9,223,244	$ 9,372,778	$ 9,526,691	$ 9,683,519	$ 9,843,311	$ 10,006,116	$ 10,766,792	$ 11,134,630	$ 11,341,272	$ -	$ -
		$ 8,158,358	$ 7,208,161	$ 6,258,958	$ 5,317,100	$ 4,407,711	$ 3,560,861	$ 2,775,829	$ 2,044,240	$ 1,366,090	$ 745,615	$ 265,265	$ 3,304	$ -	$ -
		$ 16,952,688	$ 16,143,200	$ 15,336,957	$ 14,540,344	$ 13,780,489	$ 13,087,552	$ 12,459,349	$ 11,887,551	$ 11,372,206	$ 11,512,407	$ 11,399,895	$ 11,344,575	$ -	$ -
B. TRANSIT MAINTENANCE AND ENHANCEMENTS															
	I. Transit Maintenance, Rehabilitation, an														
206	**Muni Maintenance**	$ 23,000,000	$ 23,000,000	$ 23,000,000	$ 23,000,000	$ 26,000,000	$ 26,000,000	$ 26,000,000	$ 30,000,000	$ 38,000,000	$ 38,000,000	$ 38,000,000	$ 38,000,000	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 23,000,000	$ 23,000,000	$ 23,000,000	$ 23,000,000	$ 26,000,000	$ 26,000,000	$ 26,000,000	$ 30,000,000	$ 38,000,000	$ 38,000,000	$ 38,000,000	$ 38,000,000	$ -	$ -
207	**BART Maintenance**	$ 1,923,760	$ 1,954,540	$ 850,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 605,784	$ 593,265	$ 539,172	$ 457,087	$ 377,903	$ 304,212	$ 235,960	$ 172,456	$ 113,766	$ 60,288	$ 17,219	$ -	$ -	$ -
		$ 2,529,544	$ 2,547,805	$ 1,389,172	$ 457,087	$ 377,903	$ 304,212	$ 235,960	$ 172,456	$ 113,766	$ 60,288	$ 17,219	$ -	$ -	$ -
208	**Caltrain Maintenance**	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 913,347	$ 874,583	$ 828,177	$ 773,825	$ 713,901	$ 652,570	$ 589,609	$ 414,398	$ 254,627	$ 111,764	$ 2,385	$ -	$ -	$ -
		$ 5,913,347	$ 5,874,583	$ 5,828,177	$ 5,773,825	$ 5,713,901	$ 5,652,570	$ 5,589,609	$ 414,398	$ 254,627	$ 111,764	$ 2,385	$ -	$ -	$ -
209	**Ferry Maintenance**	$ 274,823	$ 279,220	$ 283,687	$ 288,226	$ 292,899	$ 297,709	$ 302,610	$ 307,603	$ 312,691	$ 336,462	$ 347,957	$ 354,415	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 274,823	$ 279,220	$ 283,687	$ 288,226	$ 292,899	$ 297,709	$ 302,610	$ 307,603	$ 312,691	$ 336,462	$ 347,957	$ 354,415	$ -	$ -
	II. Transit Enhancements														
210	**Transit Enhancements**	$ 1,593,972	$ 1,619,476	$ 1,645,387	$ 1,671,713	$ 1,698,816	$ 1,726,713	$ 1,755,138	$ 1,784,100	$ 1,813,609	$ 1,951,481	$ 2,018,152	$ 2,055,606	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,593,972	$ 1,619,476	$ 1,645,387	$ 1,671,713	$ 1,698,816	$ 1,726,713	$ 1,755,138	$ 1,784,100	$ 1,813,609	$ 1,951,481	$ 2,018,152	$ 2,055,606	$ -	$ -
211	**Bayview Caltrain Station**	$ 1,484,043	$ 1,507,788	$ 1,531,912	$ 1,556,422	$ 600,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 358,929	$ 351,583	$ 341,667	$ 328,725	$ 285,701	$ 229,160	$ 176,837	$ 128,230	$ 83,441	$ 42,796	$ 10,410	$ -	$ -	$ -
		$ 1,842,972	$ 1,859,371	$ 1,873,579	$ 1,885,147	$ 885,701	$ 229,160	$ 176,837	$ 128,230	$ 83,441	$ 42,796	$ 10,410	$ -	$ -	$ -
212	**Mission Bay Ferry Landing**	$ 274,823	$ 279,220	$ 283,687	$ 288,226	$ 292,899	$ 297,709	$ 302,610	$ 307,603	$ 312,691	$ 336,462	$ 347,957	$ 354,415	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 274,823	$ 279,220	$ 283,687	$ 288,226	$ 292,899	$ 297,709	$ 302,610	$ 307,603	$ 312,691	$ 336,462	$ 347,957	$ 354,415	$ -	$ -
213	**Next Generation Transit Investments**	$ 1,209,220	$ 1,228,568	$ 1,248,225	$ 1,268,196	$ 1,288,757	$ 1,309,920	$ 1,331,484	$ 1,353,455	$ 1,375,841	$ 1,480,434	$ 1,531,012	$ 1,559,425	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,209,220	$ 1,228,568	$ 1,248,225	$ 1,268,196	$ 1,288,757	$ 1,309,920	$ 1,331,484	$ 1,353,455	$ 1,375,841	$ 1,480,434	$ 1,531,012	$ 1,559,425	$ -	$ -
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		$ 34,760,642	$ 34,868,811	$ 33,842,900	$ 33,072,784	$ 35,173,372	$ 34,632,051	$ 34,691,842	$ 33,752,762	$ 41,814,832	$ 42,104,839	$ 42,245,078	$ 42,323,860	$ -	$ -
		$ 1,878,061	$ 1,819,431	$ 1,709,015	$ 1,559,637	$ 1,377,505	$ 1,185,942	$ 1,002,406	$ 715,084	$ 451,833	$ 214,848	$ 30,014	$ -	$ -	$ -
		$ 36,638,702	$ 36,688,242	$ 35,551,915	$ 34,632,421	$ 36,550,877	$ 35,817,993	$ 35,694,248	$ 34,467,847	$ 42,266,665	$ 42,319,688	$ 42,275,092	$ 42,323,860	$ -	$ -
C. PARATRANSIT															
214	**Paratransit**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 4,484,792	$ 3,948,649	$ 3,414,099	$ 2,884,928	$ 2,375,138	$ 1,901,185	$ 1,462,799	$ 1,055,908	$ 681,585	$ 342,678	$ 74,270	$ -	$ -	$ -
		$ 4,484,792	$ 3,948,649	$ 3,414,099	$ 2,884,928	$ 2,375,138	$ 1,901,185	$ 1,462,799	$ 1,055,908	$ 681,585	$ 342,678	$ 74,270	$ -	$ -	$ -
TOTAL PARATRANSIT		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 4,484,792	$ 3,948,649	$ 3,414,099	$ 2,884,928	$ 2,375,138	$ 1,901,185	$ 1,462,799	$ 1,055,908	$ 681,585	$ 342,678	$ 74,270	$ -	$ -	$ -
		$ 4,484,792	$ 3,948,649	$ 3,414,099	$ 2,884,928	$ 2,375,138	$ 1,901,185	$ 1,462,799	$ 1,055,908	$ 681,585	$ 342,678	$ 74,270	$ -	$ -	$ -
D. STREETS AND FREEWAYS															
	I. Maintenance, Rehabilitation, and Repla														
215	**Street Resurfacing, Rehabilitation and Maintenance**	$ 5,771,279	$ 5,863,619	$ 5,957,437	$ 6,052,754	$ 6,150,886	$ 6,251,891	$ 6,354,810	$ 6,459,673	$ 6,566,514	$ 7,065,707	$ 7,307,101	$ 7,442,710	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 5,771,279	$ 5,863,619	$ 5,957,437	$ 6,052,754	$ 6,150,886	$ 6,251,891	$ 6,354,810	$ 6,459,673	$ 6,566,514	$ 7,065,707	$ 7,307,101	$ 7,442,710	$ -	$ -
216	**Pedestrian and Bicycle Facilities Maintenance**	$ 1,044,327	$ 1,061,036	$ 1,078,012	$ 1,095,260	$ 1,113,017	$ 1,131,295	$ 1,149,918	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 163,823	$ 160,546	$ 156,090	$ 150,246	$ 143,307	$ 135,964	$ 128,053	$ 93,582	$ 61,726	$ 32,699	$ 9,325	$ -	$ -	$ -
		$ 1,208,150	$ 1,221,582	$ 1,234,103	$ 1,245,506	$ 1,256,324	$ 1,267,259	$ 1,277,971	$ 93,582	$ 61,726	$ 32,699	$ 9,325	$ -	$ -	$ -

Attachment 5A.
Amended 2023 Strategic Plan Baseline Programming
Pending November 2023 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53
217	Traffic Signs & Signals Maintenance	$ 4,946,811	$ 5,025,960	$ 5,106,375	$ 5,188,075	$ 5,272,188	$ 1,200,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,131,414	$ 1,108,313	$ 1,077,107	$ 1,036,357	$ 988,084	$ 828,931	$ 650,648	$ 484,119	$ 329,094	$ 186,423	$ 68,575	$ -	$ -	$ -
		$ 6,078,225	$ 6,134,273	$ 6,183,481	$ 6,224,432	$ 6,260,272	$ 2,028,931	$ 650,648	$ 484,119	$ 329,094	$ 186,423	$ 68,575	$ -	$ -	$ -
	II. Safer and Complete Streets														
218	Safer and Complete Streets	$ 8,305,936	$ 8,438,822	$ 8,573,843	$ 8,711,025	$ 8,850,919	$ 5,750,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,817,648	$ 1,778,891	$ 1,727,237	$ 1,660,412	$ 1,581,646	$ 1,414,231	$ 1,112,282	$ 830,045	$ 566,970	$ 324,439	$ 123,238	$ -	$ -	$ -
		$ 10,123,584	$ 10,217,713	$ 10,301,080	$ 10,371,436	$ 10,432,566	$ 7,164,231	$ 1,112,282	$ 830,045	$ 566,970	$ 324,439	$ 123,238	$ -	$ -	$ -
219	Curb Ramps	$ 1,593,972	$ 1,619,476	$ 1,645,387	$ 1,671,713	$ 1,698,816	$ 1,726,713	$ 1,755,138	$ 1,784,100	$ 1,813,609	$ -	$ -	$ -	$ -	$ -
		$ 141,839	$ 139,144	$ 135,418	$ 130,477	$ 124,575	$ 118,317	$ 111,552	$ 103,586	$ 93,339	$ 49,159	$ 13,653	$ -	$ -	$ -
		$ 1,735,811	$ 1,758,620	$ 1,780,806	$ 1,802,190	$ 1,823,391	$ 1,845,030	$ 1,866,690	$ 1,887,686	$ 1,906,948	$ 49,159	$ 13,653	$ -	$ -	$ -
220	Tree Planting	$ 1,099,291	$ 1,116,880	$ 1,134,750	$ 1,152,905	$ 1,171,597	$ 1,190,836	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 214,416	$ 210,072	$ 204,189	$ 196,494	$ 187,370	$ 177,722	$ 138,489	$ 101,932	$ 68,053	$ 37,065	$ 11,863	$ -	$ -	$ -
		$ 1,313,707	$ 1,326,952	$ 1,338,938	$ 1,349,399	$ 1,358,968	$ 1,368,558	$ 138,489	$ 101,932	$ 68,053	$ 37,065	$ 11,863	$ -	$ -	$ -
	III. Freeway Safety and Operational Impr														
221	Vision Zero Ramps	$ 439,717	$ 446,752	$ 453,900	$ 461,162	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 105,153	$ 103,002	$ 100,098	$ 96,307	$ 78,595	$ 62,161	$ 46,999	$ 32,995	$ 20,229	$ 8,820	$ 97	$ -	$ -	$ -
		$ 544,869	$ 549,754	$ 553,997	$ 557,469	$ 78,595	$ 62,161	$ 46,999	$ 32,995	$ 20,229	$ 8,820	$ 97	$ -	$ -	$ -
222	Managed Lanes and Express Bus	$ 549,646	$ 558,440	$ 567,375	$ 576,453	$ 585,799	$ 595,418	$ 605,220	$ 615,207	$ 625,382	$ 672,924	$ 695,914	$ 708,829	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 549,646	$ 558,440	$ 567,375	$ 576,453	$ 585,799	$ 595,418	$ 605,220	$ 615,207	$ 625,382	$ 672,924	$ 695,914	$ 708,829	$ -	$ -
223	Transformative Freeway and Major Street Projects	$ 1,099,291	$ 1,116,880	$ 1,134,750	$ 1,152,905	$ 1,171,597	$ 1,190,836	$ 1,210,440	$ 1,230,414	$ 1,250,765	$ 1,345,849	$ 1,391,829	$ 1,417,659	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,099,291	$ 1,116,880	$ 1,134,750	$ 1,152,905	$ 1,171,597	$ 1,190,836	$ 1,210,440	$ 1,230,414	$ 1,250,765	$ 1,345,849	$ 1,391,829	$ 1,417,659	$ -	$ -
TOTAL STREETS AND FREEWAYS		$ 24,850,270	$ 25,247,865	$ 25,651,829	$ 26,062,252	$ 26,014,820	$ 19,036,989	$ 11,075,525	$ 10,089,394	$ 10,256,269	$ 9,084,480	$ 9,394,844	$ 9,569,198	$ -	$ -
		$ 3,574,293	$ 3,499,968	$ 3,400,138	$ 3,270,292	$ 3,103,578	$ 2,737,327	$ 2,188,024	$ 1,646,260	$ 1,139,411	$ 638,606	$ 226,751	$ -	$ -	$ -
		$ 28,424,564	$ 28,747,833	$ 29,051,967	$ 29,332,544	$ 29,118,398	$ 21,774,316	$ 13,263,549	$ 11,735,654	$ 11,395,680	$ 9,723,086	$ 9,621,595	$ 9,569,198	$ -	$ -
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANA															
	I. Transportation Demand Management														
224	Transportation Demand Management	$ 989,362	$ 1,005,192	$ 1,021,275	$ 1,037,615	$ 1,054,438	$ 1,071,753	$ 1,089,396	$ 1,107,372	$ 1,125,688	$ 1,211,264	$ 1,252,646	$ 1,275,893	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 989,362	$ 1,005,192	$ 1,021,275	$ 1,037,615	$ 1,054,438	$ 1,071,753	$ 1,089,396	$ 1,107,372	$ 1,125,688	$ 1,211,264	$ 1,252,646	$ 1,275,893	$ -	$ -
	II. Transportation, Land Use, and Commu														
225	Neighborhood Transportation Program	$ 2,253,547	$ 2,289,604	$ 2,326,237	$ 2,363,456	$ 2,401,774	$ 2,441,215	$ 2,481,402	$ 2,522,348	$ -	$ -	$ -	$ -	$ -	$ -
		$ 297,918	$ 292,032	$ 283,996	$ 273,429	$ 260,865	$ 247,563	$ 233,220	$ 216,396	$ 146,192	$ 81,724	$ 28,761	$ -	$ -	$ -
		$ 2,551,465	$ 2,581,636	$ 2,610,234	$ 2,636,885	$ 2,662,640	$ 2,688,778	$ 2,714,621	$ 2,738,744	$ 146,192	$ 81,724	$ 28,761	$ -	$ -	$ -
226	Equity Priority Transportation Program	$ 2,308,512	$ 2,345,448	$ 2,382,975	$ 2,421,101	$ 2,460,354	$ 2,500,756	$ 2,541,924	$ 2,583,869	$ 2,626,606	$ 2,826,283	$ 2,922,840	$ 2,977,084	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 2,308,512	$ 2,345,448	$ 2,382,975	$ 2,421,101	$ 2,460,354	$ 2,500,756	$ 2,541,924	$ 2,583,869	$ 2,626,606	$ 2,826,283	$ 2,922,840	$ 2,977,084	$ -	$ -
227	Development-Oriented Transportation	$ 1,099,291	$ 1,116,880	$ 1,134,750	$ 1,152,905	$ 1,171,597	$ 1,190,836	$ 1,210,440	$ 1,230,414	$ 1,250,765	$ 1,345,849	$ 1,391,829	$ 1,417,659	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,099,291	$ 1,116,880	$ 1,134,750	$ 1,152,905	$ 1,171,597	$ 1,190,836	$ 1,210,440	$ 1,230,414	$ 1,250,765	$ 1,345,849	$ 1,391,829	$ 1,417,659	$ -	$ -
228	Citywide / Modal Planning	$ 549,646	$ 558,440	$ 567,375	$ 576,453	$ 585,799	$ 595,418	$ 605,220	$ 615,207	$ 625,382	$ 672,924	$ 695,914	$ 708,829	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 549,646	$ 558,440	$ 567,375	$ 576,453	$ 585,799	$ 595,418	$ 605,220	$ 615,207	$ 625,382	$ 672,924	$ 695,914	$ 708,829	$ -	$ -
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		$ 7,200,358	$ 7,315,563	$ 7,432,612	$ 7,551,531	$ 7,673,962	$ 7,799,978	$ 7,928,381	$ 8,059,211	$ 5,628,441	$ 6,056,320	$ 6,263,230	$ 6,379,465	$ -	$ -
		$ 297,918	$ 292,032	$ 283,996	$ 273,429	$ 260,865	$ 247,563	$ 233,220	$ 216,396	$ 146,192	$ 81,724	$ 28,761	$ -	$ -	$ -
		$ 7,498,276	$ 7,607,595	$ 7,716,608	$ 7,824,960	$ 7,934,827	$ 8,047,541	$ 8,161,601	$ 8,275,607	$ 5,774,633	$ 6,138,044	$ 6,291,991	$ 6,379,465	$ -	$ -
TOTAL PROP L STRATEGIC PLAN		$ 75,605,600	$ 76,367,279	$ 76,005,340	$ 75,909,810	$ 78,234,933	$ 70,995,710	$ 63,379,268	$ 61,744,678	$ 67,705,658	$ 68,012,432	$ 69,037,782	$ 69,613,795	$ -	$ -
		$ 18,393,422	$ 16,768,240	$ 15,066,205	$ 13,305,387	$ 11,524,796	$ 9,632,878	$ 7,662,277	$ 5,677,888	$ 3,785,110	$ 2,023,470	$ 625,061	$ 3,304	$ -	$ -
		$ 93,999,022	$ 93,135,519	$ 91,071,546	$ 89,215,197	$ 89,759,729	$ 80,628,587	$ 71,041,545	$ 67,422,566	$ 71,490,768	$ 70,035,901	$ 69,662,843	$ 69,617,099	$ -	$ -
Prop. K Related Programming (since 7/1/22)		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 15,165,142	$ 14,841,781	$ 14,410,813	$ 13,853,274	$ 13,195,991	$ 12,502,410	$ 11,758,260	$ 10,892,150	$ 9,791,678	$ 8,410,568	$ 6,508,977	$ 1,831,215	$ -	$ -
		$ 15,165,142	$ 14,841,781	$ 14,410,813	$ 13,853,274	$ 13,195,991	$ 12,502,410	$ 11,758,260	$ 10,892,150	$ 9,791,678	$ 8,410,568	$ 6,508,977	$ 1,831,215	$ -	$ -

Attachment 5B.

Amended 2023 Strategic Plan Baseline Cashflow[1]

Pending November 2023 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Interest Costs	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	FY2034/35	FY2035/36	FY2036/37	FY2037/38	FY2038/39
A. MAJOR CAPITAL PROJECTS																					
	I. Muni																				
201	Muni Reliability and Efficiency Improvements	$ 152,133,731	0.00%	Programming	$ -	$ 1,156,434	$ 2,312,868	$ 2,312,868	$ 2,312,868	$ 2,312,868	$ 5,077,443	$ 5,158,682	$ 5,241,220	$ 5,322,316	$ 5,410,280	$ 5,496,844	$ 5,584,793	$ 5,674,149	$ 5,764,935	$ 5,857,174	$ 5,950,888
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ -	$ 1,156,434	$ 2,312,868	$ 2,312,868	$ 2,312,868	$ 2,312,868	$ 5,077,443	$ 5,158,682	$ 5,241,220	$ 5,322,316	$ 5,410,280	$ 5,496,844	$ 5,584,793	$ 5,674,149	$ 5,764,935	$ 5,857,174	$ 5,950,888
202	Muni Rail Core Capacity	$ 69,151,696	0.00%	Programming	$ -	$ 525,652	$ 1,051,304	$ 1,051,304	$ 1,051,304	$ 1,051,304	$ 2,307,929	$ 2,344,855	$ 2,382,373	$ 2,419,234	$ 2,459,218	$ 2,498,565	$ 2,538,542	$ 2,579,159	$ 2,620,425	$ 2,662,352	$ 2,704,949
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ -	$ 525,652	$ 1,051,304	$ 1,051,304	$ 1,051,304	$ 1,051,304	$ 2,307,929	$ 2,344,855	$ 2,382,373	$ 2,419,234	$ 2,459,218	$ 2,498,565	$ 2,538,542	$ 2,579,159	$ 2,620,425	$ 2,662,352	$ 2,704,949
	II. BART																				
203	BART Core Capacity	$ 138,303,392	28.17%	Programming	$ -	$ -	$ -	$ 27,128,000	$ 8,168,000	$ -	$ -	$ 55,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Interest Costs	$ -	$ -	$ -	$ 498,872	$ 738,771	$ 1,051,070	$ 946,501	$ 2,574,390	$ 2,565,805	$ 3,133,992	$ 2,968,630	$ 2,775,207	$ 3,146,075	$ 2,792,533	$ 2,552,277	$ 2,308,135	$ 2,075,091
				Total	$ -	$ -	$ -	$ 27,626,872	$ 8,906,771	$ 1,051,070	$ 946,501	$ 57,574,390	$ 2,565,805	$ 3,133,992	$ 2,968,630	$ 2,775,207	$ 3,146,075	$ 2,792,533	$ 2,552,277	$ 2,308,135	$ 2,075,091
	III. Caltrain																				
204	Caltrain Service Vision: Capital System Capacity Investments	$ -	#DIV/0!	Programming	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	$ 414,910,176	27.93%	Programming	$ -	$ -	$ 10,000,000	$ 15,000,000	$ 25,000,000	$ 40,000,000	$ 40,000,000	$ 40,000,000	$ 40,000,000	$ 40,000,000	$ 25,000,000	$ -	$ -	$ 25,000,000	$ -	$ -	$ -
				Interest Costs	$ -	$ -	$ -	$ 145,600	$ 672,132	$ 2,394,487	$ 3,700,769	$ 4,104,816	$ 5,285,878	$ 8,059,522	$ 8,640,092	$ 8,058,325	$ 9,111,058	$ 9,200,870	$ 8,475,794	$ 7,734,805	$ 7,027,617
				Total	$ -	$ -	$ 10,000,000	$ 15,145,600	$ 25,672,132	$ 42,394,487	$ 43,700,769	$ 44,104,816	$ 45,285,878	$ 48,059,522	$ 33,640,092	$ 8,058,325	$ 9,111,058	$ 34,200,870	$ 8,475,794	$ 7,734,805	$ 7,027,617
TOTAL MAJOR CAPITAL PROJECTS		$ 774,498,996	19.99%	Programming	$ -	$ 1,682,086	$ 13,364,172	$ 45,492,172	$ 36,532,172	$ 43,364,172	$ 47,385,371	$ 102,503,537	$ 47,623,593	$ 47,741,550	$ 32,869,498	$ 7,995,410	$ 8,123,336	$ 33,253,308	$ 8,385,361	$ 8,519,526	$ 8,655,838
				Interest Costs	$ -	$ -	$ -	$ 644,472	$ 1,410,903	$ 3,445,557	$ 4,647,270	$ 6,679,206	$ 7,851,683	$ 11,193,513	$ 11,608,723	$ 10,833,532	$ 12,257,134	$ 11,993,404	$ 11,028,071	$ 10,042,940	$ 9,102,709
				Total	$ -	$ 1,682,086	$ 13,364,172	$ 46,136,643	$ 37,943,075	$ 46,809,729	$ 52,032,642	$ 109,182,743	$ 55,475,276	$ 58,935,063	$ 44,478,221	$ 18,828,942	$ 20,380,469	$ 45,246,712	$ 19,413,431	$ 18,562,466	$ 17,758,546
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																					
	I. Transit Maintenance, Rehabilitation, and Replacement																				
206	Muni Maintenance	$ 1,084,298,594	1.45%	Programming	$ -	$ -	$ 42,000,000	$ 27,000,000	$ 30,000,000	$ 30,000,000	$ 32,000,000	$ 35,000,000	$ 35,000,000	$ 35,000,000	$ 32,000,000	$ 30,000,000	$ 30,000,000	$ 20,000,000	$ 15,000,000	$ 20,000,000	$ 23,000,000
				Interest Costs	$ -	$ -	$ 333,417	$ 476,347	$ 913,791	$ 1,951,074	$ 1,948,127	$ 1,628,727	$ 1,654,069	$ 2,038,003	$ 1,791,872	$ 1,423,395	$ 1,266,690	$ 298,604	$ -	$ -	$ -
				Total	$ -	$ -	$ 42,333,417	$ 27,476,347	$ 30,913,791	$ 31,951,074	$ 33,948,127	$ 36,628,727	$ 36,654,069	$ 37,038,003	$ 33,791,872	$ 31,423,395	$ 31,266,690	$ 20,298,604	$ 15,000,000	$ 20,000,000	$ 23,000,000
207	BART Maintenance	$ 48,406,187	22.44%	Programming	$ -	$ 3,262,238	$ 9,262,762	$ -	$ -	$ -	$ 1,615,550	$ 1,641,399	$ 1,667,661	$ 1,693,464	$ 1,721,453	$ 1,748,996	$ 1,776,980	$ 1,805,411	$ 1,834,298	$ 1,863,646	$ 1,893,464
				Interest Costs	$ -	$ 99,636	$ 411,747	$ 259,465	$ 279,279	$ 399,719	$ 433,818	$ 375,097	$ 398,926	$ 521,508	$ 530,162	$ 533,581	$ 653,610	$ 629,134	$ 626,306	$ 620,201	$ 614,467
				Total	$ -	$ 3,361,874	$ 9,674,509	$ 259,465	$ 279,279	$ 399,719	$ 2,049,368	$ 2,016,496	$ 2,066,587	$ 2,214,972	$ 2,251,615	$ 2,282,577	$ 2,430,589	$ 2,434,545	$ 2,460,604	$ 2,483,848	$ 2,507,931
208	Caltrain Maintenance	$ 138,303,392	11.91%	Programming	$ -	$ 1,776,000	$ 4,826,000	$ 4,700,000	$ 5,500,000	$ 5,700,000	$ 7,500,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000
				Interest Costs	$ -	$ -	$ 88,486	$ 121,786	$ 232,058	$ 502,147	$ 667,037	$ 588,017	$ 634,251	$ 837,013	$ 855,035	$ 861,207	$ 1,051,744	$ 1,005,750	$ 991,380	$ 968,947	$ 944,534
				Total	$ -	$ 1,776,000	$ 4,914,486	$ 4,821,786	$ 5,732,058	$ 6,202,147	$ 8,167,037	$ 5,588,017	$ 5,634,251	$ 5,837,013	$ 5,855,035	$ 5,861,207	$ 6,051,744	$ 6,005,750	$ 5,991,380	$ 5,968,947	$ 5,944,534
209	Ferry Maintenance	$ 6,915,170	0.00%	Programming	$ -	$ -	$ 157,000	$ 105,000	$ 105,000	$ 106,000	$ 230,793	$ 234,486	$ 238,237	$ 241,923	$ 245,922	$ 249,857	$ 253,854	$ 257,916	$ 262,043	$ 266,235	$ 270,495
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ -	$ -	$ 157,000	$ 105,000	$ 105,000	$ 106,000	$ 230,793	$ 234,486	$ 238,237	$ 241,923	$ 245,922	$ 249,857	$ 253,854	$ 257,916	$ 262,043	$ 266,235	$ 270,495
	II. Transit Enhancements																				
210	Transit Enhancements	$ 40,107,984	0.00%	Programming	$ -	$ 304,878	$ 609,756	$ 609,756	$ 609,756	$ 609,756	$ 1,338,599	$ 1,360,016	$ 1,381,776	$ 1,403,156	$ 1,426,347	$ 1,449,168	$ 1,472,355	$ 1,495,912	$ 1,519,847	$ 1,544,164	$ 1,568,871
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ -	$ 304,878	$ 609,756	$ 609,756	$ 609,756	$ 609,756	$ 1,338,599	$ 1,360,016	$ 1,381,776	$ 1,403,156	$ 1,426,347	$ 1,449,168	$ 1,472,355	$ 1,495,912	$ 1,519,847	$ 1,544,164	$ 1,568,871
211	Bayview Caltrain Station	$ 37,341,916	16.71%	Programming	$ -	$ -	$ 2,886,000	$ 2,122,000	$ 1,722,000	$ -	$ 2,046,281	$ 2,066,222	$ 1,486,481	$ 1,306,387	$ 1,327,978	$ 1,349,225	$ 1,370,813	$ 1,392,746	$ 1,415,030	$ 1,437,670	$ 1,460,673
				Interest Costs	$ -	$ -	$ 64,630	$ 80,737	$ 124,220	$ 168,081	$ 216,238	$ 214,979	$ 235,871	$ 308,431	$ 313,628	$ 315,728	$ 386,843	$ 372,443	$ 370,852	$ 367,317	$ 363,998
				Total	$ -	$ -	$ 2,950,630	$ 2,202,737	$ 1,846,220	$ 168,081	$ 2,262,519	$ 2,281,200	$ 1,722,353	$ 1,614,818	$ 1,641,606	$ 1,664,954	$ 1,757,656	$ 1,765,189	$ 1,785,882	$ 1,804,987	$ 1,824,671
212	Mission Bay Ferry Landing	$ 6,915,170	0.00%	Programming	$ -	$ 52,565	$ 105,130	$ 105,130	$ 105,130	$ 105,130	$ 230,793	$ 234,486	$ 238,237	$ 241,923	$ 245,922	$ 249,857	$ 253,854	$ 257,916	$ 262,043	$ 266,235	$ 270,495
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ -	$ 52,565	$ 105,130	$ 105,130	$ 105,130	$ 105,130	$ 230,793	$ 234,486	$ 238,237	$ 241,923	$ 245,922	$ 249,857	$ 253,854	$ 257,916	$ 262,043	$ 266,235	$ 270,495
213	Next Generation Transit Investments	$ 30,426,746	0.00%	Programming	$ -	$ 231,287	$ 462,574	$ 462,574	$ 462,574	$ 462,574	$ 1,015,489	$ 1,031,736	$ 1,048,244	$ 1,064,463	$ 1,082,056	$ 1,099,369	$ 1,116,959	$ 1,134,830	$ 1,152,987	$ 1,171,435	$ 1,190,178
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ -	$ 231,287	$ 462,574	$ 462,574	$ 462,574	$ 462,574	$ 1,015,489	$ 1,031,736	$ 1,048,244	$ 1,064,463	$ 1,082,056	$ 1,099,369	$ 1,116,959	$ 1,134,830	$ 1,152,987	$ 1,171,435	$ 1,190,178
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		$ 1,392,715,158	3.54%	Programming	$ -	$ 5,626,968	$ 60,309,222	$ 35,104,460	$ 38,504,460	$ 36,983,460	$ 45,977,504	$ 46,568,344	$ 46,060,637	$ 45,951,317	$ 43,049,677	$ 41,146,471	$ 41,244,814	$ 31,344,731	$ 26,446,246	$ 31,549,386	$ 34,654,175
				Interest Costs	$ -	$ 99,636	$ 898,280	$ 938,334	$ 1,549,348	$ 3,021,021	$ 3,265,220	$ 2,806,820	$ 2,923,117	$ 3,704,955	$ 3,490,697	$ 3,133,911	$ 3,358,886	$ 2,305,931	$ 1,988,539	$ 1,956,466	$ 1,922,999
				Total	$ -	$ 5,726,604	$ 61,207,502	$ 36,042,794	$ 40,053,808	$ 40,004,481	$ 49,242,725	$ 49,375,163	$ 48,983,754	$ 49,656,272	$ 46,540,374	$ 44,280,383	$ 44,603,701	$ 33,650,662	$ 28,434,785	$ 33,505,851	$ 36,577,174
C. PARATRANSIT																					
214	Paratransit	$ 313,948,700	22.34%	Programming	$ -	$ 9,835,000	$ 13,408,000	$ 13,809,000	$ 14,225,000	$ 14,651,000	$ 15,089,931	$ 15,543,269	$ 16,009,567	$ 16,489,854	$ 16,984,550	$ 17,494,086	$ 18,018,909	$ 18,559,476	$ 19,116,260	$ 12,314,119	$ 2,500,000
				Interest Costs	$ -	$ 199,644	$ 513,052	$ 561,788	$ 902,671	$ 1,787,043	$ 2,134,447	$ 2,016,976	$ 2,331,598	$ 3,297,150	$ 3,607,487	$ 3,890,799	$ 5,088,205	$ 5,208,848	$ 5,497,273	$ 5,451,994	$ 5,018,531
				Total	$ -	$ 10,034,644	$ 13,921,052	$ 14,370,788	$ 15,127,671	$ 16,438,043	$ 17,224,377	$ 17,560,245	$ 18,341,165	$ 19,787,004	$ 20,592,037	$ 21,384,885	$ 23,107,113	$ 23,768,324	$ 24,613,533	$ 17,766,113	$ 7,518,531
TOTAL PARATRANSIT		$ 313,948,700	22.34%	Programming	$ -	$ 9,835,000	$ 13,408,000	$ 13,809,000	$ 14,225,000	$ 14,651,000	$ 15,089,931	$ 15,543,269	$ 16,009,567	$ 16,489,854	$ 16,984,550	$ 17,494,086	$ 18,018,909	$ 18,559,476	$ 19,116,260	$ 12,314,119	$ 2,500,000
				Interest Costs	$ -	$ 199,644	$ 513,052	$ 561,788	$ 902,671	$ 1,787,043	$ 2,134,447	$ 2,016,976	$ 2,331,598	$ 3,297,150	$ 3,607,487	$ 3,890,799	$ 5,088,205	$ 5,208,848	$ 5,497,273	$ 5,451,994	$ 5,018,531
				Total	$ -	$ 10,034,644	$ 13,921,052	$ 14,370,788	$ 15,127,671	$ 16,438,043	$ 17,224,377	$ 17,560,245	$ 18,341,165	$ 19,787,004	$ 20,592,037	$ 21,384,885	$ 23,107,113	$ 23,768,324	$ 24,613,533	$ 17,766,113	$ 7,518,531
D. STREETS AND FREEWAYS																					
	I. Maintenance, Rehabilitation, and Replacement																				
215	Street Resurfacing, Rehabilitation and Maintenance	$ 145,218,562	0.00%	Programming	$ -	$ 400,000	$ 2,440,000	$ 1,575,000	$ 2,000,000	$ 1,700,000	$ 5,966,650	$ 5,624,196	$ 5,002,983	$ 5,080,392	$ 5,164,358	$ 5,246,988	$ 5,330,939	$ 5,416,234	$ 5,502,893	$ 5,590,939	$ 5,680,393
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ -	$ 400,000	$ 2,440,000	$ 1,575,000	$ 2,000,000	$ 1,700,000	$ 5,966,650	$ 5,624,196	$ 5,002,983	$ 5,080,392	$ 5,164,358	$ 5,246,988	$ 5,330,939	$ 5,416,234	$ 5,502,893	$ 5,590,939	$ 5,680,393
216	Pedestrian and Bicycle Facilities Maintenance	$ 26,277,644	11.35%	Programming	$ -	$ 155,000	$ 878,000	$ 912,000	$ 990,000	$ 1,107,000	$ 1,441,013	$ 891,045	$ 905,302	$ 919,309	$ 934,503	$ 949,455	$ 964,646	$ 980,080	$ 995,762	$ 1,011,694	$ 1,027,881
				Interest Costs	$ -	$ -	$ 8,639	$ 18,094	$ 36,791	$ 85,152	$ 116,291	$ 100,641	$ 107,130	$ 140,173	$ 142,619	$ 143,657	$ 176,113	$ 169,649	$ 169,013	$ 167,487	$ 166,056
				Total	$ -	$ 155,000	$ 886,639	$ 930,094	$ 1,026,791	$ 1,192,152	$ 1,557,303	$ 991,686	$ 1,012,432	$ 1,059,482	$ 1,077,122	$ 1,093,112	$ 1,140,759	$ 1,149,730	$ 1,164,775	$ 1,179,181	$ 1,193,937

Attachment 5B.

Amended 2023 Strategic Plan Baseline Cashflow[1]

Pending November 2023 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Interest Costs	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	FY2034/35	FY2035/36	FY2036/37	FY2037/38	FY2038/39
217	Traffic Signs & Signals Maintenance	$ 124,473,053	16.14%	Programming	$ 103,762,091	$ -	$ 550,000	$ 2,150,000	$ 7,211,000	$ 10,747,000	$ 5,036,000	$ 5,901,271	$ 4,270,739	$ 4,288,271	$ 4,354,622	$ 4,426,593	$ 4,497,418	$ 4,569,376	$ 4,642,486	$ 4,716,765	$ 4,792,233	$ 4,868,909
				Interest Costs	$ 20,089,358	$ -	$ -	$ 101,450	$ 355,838	$ 674,154	$ 805,562	$ 698,505	$ 743,126	$ 971,794	$ 988,231	$ 994,909	$ 1,219,076	$ 1,173,763	$ 1,168,814	$ 1,157,735	$ 1,147,334
				Total	$ 123,851,449	$ -	$ 550,000	$ 2,150,000	$ 7,312,450	$ 11,102,838	$ 5,710,154	$ 6,706,833	$ 4,969,245	$ 5,031,397	$ 5,326,416	$ 5,414,824	$ 5,492,327	$ 5,788,452	$ 5,816,249	$ 5,885,579	$ 5,949,968	$ 6,016,243
	II. Safer and Complete Streets																				
218	Safer and Complete Streets	$ 210,221,156	14.59%	Programming	$ 179,114,586	$ -	$ 150,000	$ 4,273,000	$ 6,805,000	$ 8,099,000	$ 9,189,000	$ 12,947,253	$ 12,836,858	$ 11,280,248	$ 9,311,169	$ 8,432,501	$ 7,551,421	$ 7,672,245	$ 7,795,002	$ 7,919,722	$ 8,046,439	$ 8,175,182
				Interest Costs	$ 30,673,469	$ -	$ -	$ -	$ 39,299	$ 177,580	$ 515,144	$ 809,995	$ 900,402	$ 1,102,967	$ 1,531,010	$ 1,599,035	$ 1,608,049	$ 1,968,229	$ 1,893,084	$ 1,883,184	$ 1,863,488	$ 1,844,965
				Total	$ 209,788,056	$ -	$ 150,000	$ 4,273,000	$ 6,844,299	$ 8,276,580	$ 9,704,144	$ 13,757,248	$ 13,737,260	$ 12,383,215	$ 10,842,179	$ 10,031,536	$ 9,159,470	$ 9,640,474	$ 9,688,086	$ 9,802,906	$ 9,909,926	$ 10,020,147
219	Curb Ramps	$ 40,107,984	6.53%	Programming	$ 36,586,133	$ -	$ -	$ 925,000	$ 1,100,000	$ 1,205,000	$ 1,212,000	$ 2,213,599	$ 1,360,016	$ 1,381,776	$ 1,403,156	$ 1,426,347	$ 1,449,168	$ 1,472,355	$ 1,495,912	$ 1,519,847	$ 1,544,164	$ 1,568,871
				Interest Costs	$ 2,620,052	$ -	$ -	$ -	$ 4,690	$ 21,465	$ 57,334	$ 99,333	$ 86,087	$ 91,765	$ 120,232	$ 122,490	$ 123,537	$ 151,634	$ 146,241	$ 145,859	$ 144,703	$ 143,621
				Total	$ 39,206,185	$ -	$ -	$ 925,000	$ 1,104,690	$ 1,226,465	$ 1,269,334	$ 2,312,931	$ 1,446,103	$ 1,473,541	$ 1,523,388	$ 1,548,837	$ 1,572,705	$ 1,623,988	$ 1,642,153	$ 1,665,706	$ 1,688,867	$ 1,712,492
220	Tree Planting	$ 27,660,678	13.88%	Programming	$ 23,403,301	$ -	$ 250,000	$ 1,012,500	$ 1,062,500	$ 1,115,000	$ 1,175,000	$ 1,838,171	$ 937,942	$ 952,949	$ 967,694	$ 983,687	$ 999,426	$ 1,015,417	$ 1,031,664	$ 1,048,170	$ 1,064,941	$ 1,081,980
				Interest Costs	$ 3,838,737	$ -	$ -	$ 15,560	$ 25,854	$ 48,542	$ 105,119	$ 152,729	$ 132,129	$ 140,599	$ 183,901	$ 187,049	$ 188,349	$ 230,830	$ 222,291	$ 221,393	$ 219,332	$ 217,398
				Total	$ 27,242,038	$ -	$ 250,000	$ 1,028,060	$ 1,088,354	$ 1,163,542	$ 1,280,119	$ 1,990,900	$ 1,070,071	$ 1,093,548	$ 1,151,595	$ 1,170,736	$ 1,187,775	$ 1,246,247	$ 1,253,954	$ 1,269,563	$ 1,284,273	$ 1,299,377
	III. Freeway Safety and Operational Improvements																				
221	Vision Zero Ramps	$ 11,064,271	16.87%	Programming	$ 8,644,347	$ -	$ 100,000	$ 1,025,000	$ 920,000	$ 295,000	$ 100,000	$ 369,269	$ 375,177	$ 381,180	$ 387,078	$ 393,475	$ 399,770	$ 406,167	$ 412,665	$ 419,268	$ 425,976	$ 432,792
				Interest Costs	$ 1,866,296	$ -	$ -	$ 29,113	$ 37,606	$ 46,776	$ 69,172	$ 75,095	$ 64,949	$ 69,094	$ 90,351	$ 91,874	$ 92,491	$ 113,325	$ 109,107	$ 108,642	$ 107,608	$ 106,637
				Total	$ 10,510,643	$ -	$ 100,000	$ 1,054,113	$ 957,606	$ 341,776	$ 169,172	$ 444,364	$ 440,126	$ 450,274	$ 477,428	$ 485,349	$ 492,261	$ 519,491	$ 521,773	$ 527,910	$ 533,584	$ 539,429
222	Managed Lanes and Express Bus	$ 13,830,339	0.00%	Programming	$ 13,806,301	$ -	$ 105,130	$ 210,261	$ 210,261	$ 210,261	$ 210,261	$ 461,586	$ 468,971	$ 476,475	$ 483,847	$ 491,844	$ 499,713	$ 507,708	$ 515,832	$ 524,085	$ 532,470	$ 540,990
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 13,806,301	$ -	$ 105,130	$ 210,261	$ 210,261	$ 210,261	$ 210,261	$ 461,586	$ 468,971	$ 476,475	$ 483,847	$ 491,844	$ 499,713	$ 507,708	$ 515,832	$ 524,085	$ 532,470	$ 540,990
223	Transformative Freeway and Major Street Projects	$ 27,660,678	0.00%	Programming	$ 27,612,603	$ -	$ 210,261	$ 420,521	$ 420,521	$ 420,521	$ 420,521	$ 923,171	$ 937,942	$ 952,949	$ 967,694	$ 983,687	$ 999,426	$ 1,015,417	$ 1,031,664	$ 1,048,170	$ 1,064,941	$ 1,081,980
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 27,612,603	$ -	$ 210,261	$ 420,521	$ 420,521	$ 420,521	$ 420,521	$ 923,171	$ 937,942	$ 952,949	$ 967,694	$ 983,687	$ 999,426	$ 1,015,417	$ 1,031,664	$ 1,048,170	$ 1,064,941	$ 1,081,980
TOTAL STREETS AND FREEWAYS		$ 626,514,366	9.91%	Programming	$ 560,631,262	$ -	$ 1,920,391	$ 13,334,282	$ 20,216,282	$ 25,081,782	$ 20,149,782	$ 32,061,983	$ 27,702,886	$ 25,622,132	$ 23,874,960	$ 23,236,995	$ 22,592,786	$ 22,954,270	$ 23,321,538	$ 23,694,682	$ 24,073,797	$ 24,458,977
				Interest Costs	$ 62,070,782	$ -	$ -	$ 53,312	$ 226,993	$ 686,992	$ 1,506,075	$ 2,059,005	$ 1,982,714	$ 2,254,682	$ 3,037,460	$ 3,131,298	$ 3,150,992	$ 3,859,207	$ 3,714,136	$ 3,696,905	$ 3,660,353	$ 3,626,011
				Total	$ 622,702,043	$ -	$ 1,920,391	$ 13,387,595	$ 20,443,275	$ 25,768,774	$ 21,655,857	$ 34,120,988	$ 29,685,601	$ 27,876,814	$ 26,912,420	$ 26,368,293	$ 25,743,778	$ 26,813,477	$ 27,035,674	$ 27,391,587	$ 27,734,150	$ 28,084,988
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																					
	I. Transportation Demand Management																				
224	Transportation Demand Management	$ 24,894,611	0.00%	Programming	$ 24,851,342	$ -	$ 189,235	$ 378,469	$ 378,469	$ 378,469	$ 378,469	$ 830,854	$ 844,148	$ 857,654	$ 870,924	$ 885,319	$ 899,484	$ 913,875	$ 928,497	$ 943,353	$ 958,447	$ 973,782
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 24,851,342	$ -	$ 189,235	$ 378,469	$ 378,469	$ 378,469	$ 378,469	$ 830,854	$ 844,148	$ 857,654	$ 870,924	$ 885,319	$ 899,484	$ 913,875	$ 928,497	$ 943,353	$ 958,447	$ 973,782
	II. Transportation, Land Use, and Community Coordination																				
225	Neighborhood Transportation Program	$ 56,704,391	10.35%	Programming	$ 50,344,018	$ -	$ 1,355,000	$ 3,895,000	$ 2,125,000	$ 1,125,000	$ 200,000	$ 1,892,501	$ 1,922,781	$ 1,953,546	$ 1,983,772	$ 2,016,559	$ 2,048,824	$ 2,081,605	$ 2,114,910	$ 2,148,749	$ 2,183,129	$ 2,218,058
				Interest Costs	$ 5,871,290	$ -	$ 19,441	$ 130,888	$ 118,346	$ 143,532	$ 193,965	$ 210,784	$ 182,481	$ 194,312	$ 254,328	$ 258,849	$ 260,813	$ 319,833	$ 308,183	$ 307,113	$ 304,423	$ 301,901
				Total	$ 56,215,307	$ -	$ 1,374,441	$ 4,025,888	$ 2,243,346	$ 1,268,532	$ 393,965	$ 2,103,285	$ 2,105,262	$ 2,147,857	$ 2,238,100	$ 2,275,408	$ 2,309,637	$ 2,401,438	$ 2,423,093	$ 2,455,862	$ 2,487,551	$ 2,519,960
226	Equity Priority Transportation Program	$ 58,087,425	0.00%	Programming	$ 57,986,466	$ -	$ 441,548	$ 883,095	$ 883,095	$ 883,095	$ 883,095	$ 1,938,660	$ 1,969,678	$ 2,001,193	$ 2,032,157	$ 2,065,743	$ 2,098,795	$ 2,132,376	$ 2,166,493	$ 2,201,157	$ 2,236,376	$ 2,272,157
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 57,986,466	$ -	$ 441,548	$ 883,095	$ 883,095	$ 883,095	$ 883,095	$ 1,938,660	$ 1,969,678	$ 2,001,193	$ 2,032,157	$ 2,065,743	$ 2,098,795	$ 2,132,376	$ 2,166,493	$ 2,201,157	$ 2,236,376	$ 2,272,157
227	Development-Oriented Transportation	$ 27,660,678	0.00%	Programming	$ 27,612,603	$ -	$ 210,261	$ 420,521	$ 420,521	$ 420,521	$ 420,521	$ 923,171	$ 937,942	$ 952,949	$ 967,694	$ 983,687	$ 999,426	$ 1,015,417	$ 1,031,664	$ 1,048,170	$ 1,064,941	$ 1,081,980
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 27,612,603	$ -	$ 210,261	$ 420,521	$ 420,521	$ 420,521	$ 420,521	$ 923,171	$ 937,942	$ 952,949	$ 967,694	$ 983,687	$ 999,426	$ 1,015,417	$ 1,031,664	$ 1,048,170	$ 1,064,941	$ 1,081,980
228	Citywide / Modal Planning	$ 13,830,339	0.00%	Programming	$ 13,806,301	$ -	$ 105,130	$ 210,261	$ 210,261	$ 210,261	$ 210,261	$ 461,586	$ 468,971	$ 476,475	$ 483,847	$ 491,844	$ 499,713	$ 507,708	$ 515,832	$ 524,085	$ 532,470	$ 540,990
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 13,806,301	$ -	$ 105,130	$ 210,261	$ 210,261	$ 210,261	$ 210,261	$ 461,586	$ 468,971	$ 476,475	$ 483,847	$ 491,844	$ 499,713	$ 507,708	$ 515,832	$ 524,085	$ 532,470	$ 540,990
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		$ 181,177,444	3.24%	Programming	$ 174,600,730	$ -	$ 2,301,173	$ 5,787,347	$ 4,017,347	$ 3,017,347	$ 2,092,347	$ 6,046,773	$ 6,143,521	$ 6,241,817	$ 6,338,394	$ 6,443,152	$ 6,546,242	$ 6,650,981	$ 6,757,396	$ 6,865,514	$ 6,975,362	$ 7,086,967
				Interest Costs	$ 5,871,290	$ -	$ 19,441	$ 130,888	$ 118,346	$ 143,532	$ 193,965	$ 210,784	$ 182,481	$ 194,312	$ 254,328	$ 258,849	$ 260,813	$ 319,833	$ 308,183	$ 307,113	$ 304,423	$ 301,901
				Total	$ 180,472,020	$ -	$ 2,320,614	$ 5,918,234	$ 4,135,693	$ 3,160,879	$ 2,286,312	$ 6,257,556	$ 6,326,002	$ 6,436,128	$ 6,592,722	$ 6,702,001	$ 6,807,055	$ 6,970,814	$ 7,065,579	$ 7,172,627	$ 7,279,785	$ 7,388,869
TOTAL PROP L STRATEGIC PLAN		$ 3,288,854,664	10.41%	Programming	$ 2,634,282,477	$ -	$ 21,365,618	$ 106,203,022	$ 118,639,260	$ 117,360,760	$ 117,240,760	$ 146,561,562	$ 198,461,557	$ 141,557,745	$ 140,396,074	$ 122,583,871	$ 95,774,994	$ 96,992,309	$ 113,236,449	$ 84,508,063	$ 83,432,189	$ 77,355,957
				Interest Costs	$ 342,234,152	$ -	$ 318,721	$ 1,595,533	$ 2,489,933	$ 4,693,447	$ 9,953,662	$ 12,316,725	$ 13,668,197	$ 15,555,392	$ 21,487,407	$ 22,097,054	$ 21,270,048	$ 24,883,265	$ 23,530,503	$ 22,517,900	$ 21,416,176	$ 19,972,151
				Total	$ 2,976,516,629	$ -	$ 21,684,339	$ 107,798,555	$ 121,129,193	$ 122,054,207	$ 127,194,422	$ 158,878,288	$ 212,129,754	$ 157,113,137	$ 161,883,481	$ 144,680,926	$ 117,045,042	$ 121,875,574	$ 136,766,952	$ 107,025,963	$ 104,848,365	$ 97,328,108
	Prop. K Related Cashflow (since 7/1/22)	$ 788,730,597	42.10%	Cashflow	$ 456,655,766	$ 70,415,716	$ 150,116,113	$ 76,424,753	$ 101,399,601	$ 55,331,843	$ 2,283,466	$ 674,274	$ 5,000	$ 5,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Interest Costs	$ 332,074,832	$ 7,214,050	$ 7,078,301	$ 8,139,766	$ 6,863,567	$ 8,393,153	$ 11,989,518	$ 10,954,566	$ 9,463,353	$ 10,055,758	$ 13,134,335	$ 13,341,196	$ 13,416,402	$ 16,421,485	$ 15,794,534	$ 15,711,931	$ 15,547,603	$ 15,393,052
				Total	$ 788,730,597	$ 77,629,766	$ 157,194,414	$ 84,564,519	$ 108,263,169	$ 63,724,996	$ 14,272,984	$ 11,628,840	$ 9,468,353	$ 10,060,758	$ 13,134,335	$ 13,341,196	$ 13,416,402	$ 16,421,485	$ 15,794,534	$ 15,711,931	$ 15,547,603	$ 15,393,052

[1]This table includes FY22/23 Quarters 1-3. Prop L took effect Quarter 4 (April 1, 2023). See Sources and Uses table for Prop L summary.

Attachment 5B.

Amended 2023 Strategic Plan Baseline Cashflow[1]

Pending November 2023 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53
A. MAJOR CAPITAL PROJECTS															
	I. Muni														
201	**Muni Reliability and Efficiency Improvements**	$ 6,046,102	$ 6,142,839	$ 6,241,124	$ 6,340,980	$ 6,443,785	$ 6,549,600	$ 6,657,420	$ 6,767,276	$ 6,879,205	$ 7,402,169	$ 7,655,058	$ 7,797,124	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 6,046,102	$ 6,142,839	$ 6,241,124	$ 6,340,980	$ 6,443,785	$ 6,549,600	$ 6,657,420	$ 6,767,276	$ 6,879,205	$ 7,402,169	$ 7,655,058	$ 7,797,124	$ -	$ -
202	**Muni Rail Core Capacity**	$ 2,748,228	$ 2,792,200	$ 2,836,875	$ 2,882,264	$ 2,928,993	$ 2,977,091	$ 3,026,100	$ 3,076,035	$ 3,126,911	$ 3,364,622	$ 3,479,572	$ 3,544,147	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 2,748,228	$ 2,792,200	$ 2,836,875	$ 2,882,264	$ 2,928,993	$ 2,977,091	$ 3,026,100	$ 3,076,035	$ 3,126,911	$ 3,364,622	$ 3,479,572	$ 3,544,147	$ -	$ -
	II. BART														
203	**BART Core Capacity**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,841,974	$ 1,608,638	$ 1,376,953	$ 1,148,754	$ 929,972	$ 727,297	$ 540,736	$ 369,125	$ 213,928	$ 76,806	$ -	$ -	$ -	$ -
		$ 1,841,974	$ 1,608,638	$ 1,376,953	$ 1,148,754	$ 929,972	$ 727,297	$ 540,736	$ 369,125	$ 213,928	$ 76,806	$ -	$ -	$ -	$ -
	III. Caltrain														
204	**Caltrain Service Vision: Capital System Capacity Investments**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
205	**Caltrain Downtown Rail Extension and Pennsylvania Alignment**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 6,316,384	$ 5,599,523	$ 4,882,004	$ 4,168,346	$ 3,477,739	$ 2,833,564	$ 2,235,093	$ 1,675,115	$ 1,152,162	$ 668,809	$ 265,265	$ 3,304	$ -	$ -
		$ 6,316,384	$ 5,599,523	$ 4,882,004	$ 4,168,346	$ 3,477,739	$ 2,833,564	$ 2,235,093	$ 1,675,115	$ 1,152,162	$ 668,809	$ 265,265	$ 3,304	$ -	$ -
TOTAL MAJOR CAPITAL PROJECTS		$ 8,794,331	$ 8,935,039	$ 9,077,999	$ 9,223,244	$ 9,372,778	$ 9,526,691	$ 9,683,519	$ 9,843,311	$ 10,006,116	$ 10,766,792	$ 11,134,630	$ 11,341,272	$ -	$ -
		$ 8,158,358	$ 7,208,161	$ 6,258,958	$ 5,317,100	$ 4,407,711	$ 3,560,861	$ 2,775,829	$ 2,044,240	$ 1,366,090	$ 745,615	$ 265,265	$ 3,304	$ -	$ -
		$ 16,952,688	$ 16,143,200	$ 15,336,957	$ 14,540,344	$ 13,780,489	$ 13,087,552	$ 12,459,349	$ 11,887,551	$ 11,372,206	$ 11,512,407	$ 11,399,895	$ 11,344,575	$ -	$ -
B. TRANSIT MAINTENANCE AND ENHANCEMENTS															
	I. Transit Maintenance, Rehabilitation, an														
206	**Muni Maintenance**	$ 23,000,000	$ 23,000,000	$ 23,000,000	$ 23,000,000	$ 26,000,000	$ 26,000,000	$ 26,000,000	$ 30,000,000	$ 38,000,000	$ 38,000,000	$ 38,000,000	$ 38,000,000	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 23,000,000	$ 23,000,000	$ 23,000,000	$ 23,000,000	$ 26,000,000	$ 26,000,000	$ 26,000,000	$ 30,000,000	$ 38,000,000	$ 38,000,000	$ 38,000,000	$ 38,000,000	$ -	$ -
207	**BART Maintenance**	$ 1,923,760	$ 1,954,540	$ 850,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 605,784	$ 593,265	$ 539,172	$ 457,087	$ 377,903	$ 304,212	$ 235,960	$ 172,456	$ 113,766	$ 60,288	$ 17,219	$ -	$ -	$ -
		$ 2,529,544	$ 2,547,805	$ 1,389,172	$ 457,087	$ 377,903	$ 304,212	$ 235,960	$ 172,456	$ 113,766	$ 60,288	$ 17,219	$ -	$ -	$ -
208	**Caltrain Maintenance**	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 913,347	$ 874,583	$ 828,177	$ 773,825	$ 713,901	$ 652,570	$ 589,609	$ 414,398	$ 254,627	$ 111,764	$ 2,385	$ -	$ -	$ -
		$ 5,913,347	$ 5,874,583	$ 5,828,177	$ 5,773,825	$ 5,713,901	$ 5,652,570	$ 5,589,609	$ 414,398	$ 254,627	$ 111,764	$ 2,385	$ -	$ -	$ -
209	**Ferry Maintenance**	$ 274,823	$ 279,220	$ 283,687	$ 288,226	$ 292,899	$ 297,709	$ 302,610	$ 307,603	$ 312,691	$ 336,462	$ 347,957	$ 354,415	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 274,823	$ 279,220	$ 283,687	$ 288,226	$ 292,899	$ 297,709	$ 302,610	$ 307,603	$ 312,691	$ 336,462	$ 347,957	$ 354,415	$ -	$ -
	II. Transit Enhancements														
210	**Transit Enhancements**	$ 1,593,972	$ 1,619,476	$ 1,645,387	$ 1,671,713	$ 1,698,816	$ 1,726,713	$ 1,755,138	$ 1,784,100	$ 1,813,609	$ 1,951,481	$ 2,018,152	$ 2,055,606	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,593,972	$ 1,619,476	$ 1,645,387	$ 1,671,713	$ 1,698,816	$ 1,726,713	$ 1,755,138	$ 1,784,100	$ 1,813,609	$ 1,951,481	$ 2,018,152	$ 2,055,606	$ -	$ -
211	**Bayview Caltrain Station**	$ 1,484,043	$ 1,507,788	$ 1,531,912	$ 1,556,422	$ 600,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 358,929	$ 351,583	$ 341,667	$ 328,725	$ 285,701	$ 229,160	$ 176,837	$ 128,230	$ 83,441	$ 42,796	$ 10,410	$ -	$ -	$ -
		$ 1,842,972	$ 1,859,371	$ 1,873,579	$ 1,885,147	$ 885,701	$ 229,160	$ 176,837	$ 128,230	$ 83,441	$ 42,796	$ 10,410	$ -	$ -	$ -
212	**Mission Bay Ferry Landing**	$ 274,823	$ 279,220	$ 283,687	$ 288,226	$ 292,899	$ 297,709	$ 302,610	$ 307,603	$ 312,691	$ 336,462	$ 347,957	$ 354,415	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 274,823	$ 279,220	$ 283,687	$ 288,226	$ 292,899	$ 297,709	$ 302,610	$ 307,603	$ 312,691	$ 336,462	$ 347,957	$ 354,415	$ -	$ -
213	**Next Generation Transit Investments**	$ 1,209,220	$ 1,228,568	$ 1,248,225	$ 1,268,196	$ 1,288,757	$ 1,309,920	$ 1,331,484	$ 1,353,455	$ 1,375,841	$ 1,480,434	$ 1,531,012	$ 1,559,425	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,209,220	$ 1,228,568	$ 1,248,225	$ 1,268,196	$ 1,288,757	$ 1,309,920	$ 1,331,484	$ 1,353,455	$ 1,375,841	$ 1,480,434	$ 1,531,012	$ 1,559,425	$ -	$ -
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		$ 34,760,642	$ 34,868,811	$ 33,842,900	$ 33,072,784	$ 35,173,372	$ 34,632,051	$ 34,691,842	$ 33,752,762	$ 41,814,832	$ 42,104,839	$ 42,245,078	$ 42,323,860	$ -	$ -
		$ 1,878,061	$ 1,819,431	$ 1,709,015	$ 1,559,637	$ 1,377,505	$ 1,185,942	$ 1,002,406	$ 715,084	$ 451,833	$ 214,848	$ 30,014	$ -	$ -	$ -
		$ 36,638,702	$ 36,688,242	$ 35,551,915	$ 34,632,421	$ 36,550,877	$ 35,817,993	$ 35,694,248	$ 34,467,847	$ 42,266,665	$ 42,319,688	$ 42,275,092	$ 42,323,860	$ -	$ -
C. PARATRANSIT															
214	**Paratransit**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 4,484,792	$ 3,948,649	$ 3,414,099	$ 2,884,928	$ 2,375,138	$ 1,901,185	$ 1,462,799	$ 1,055,908	$ 681,585	$ 342,678	$ 74,270	$ -	$ -	$ -
		$ 4,484,792	$ 3,948,649	$ 3,414,099	$ 2,884,928	$ 2,375,138	$ 1,901,185	$ 1,462,799	$ 1,055,908	$ 681,585	$ 342,678	$ 74,270	$ -	$ -	$ -
TOTAL PARATRANSIT		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 4,484,792	$ 3,948,649	$ 3,414,099	$ 2,884,928	$ 2,375,138	$ 1,901,185	$ 1,462,799	$ 1,055,908	$ 681,585	$ 342,678	$ 74,270	$ -	$ -	$ -
		$ 4,484,792	$ 3,948,649	$ 3,414,099	$ 2,884,928	$ 2,375,138	$ 1,901,185	$ 1,462,799	$ 1,055,908	$ 681,585	$ 342,678	$ 74,270	$ -	$ -	$ -
D. STREETS AND FREEWAYS															
	I. Maintenance, Rehabilitation, and Repla														
215	**Street Resurfacing, Rehabilitation and Maintenance**	$ 5,771,279	$ 5,863,619	$ 5,957,437	$ 6,052,754	$ 6,150,886	$ 6,251,891	$ 6,354,810	$ 6,459,673	$ 6,566,514	$ 7,065,707	$ 7,307,101	$ 7,442,710	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 5,771,279	$ 5,863,619	$ 5,957,437	$ 6,052,754	$ 6,150,886	$ 6,251,891	$ 6,354,810	$ 6,459,673	$ 6,566,514	$ 7,065,707	$ 7,307,101	$ 7,442,710	$ -	$ -
216	**Pedestrian and Bicycle Facilities Maintenance**	$ 1,044,327	$ 1,061,036	$ 1,078,012	$ 1,095,260	$ 1,113,017	$ 1,131,295	$ 1,149,918	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 163,823	$ 160,546	$ 156,090	$ 150,246	$ 143,307	$ 135,964	$ 128,053	$ 93,582	$ 61,726	$ 32,699	$ 9,325	$ -	$ -	$ -
		$ 1,208,150	$ 1,221,582	$ 1,234,103	$ 1,245,506	$ 1,256,324	$ 1,267,259	$ 1,277,971	$ 93,582	$ 61,726	$ 32,699	$ 9,325	$ -	$ -	$ -

Attachment 5B.

Amended 2023 Strategic Plan Baseline Cashflow[1]

Pending November 2023 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53
217	Traffic Signs & Signals Maintenance	$ 4,946,811	$ 5,025,960	$ 5,106,375	$ 5,188,075	$ 5,272,188	$ 1,200,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,131,414	$ 1,108,313	$ 1,077,107	$ 1,036,357	$ 988,084	$ 828,931	$ 650,648	$ 484,119	$ 329,094	$ 186,423	$ 68,575	$ -	$ -	$ -
		$ 6,078,225	$ 6,134,273	$ 6,183,481	$ 6,224,432	$ 6,260,272	$ 2,028,931	$ 650,648	$ 484,119	$ 329,094	$ 186,423	$ 68,575	$ -	$ -	$ -
	II. Safer and Complete Streets														
218	Safer and Complete Streets	$ 8,305,936	$ 8,438,822	$ 8,573,843	$ 8,711,025	$ 8,850,919	$ 5,750,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,817,648	$ 1,778,891	$ 1,727,237	$ 1,660,412	$ 1,581,646	$ 1,414,231	$ 1,112,282	$ 830,045	$ 566,970	$ 324,439	$ 123,238	$ -	$ -	$ -
		$ 10,123,584	$ 10,217,713	$ 10,301,080	$ 10,371,436	$ 10,432,566	$ 7,164,231	$ 1,112,282	$ 830,045	$ 566,970	$ 324,439	$ 123,238	$ -	$ -	$ -
219	Curb Ramps	$ 1,593,972	$ 1,619,476	$ 1,645,387	$ 1,671,713	$ 1,698,816	$ 1,726,713	$ 1,755,138	$ 1,784,100	$ 1,813,609	$ -	$ -	$ -	$ -	$ -
		$ 141,839	$ 139,144	$ 135,418	$ 130,477	$ 124,575	$ 118,317	$ 111,552	$ 103,586	$ 93,339	$ 49,159	$ 13,653	$ -	$ -	$ -
		$ 1,735,811	$ 1,758,620	$ 1,780,806	$ 1,802,190	$ 1,823,391	$ 1,845,030	$ 1,866,690	$ 1,887,686	$ 1,906,948	$ 49,159	$ 13,653	$ -	$ -	$ -
220	Tree Planting	$ 1,099,291	$ 1,116,880	$ 1,134,750	$ 1,152,905	$ 1,171,597	$ 1,190,836	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 214,416	$ 210,072	$ 204,189	$ 196,494	$ 187,370	$ 177,722	$ 138,489	$ 101,932	$ 68,053	$ 37,065	$ 11,863	$ -	$ -	$ -
		$ 1,313,707	$ 1,326,952	$ 1,338,938	$ 1,349,399	$ 1,358,968	$ 1,368,558	$ 138,489	$ 101,932	$ 68,053	$ 37,065	$ 11,863	$ -	$ -	$ -
	III. Freeway Safety and Operational Impr														
221	Vision Zero Ramps	$ 439,717	$ 446,752	$ 453,900	$ 461,162	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 105,153	$ 103,002	$ 100,098	$ 96,307	$ 78,595	$ 62,161	$ 46,999	$ 32,995	$ 20,229	$ 8,820	$ 97	$ -	$ -	$ -
		$ 544,869	$ 549,754	$ 553,997	$ 557,469	$ 78,595	$ 62,161	$ 46,999	$ 32,995	$ 20,229	$ 8,820	$ 97	$ -	$ -	$ -
222	Managed Lanes and Express Bus	$ 549,646	$ 558,440	$ 567,375	$ 576,453	$ 585,799	$ 595,418	$ 605,220	$ 615,207	$ 625,382	$ 672,924	$ 695,914	$ 708,829	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 549,646	$ 558,440	$ 567,375	$ 576,453	$ 585,799	$ 595,418	$ 605,220	$ 615,207	$ 625,382	$ 672,924	$ 695,914	$ 708,829	$ -	$ -
223	Transformative Freeway and Major Street Projects	$ 1,099,291	$ 1,116,880	$ 1,134,750	$ 1,152,905	$ 1,171,597	$ 1,190,836	$ 1,210,440	$ 1,230,414	$ 1,250,765	$ 1,345,849	$ 1,391,829	$ 1,417,659	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,099,291	$ 1,116,880	$ 1,134,750	$ 1,152,905	$ 1,171,597	$ 1,190,836	$ 1,210,440	$ 1,230,414	$ 1,250,765	$ 1,345,849	$ 1,391,829	$ 1,417,659	$ -	$ -
TOTAL STREETS AND FREEWAYS		$ 24,850,270	$ 25,247,865	$ 25,651,829	$ 26,062,252	$ 26,014,820	$ 19,036,989	$ 11,075,525	$ 10,089,394	$ 10,256,269	$ 9,084,480	$ 9,394,844	$ 9,569,198	$ -	$ -
		$ 3,574,293	$ 3,499,968	$ 3,400,138	$ 3,270,292	$ 3,103,578	$ 2,737,327	$ 2,188,024	$ 1,646,260	$ 1,139,411	$ 638,606	$ 226,751	$ -	$ -	$ -
		$ 28,424,564	$ 28,747,833	$ 29,051,967	$ 29,332,544	$ 29,118,398	$ 21,774,316	$ 13,263,549	$ 11,735,654	$ 11,395,680	$ 9,723,086	$ 9,621,595	$ 9,569,198	$ -	$ -
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANA															
	I. Transportation Demand Management														
224	Transportation Demand Management	$ 989,362	$ 1,005,192	$ 1,021,275	$ 1,037,615	$ 1,054,438	$ 1,071,753	$ 1,089,396	$ 1,107,372	$ 1,125,688	$ 1,211,264	$ 1,252,646	$ 1,275,893	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 989,362	$ 1,005,192	$ 1,021,275	$ 1,037,615	$ 1,054,438	$ 1,071,753	$ 1,089,396	$ 1,107,372	$ 1,125,688	$ 1,211,264	$ 1,252,646	$ 1,275,893	$ -	$ -
	II. Transportation, Land Use, and Commu														
225	Neighborhood Transportation Program	$ 2,253,547	$ 2,289,604	$ 2,326,237	$ 2,363,456	$ 2,401,774	$ 2,441,215	$ 2,481,402	$ 2,522,348	$ -	$ -	$ -	$ -	$ -	$ -
		$ 297,918	$ 292,032	$ 283,996	$ 273,429	$ 260,865	$ 247,563	$ 233,220	$ 216,396	$ 146,192	$ 81,724	$ 28,761	$ -	$ -	$ -
		$ 2,551,465	$ 2,581,636	$ 2,610,234	$ 2,636,885	$ 2,662,640	$ 2,688,778	$ 2,714,621	$ 2,738,744	$ 146,192	$ 81,724	$ 28,761	$ -	$ -	$ -
226	Equity Priority Transportation Program	$ 2,308,512	$ 2,345,448	$ 2,382,975	$ 2,421,101	$ 2,460,354	$ 2,500,756	$ 2,541,924	$ 2,583,869	$ 2,626,606	$ 2,826,283	$ 2,922,840	$ 2,977,084	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 2,308,512	$ 2,345,448	$ 2,382,975	$ 2,421,101	$ 2,460,354	$ 2,500,756	$ 2,541,924	$ 2,583,869	$ 2,626,606	$ 2,826,283	$ 2,922,840	$ 2,977,084	$ -	$ -
227	Development-Oriented Transportation	$ 1,099,291	$ 1,116,880	$ 1,134,750	$ 1,152,905	$ 1,171,597	$ 1,190,836	$ 1,210,440	$ 1,230,414	$ 1,250,765	$ 1,345,849	$ 1,391,829	$ 1,417,659	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,099,291	$ 1,116,880	$ 1,134,750	$ 1,152,905	$ 1,171,597	$ 1,190,836	$ 1,210,440	$ 1,230,414	$ 1,250,765	$ 1,345,849	$ 1,391,829	$ 1,417,659	$ -	$ -
228	Citywide / Modal Planning	$ 549,646	$ 558,440	$ 567,375	$ 576,453	$ 585,799	$ 595,418	$ 605,220	$ 615,207	$ 625,382	$ 672,924	$ 695,914	$ 708,829	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 549,646	$ 558,440	$ 567,375	$ 576,453	$ 585,799	$ 595,418	$ 605,220	$ 615,207	$ 625,382	$ 672,924	$ 695,914	$ 708,829	$ -	$ -
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		$ 7,200,358	$ 7,315,563	$ 7,432,612	$ 7,551,531	$ 7,673,962	$ 7,799,978	$ 7,928,381	$ 8,059,211	$ 5,628,441	$ 6,056,320	$ 6,263,230	$ 6,379,465	$ -	$ -
		$ 297,918	$ 292,032	$ 283,996	$ 273,429	$ 260,865	$ 247,563	$ 233,220	$ 216,396	$ 146,192	$ 81,724	$ 28,761	$ -	$ -	$ -
		$ 7,498,276	$ 7,607,595	$ 7,716,608	$ 7,824,960	$ 7,934,827	$ 8,047,541	$ 8,161,601	$ 8,275,607	$ 5,774,633	$ 6,138,044	$ 6,291,991	$ 6,379,465	$ -	$ -
TOTAL PROP L STRATEGIC PLAN		$ 75,605,600	$ 76,367,279	$ 76,005,340	$ 75,909,810	$ 78,234,933	$ 70,995,710	$ 63,379,268	$ 61,744,678	$ 67,705,658	$ 68,012,432	$ 69,037,782	$ 69,613,795	$ -	$ -
		$ 18,393,422	$ 16,768,240	$ 15,066,205	$ 13,305,387	$ 11,524,796	$ 9,632,878	$ 7,662,277	$ 5,677,888	$ 3,785,110	$ 2,023,470	$ 625,061	$ 3,304	$ -	$ -
		$ 93,999,022	$ 93,135,519	$ 91,071,546	$ 89,215,197	$ 89,759,729	$ 80,628,587	$ 71,041,545	$ 67,422,566	$ 71,490,768	$ 70,035,901	$ 69,662,843	$ 69,617,099	$ -	$ -
Prop. K Related Cashflow (since 7/1/22)		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 15,165,142	$ 14,841,781	$ 14,410,813	$ 13,853,274	$ 13,195,991	$ 12,502,410	$ 11,758,260	$ 10,892,150	$ 9,791,678	$ 8,410,568	$ 6,508,977	$ 1,831,215	$ -	$ -
		$ 15,165,142	$ 14,841,781	$ 14,410,813	$ 13,853,274	$ 13,195,991	$ 12,502,410	$ 11,758,260	$ 10,892,150	$ 9,791,678	$ 8,410,568	$ 6,508,977	$ 1,831,215	$ -	$ -

[1]This table includes FY22/23 Quarters 1-3. Prop L took effect Quarter 4 (April 1, 2023). See Sources and Uses table for Prop L summary.

San Francisco
County Transportation
Authority

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

Memorandum

AGENDA ITEM 10

DATE: October 20, 2023

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 11/14/2023 Board Meeting: Allocate $36,545,335 in Prop L Funds, with Conditions, for Five Requests

RECOMMENDATION ☐ Information ☒ Action

Allocate $35,295,335 in Prop L funds, with conditions, to the San Francisco Bay Area Rapid Transit (BART) for:

1. BART Core Capacity – Fleet of the Future 54 Expansion Vehicles ($35,295,335)

Allocate $1,250,000 in Prop L funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:

2. Western Addition Area Traffic Signal Upgrades – Phase 2 ($200,000)
3. Traffic Signal Visibility Upgrades FY 24 ($400,000)
4. Traffic Signal Hardware Replacement FY 24 ($500,000)
5. Vision Zero Education and Communications: Speed Safety Cameras FY 24 ($150,000)

SUMMARY

Of the five requests for Prop L funds that we are recommending to the Board, all but the BART Core Capacity project are conditioned upon Board adoption of the Prop L 5-Year Prioritization Program (5YPP) for the relevant programs (i.e., Traffic Signs and Signals Maintenance, and Safer and Complete Streets) and a corresponding amendment of the Strategic Plan Baseline to incorporate the programming and cash flow for the recommended 5-year project lists. These actions are part of a separate item on this agenda. Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff

☒ Fund Allocation
☒ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☐ Capital Project Oversight/Delivery
☐ Budget/Finance
☐ Contract/Agreement
☐ Other: _____

San Francisco
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recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.	

DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (i.e., stretching Prop L sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop L Expenditure Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for each request, highlighting special conditions and other items of interest. An Allocation Request Form for each project is attached, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

FINANCIAL IMPACT

The recommended action would allocate $36,545,335 in Prop L funds, with conditions. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop L Fiscal Year 2023/24 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Fiscal Year 2023/24 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The CAC will consider this item at its October 25, 2023, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop L Allocation Summaries – FY 2023/24
- Attachment 5 – Allocation Request Forms (5)

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category [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	3	BART	BART Core Capacity - Fleet of the Future 54 Expansion Vehicles	$ 35,295,335	$ 4,570,911,449	97%	99%	Construction	Citywide
Prop L	17	SFMTA	Western Addition Area Traffic Signal Upgrades - Phase 2	$ 200,000	$ 1,000,000	29%	80%	Design	2, 5
Prop L	17	SFMTA	Traffic Signal Visibility Upgrades FY 24	$ 400,000	$ 400,000	29%	0%	Construction	1, 2, 3, 4, 5, 6, 8, 9, 10, 11
Prop L	17	SFMTA	Traffic Signal Hardware Replacement FY 24	$ 500,000	$ 500,000	29%	0%	Construction	1, 2, 3, 4, 7, 9, 10, 11
Prop L	18	SFMTA	Vision Zero Education and Communications: Speed Safety Cameras FY 24	$ 150,000	$ 150,000	83%	0%	Construction	Citywide
			TOTAL	**$ 36,545,335**	**$4,572,961,449**				

Footnotes

[1] "EP Line No./Category" is either the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan, including: BART Transit Maintenance, Rehabilitation, and Replacement, Tree Planting, Vision Zero Ramps, Neighborhood Transportation Program or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

[2] Acronyms: BART (San Francisco Bay Area Rapid Transit District), SFMTA (San Francisco Municipal Transportation Agency)

[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 (e.g. Pedestrian and Bicycle Facilities Maintenance) 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 category, 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. In September 2023, SFPW was awarded $12M in federal Inflation Reduction Act (IRA) funds from the US Department of Agriculture to plant and establish street trees in low-canopy disadvantaged communities over the next 5 years. We are awaiting an estimate of the IRA expenditures in FY 23/24 and 24/25 to calculate leveraging.

Attachment 2. Brief Project Descriptions [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
3	BART	BART Core Capacity - Fleet of the Future 54 Expansion Vehicles	$ 35,295,335	The BART Core Capacity Program (CCP) will relieve crowding, increase ridership, and decrease greenhouse gas emissions by increasing the frequency and length of trains operating on the system. CCP includes four project elements: 306 additional Fleet of the Future rail cars; a new communications-based train control system, replacing BART's legacy 50-year-old fixed block train control system to increase reliability and enable significantly closer headways; additional rail car storage to accommodate the expanded fleet; and additional traction power substations to power the increased service. Prop L funds are requested to support purchase of 54 additional rail cars as part of planned 306 additional cars. Alameda County Transportation Commission is contributing an equivalent amount of sales tax in the same timeframe as Prop L. The subject rail car option must be exercised by December 2023.
17	SFMTA	Western Addition Area Traffic Signal Upgrades - Phase 2	$ 200,000	Requested funds will provide the local match to a federal Safe Streets for All grant for design of traffic signal upgrades at 16 locations, 15 of which are on the High Injury Network. The scope includes larger 12-inch signal heads and mast arms to enhance signal visibility, pedestrian signal improvements including pedestrian countdown signals, accessible pedestrian signals, and updated signal timing such as leading pedestrian intervals, and upgraded curb ramps. This project also includes pedestrian activated flashing beacons at 3 locations and 1 radar speed sign.
17	SFMTA	Traffic Signal Visibility Upgrades FY 24	$ 400,000	Funds will be used to improve traffic signal visibility at 8 intersections by replacing 8-inch signal heads with 12-inch heads at locations with a history of red-light running collisions. Additionally, the project would improve signal visibility at traffic signals at 20 intersections by installing signal backplates with yellow retroreflective borders at locations with prevailing speeds near or above 40 MPH or at locations where a major freeway segment terminates. These upgrades will focus on Vision Zero High Injury Network corridors.
17	SFMTA	Traffic Signal Hardware Replacement FY 24	$ 500,000	Requested funds will be used to replace signal controller cabinets, vehicular sensor detectors, and rectangular rapid flashing beacons that have exceeded or are nearing the end of their useful lives. Replacing traffic signal hardware will help to maintain SFMTA's traffic safety assets in a state of good repair, which is critical to ensuring a safe and reliable transportation system.
18	SFMTA	Vision Zero Education and Communications: Speed Safety Cameras FY 24	$ 150,000	In October 2023, the Governor signed AB 645 authorizing speed safety camera pilot programs in six cities, including San Francisco, San Jose, and Oakland. Requested Prop L funds will support a public information campaign for this pilot program, including public announcements in major media outlets and press releases, multilingual direct outreach around camera locations, printed and digital materials, and targeted multilingual advertising. These materials may also be shared in collaboration with Bay Area pilot cities San José and Oakland for a regional campaign that would broaden and deepen the speed safety camera pilot.
		TOTAL	**$36,545,335**	

[1] See Attachment 1 for footnotes.

Attachment 3. Staff Recommendations [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
3	BART	BART Core Capacity - Fleet of the Future 54 Expansion Vehicles	$ 35,295,335	**Special Condition:** As a Prop L major capital project, the Transportation Authority will engage in enhanced project delivery support and oversight of the BART Core Capacity Program. That shall include, but not be limited to, ongoing participation by Transportation Authority staff or its Project Management Oversight consultants in FTA project management oversight monthly and quarterly meetings and MTC-hosted funding partner meetings.
17	SFMTA	Western Addition Area Traffic Signal Upgrades - Phase 2	$ 200,000	**Special Condition:** The recommended allocation is contingent upon approval of the Prop L Traffic Signs and Signal Maintenance 5YPP and amendment of the Prop L Strategic Plan Baseline which is a separate item on this agenda.
17	SFMTA	Traffic Signal Visibility Upgrades FY 24	$ 400,000	**Special Condition:** The recommended allocation is contingent upon approval of the Prop L Traffic Signs and Signal Maintenance 5YPP and amendment of the Prop L Strategic Plan Baseline which is a separate item on this agenda.
17	SFMTA	Traffic Signal Hardware Replacement FY 24	$ 500,000	**Special Condition:** The recommended allocation is contingent upon approval of the Prop L Traffic Signs and Signal Maintenance 5YPP and amendment of the Prop L Strategic Plan Baseline which is a separate item on this agenda.
18	SFMTA	Vision Zero Education and Communications: Speed Safety Cameras FY 24	$ 150,000	**Special Condition:** The recommended allocation is contingent upon approval of the Prop L Safer and Complete Streets 5YPP and amendment of the Prop L Strategic Plan Baseline which is a separate item on this agenda. **Special Condition:** Of the $150,000 in recommended Prop L funds, $130,000 will be placed on reserve to be released by the Transportation Authority Board prior to expenditure of funds. The Board shall release the funds following SFMTA presentation of a draft detailed scope, schedule and budget for the speed safety cameras education and communications project to the Board for input (anticipated January 2024).
		TOTAL	**$ 36,545,335**	

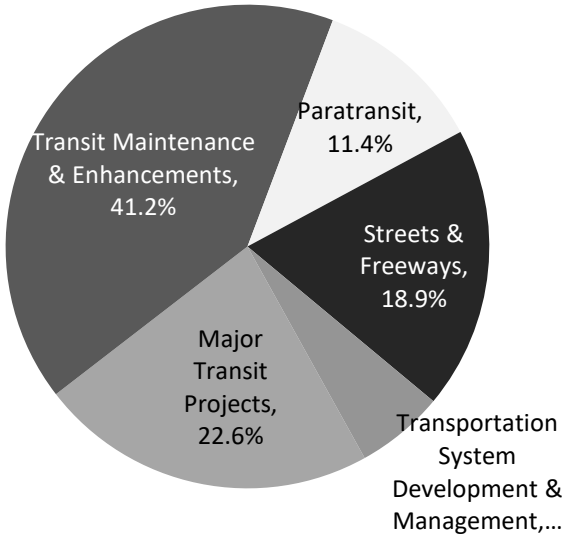
[1] See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2023/24

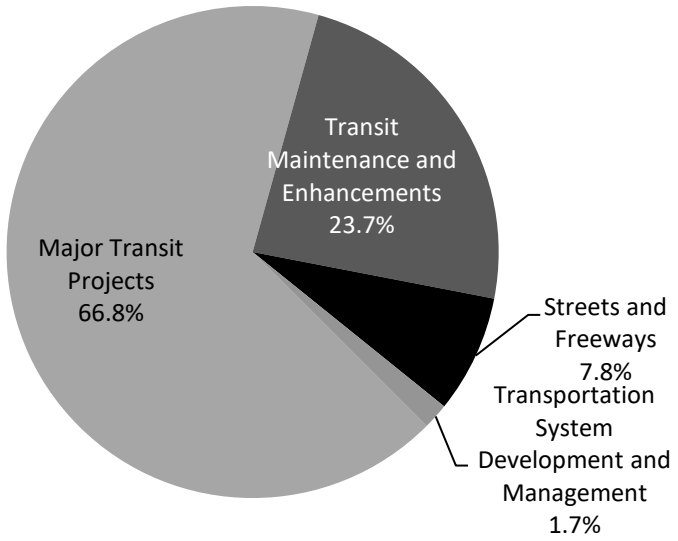
PROP L SALES TAX					
FY2023/24	Total	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Prior Allocations	$ 15,473,000	$ 4,337,750	$ 11,135,250	$ -	$ -
Current Request(s)	$ 36,545,335	$ 580,000	$ 570,000	$ 27,227,866	$ 8,167,469
New Total Allocations	$ 52,018,335	$ 4,917,750	$ 11,705,250	$ 27,227,866	$ 8,167,469

The above table shows maximum annual cash flow for all FY 2023/24 allocations and appropriations approved to date, along with the current recommended allocation(s) and appropriation.

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	BART Core Capacity - Fleet of the Future 54 Expansion Vehicles
Grant Recipient:	Bay Area Rapid Transit District

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	BART Core Capacity
Current PROP L Request:	$35,295,335
Supervisorial District	Citywide

REQUEST

Brief Project Description

The BART Core Capacity Program (CCP) will relieve crowding, increase ridership, and decrease greenhouse gas emissions by increasing the frequency and length of trains operating on the system. CCP includes four elements: 306 additional Fleet of the Future rail cars; a new communications-based train control system to increase reliability and enable significantly closer headways; additional rail car storage to accommodate the expanded fleet; and additional traction power substations to power the increased service. This request would help fund acquisition of 54 additional rail cars.

Detailed Scope, Project Benefits and Community Outreach

Please see Attachment A.

Project Location

The Project includes work systemwide. BART's system is located in five counties: San Francisco, Alameda, Contra Costa, San Mateo, and Santa Clara.

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	$35,295,335.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	BART Core Capacity - Fleet of the Future 54 Expansion Vehicles
Grant Recipient:	Bay Area Rapid Transit District

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2012	Apr-May-Jun	2013
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2013	Jul-Aug-Sep	2014
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2020		
Operations (OP)				
Open for Use			Apr-May-Jun	2026
Project Completion (means last eligible expenditure)			Apr-May-Jun	2030

SCHEDULE DETAILS

- We are requesting Prop L funds now to meet a December 2023 deadline to exercise Core Capacity Rail Car Option 2, though the project will not need cash flow (reimbursement) until FY25-26. Alameda County Transportation Commission is advancing allocation of the same amount of sales tax funds concurrent with SFCTA's schedule. We are seeking allocation of $250M in TIRCP funds from the California Transportation Commission (CTC) TIRCP allocation for CCP – split between October 2023 ($147M) and Spring 2024 (remainder).
- No additional design work was done as part of the Core Capacity car order.
- The first car for Option 2 is expected to be delivered in January 2026. Final cars are scheduled to be delivered in May 2026. There is a four year warranty period to address any malfunctions, taking project to project completion in 2030.
-Please see attached schedule for the base rail car contract and options.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	BART Core Capacity - Fleet of the Future 54 Expansion Vehicles
Grant Recipient:	Bay Area Rapid Transit District

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-203: BART Core Capacity	$0	$35,295,335	$0	$35,295,335
ACTC Measure BB	$0	$35,296,000	$0	$35,296,000
SB1 TIRCP	$0	$8,553,000	$0	$8,553,000
SB1 TIRCP (2020)	$0	$0	$107,100,000	$107,100,000
Phases In Current Request Total:	$0	$79,144,335	$107,100,000	$186,244,335

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	$9,704,665	$90,295,335	$0	$100,000,000
ACTC Measure BB	$0	$100,000,000	$0	$100,000,000
ARP CIG	$0	$0	$52,696,608	$52,696,608
ARP CIG	$0	$0	$34,378,525	$34,378,525
BART Measure RR	$0	$0	$475,783,000	$475,783,000
BART Operating-to-Capital	$87,075,133	$0	$151,926,346	$249,385,479
CCTA Sales Tax	$100,000,000	$0	$0	$100,000,000
CIG Supplemental Funds	$0	$0	$39,823,030	$39,823,030
Federal Formula Funds	$0	$0	$68,983,421	$68,983,421
FTA Capital Investment Grant	$0	$0	$1,321,345,218	$1,321,345,218
MTC Exchange Account	$0	$0	$179,000,000	$179,000,000
RAISE	$25,000,000	$0	$0	$25,000,000
Regional Measure 3	$0	$500,000,000	$0	$500,000,000
SB1 SCCP	$0	$0	$60,000,000	$60,000,000
SB1 TIRCP	$0	$8,553,000	$560,047,000	$568,600,000
SB1 TIRCP (2020)	$0	$0	$107,100,000	$107,100,000

TBD (RAISE, etc.)	$948,790,168	$0	$0	$948,790,168
VTA	$0	$155,240,000	$0	$155,240,000
Funding Plan for Entire Project Total:	$1,170,569,966	$854,088,335	$3,051,083,148	$5,086,125,449

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$0		
Environmental Studies	$0		
Right of Way	$10,384,000		actual cost
Design Engineering	$504,830,000		actual cost
Construction	$4,570,911,449	$35,295,335	Based on latest FTA Risk Review
Operations	$0		
Total:	$5,086,125,449	$35,295,335	

% Complete of Design:	100.0%
As of Date:	N/A
Expected Useful Life:	40 Years

San Francisco County Transportation Authority
Prop L/Prop AA Allocation Request Form

BART CORE CAPACITY - FLEET OF THE FUTURE 54 EXPANSION VEHICLES - MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	BART	Contractor	
1. Vehicle Contract (includes escalation and sales tax)	176,470,865		176,470,865	
2. BART Labor	1,773,247	1,773,247		
3. Consultants	2,331,969		2,331,969	
4. Direct Purchase & Miscellaneous	173,233	173,233		
5. Contingency	5,493,834	$ 5,493,834		
	0			
	0			
	0			
TOTAL CONSTRUCTION PHASE	**$ 186,243,148**	**$ 7,440,314**	**$ 178,802,834**	**$ -**

1. Procurement contract with Alstom, including escalation and taxes
2. Project management, including financial and program management.
3. Vehicle inspections and engineering support
4. Miscellaneous BART direct purchases, including travel.
5. Project contingency

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	BART Core Capacity - Fleet of the Future 54 Expansion Vehicles
Grant Recipient:	Bay Area Rapid Transit District

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP L Requested:	$35,295,335	**Total PROP L Recommended**	$35,295,335

SGA Project Number:	203-902001	**Name:**	BART Core Capacity - Fleet of the Future 54 Expansion Vehicles
Sponsor:	Bay Area Rapid Transit District	**Expiration Date:**	12/31/2027
Phase:	Construction	**Fundshare:**	18.95%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP L EP-203	$0	$0	$27,127,866	$8,167,469	$35,295,335

Deliverables

1. As a Prop L major capital project, progress reports shall be submitted monthly through the Portal and 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 month, 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. Uploading another monthly progress report (e.g. used for FTA reporting) may be substituted, subject to Transportation Authority staff approval.

2. Upon receiving the first of the 54 rail cars, Sponsor shall provide 2-3 photos.

3. With the first of the 54 railcars put into revenue service, Sponsor shall provide 2-3 photos, including at least one photo showing the Prop L attribution sticker affixed to a vehicle.

Special Conditions

1. As a Prop L major capital project, the Transportation Authority will engage in enhanced project delivery support and oversight of the BART Core Capacity Program. That shall include, but not be limited to, ongoing participation by Transportation Authority staff or its Project Management Oversight consultants in FTA project management oversight monthly and quarterly meetings and MTC-hosted funding partner meetings.

Notes

1. Reminder: All construction signage, project fact sheets, websites and other similar materials shall comply with the attribution requirements established in the Standard Grant Agreement.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	81.05%

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - This Project	No PROP AA	No TNC TAX	98.03%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	BART Core Capacity - Fleet of the Future 54 Expansion Vehicles
Grant Recipient:	Bay Area Rapid Transit District

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$35,295,335

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:
AH

CONTACT INFORMATION

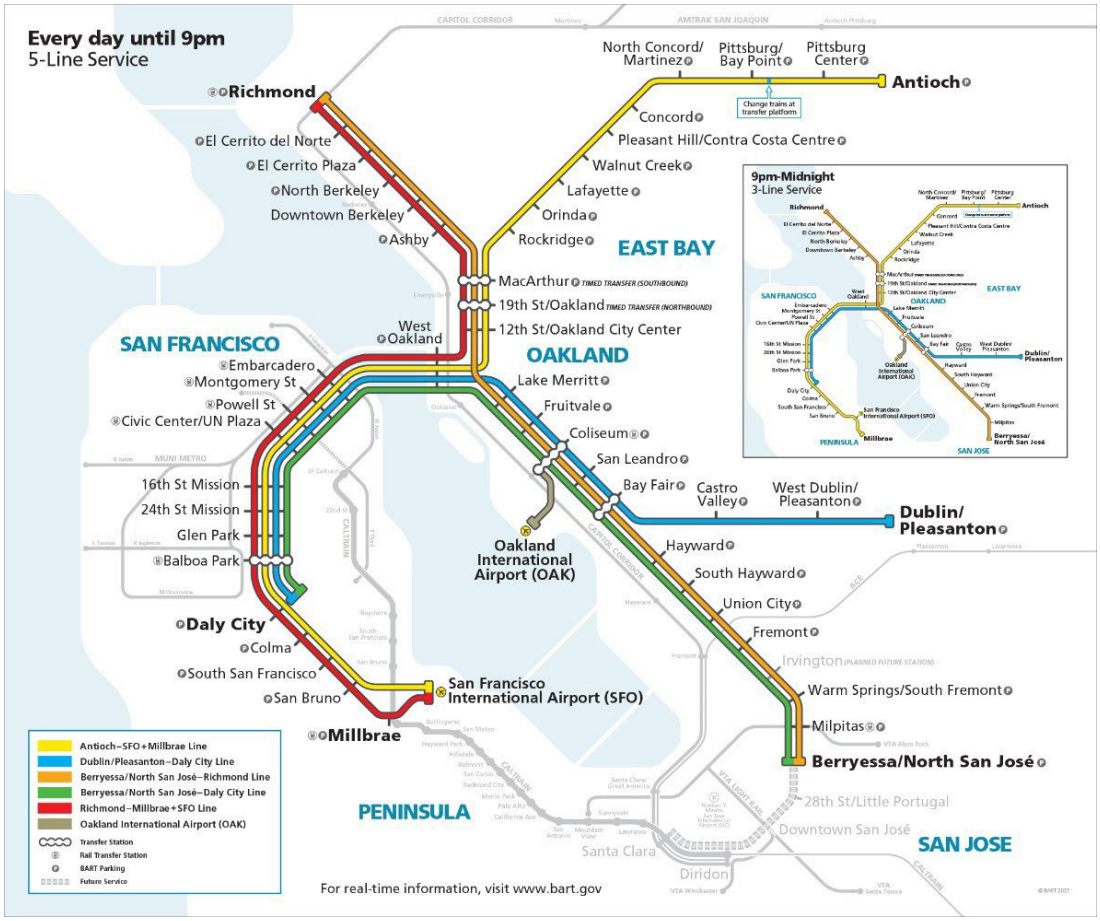
	Project Manager	Grants Manager
Name:	Rob Jaques	Aileen Hernandez
Title:	Manager, Grants & Funding Advocacy	Principal Grants Officer
Phone:	(510) 203-0895	(510) 464-6564
Email:	rob.jaques@bart.gov	ghernan@bart.gov

Core Capacity Program
Attachment A

Detailed Scope

The San Francisco Bay Area Rapid Transit District (BART) requests to allocate $35M of Proposition L (Prop L) for the Core Capacity Program (CCP). BART is a heavy-rail public transit system that connects the San Francisco Peninsula with communities in the East Bay and South Bay. BART's service currently extends as far as Millbrae, Richmond, Antioch, Dublin/Pleasanton, and Berryessa/North San José, see figure 1. BART operates in five counties (San Francisco, San Mateo, Alameda, Contra Costa, and Santa Clara) with 131 miles of track and 50 stations. BART's ridership exceeded 420,000 trips per day before the COVID-19 pandemic. During the pandemic, BART experienced unprecedented ridership pattern changes. The average daily trip count for fiscal year 2022-2023 was 149,433. BART anticipates ridership to increase in the next few years as the Bay Area recovers from pandemic related impact. BART currently has the capacity to operate a maximum of 24 trains per hour in each direction through the Transbay Tube between San Francisco and Oakland. Expected long-term ridership trends require additional capacity. The CCP will ensure BART is ready to provide fast, reliable transportation for Bay Area residents and visitors to reach work locations, shopping centers, tourist attractions, entertainment venues, universities, and other destinations.

Figure 1, BART System Service Map 2023

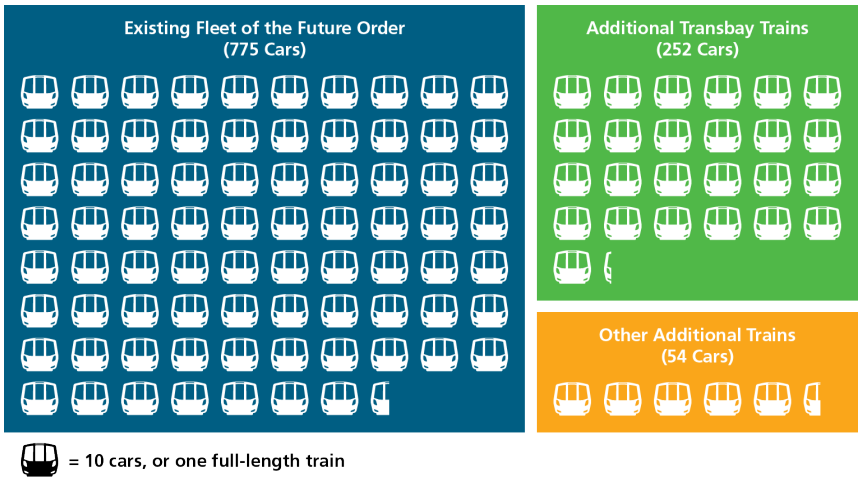


The CCP is a package of strategic investments that will allow BART to operate up to 30 ten-car trains per hour (300 cars) in each direction through the existing tube, maximizing throughput in the most heavily used part of its system. **The CCP includes four elements: 306 additional rail cars to provide the additional trains needed, a new communications-based train control system that will allow closer headways (shorter wait times between trains), additional rail car storage, and additional traction power substations to provide the additional power needed for the more frequent service**. This $35M programming request is specifically to meet contractual obligations to procure a portion of the 306 additional rail cars. The rail car procurement contract is structured with a base contract and two options. The base contract included procurement of 100 rail cars and was exercised in October 2020, Option 1 included procurement of 152 rail cars and was exercised in March of 2023, and Option 2 included procurement of 54 rail cars and is scheduled to be exercised in December of 2023. The programming commitment and expected allocation of $35M of Prop L funds, by the fall of 2023, will enable BART to meet contractual obligations with the prime contractor, Alstom, to exercise Option 2.

306 Additional Railcars

In order for BART to achieve a peak hour schedule of 30 ten-car trains through the Transbay corridor, BART will require additional cars to make up the added trains and to make longer trains. BART currently has 775 new rail vehicles on order, which will allow the agency to completely replace its aging fleet of 669 vehicles and to expand the fleet by 106 cars. When this order is completed, BART will be able to provide some additional capacity in the short-term but will need 306 more vehicles to get to the number of cars required to operate trains more frequently, which is a total requirement of 1,081 cars. Of the 306 additional cars required, 252 are needed for BART to operate 28 ten-car trains per hour on the four lines (Red, Blue, Green and Yellow) that operate through the Transbay Tube, and ultimately to run up to 30 trains per hour. The remaining 54 railcars are to increase capacity on the Orange Line (which does not operate through the Transbay Tube), and to increase ready reserve trains, which are needed in case delays occur, see figure 2.

Figure 2. 306 Railcars



Train Control Modernization Project (Communications-Based Train Control)

To achieve the shorter headways needed to operate 30 peak hour trains per hour through the Transbay Tube, BART will replace its existing fixed-block train control systems with a new, industry-proven, Communications Based Train Control System (CBTC). BART has developed a multi-phase implementation program that will begin by testing CBTC equipment on BART's existing test track in Hayward, and then once the CBTC equipment has been sufficiently proven on test tracks, BART will implement CBTC along the mainline tracks in stages. The scope of the CBTC project includes installation of lineside equipment within BART's existing right-of-way throughout the entire system. CBTC allows trains to safely operate closer together than the current fixed-block train control system, thus increasing throughput and capacity. CBTC has been implemented on many of the busiest rail systems in Europe and Asia and is now the worldwide standard for high-capacity transit train control.

On January 9, 2020, the BART Board of Directors voted to award a $798 million contract to Hitachi Rail STS USA, Inc. to design and build a modern Communications Based Train Control System (CBTC) that will dramatically improve future BART service, replacing the current fixed-block train control system, which is 50 years old. CBTC will allow BART to run more trains closer together and significantly enhance Transbay capacity. The contract is the largest single BART award contract in the agency's history.

Additional Rail Car Storage

To accommodate the additional new vehicles BART needs for the higher frequency service, BART will make investments to provide additional rail car storage.

Traction Power Substations

BART's trains are electrically powered through a third-rail system. With more frequent and longer trains, BART will need the traction power system that supplies electricity to the third rail to be enhanced with several new traction power substations. BART has conducted traction power simulations to assess the power requirements associated with operating 30 regularly-scheduled ten-car trains through the Transbay Tube per hour. The simulation revealed specific areas along BART's mainline where the traction power requirements for the more-frequent service exceed the capacity available from BART's existing traction power system. Five sites have been identified for new substations, see figure 3:

1. Downtown San Francisco—Civic Center Station
2. Downtown San Francisco—Montgomery Station
3. Oakland—near MacArthur station on 34th Street
4. Concord
5. Richmond

Figure 3, New Substations

A sixth substation would also be installed at the Hayward Maintenance Complex. The four locations in the East Bay are all within existing BART or Caltrans right-of-way and are at-grade locations. The two sites in San Francisco are located below grade within existing BART stations. BART is also undertaking a major program to replace and upgrade the existing traction power system. While this program will increase the amount of power available for train operation, it is not considered to be part of the CCP.

Relative Level of Need or Urgency

Programming and allocation of funds for the CCP is time sensitive. The allocation of funds, expected to take place by the fall of 2023, will enable BART to meet contractual obligations to exercise Option 2 of the contract with Alstom. Option 2 includes procurement of 54 rail cars.

Risk Review & Contingency Report

In August 2023, the Federal Transit Administration (FTA) provided BART a final Risk Review & Contingency Report with an updated cost estimate for the overall project of $5.09 billion. BART has accepted FTA's updated cost estimate, which includes a $119 million estimate to implement CBTC on the Silicon Valley Rapid Transit BART extension Phase 1, fully funded by VTA, and increases the program contingency to account for additional inflation risk in labor and materials. With this increased cost estimate, CCP has a funding gap of $1.1 billion.

BART is currently working on a Completion Plan in collaboration with FTA and its Project Management Oversight Consultant (PMOC). BART is evaluating funding and financing options to cover the funding gap. At its October

Commission Meeting, the Metropolitan Transportation Commission (MTC) will be confirming its Major Project Advancement Policy and Transit and Intercity Rail Capital Program (TIRCP) Framework, which includes an additional $350 million of TIRCP Augment 2 funds for the Core Capacity Program. BART is also reviewing the existing scope and evaluating potential alternative approaches to deliver the CCP.

The Report also moves the estimated completion date for the CCP from January 2030 to August 2033. This change does not change the forecast delivery schedule for the 54 rail cars that would be procured with this allocation of funds.

Community Engagement/Level and Diversity of Community Support

In 2011, BART implemented a Public Participation Plan (PPP), which was updated in 2015 following extensive outreach throughout the BART service area. The PPP guides the organization's ongoing public participation endeavors. The PPP ensures that BART utilizes effective means of providing information and receiving public input on transportation decisions from diverse communities, including low-income, minority, and Limited English Proficient populations. As recommended in BART's Public Participation Plan (PPP), BART has implemented a variety of outreach techniques for projects related to the overall CCP. In 2014, BART launched a "Fleet of the Future" outreach campaign to obtain public feedback on the design of BART's new vehicles. A series of ten events were held at BART stations and in local communities throughout the Bay Area. Approximately 17,500 people attended the events and a total of 7,666 surveys were collected. BART staff consulted regularly with members of the disability community, including the BART Accessibility Task Force (BATF), on the design and functionality of the new BART trains. The BATF provided hands-on feedback on all aspects of the car design.

- Outreach related to the 2014 BART Vision Plan engaged over 2,000 people in exploring the tradeoffs involved in considering how BART can meet its future needs. The public helped BART staff narrow down future projects and investments BART should focus on by determining which ones are most important to the public and fit best into BART's goals of serving the Bay Area for years to come. A total of ten in-station events were held and a total of 2,551 surveys were collected.
- BART's Title VI/EJ Advisory and LEP Advisory committees meet regularly to assist BART on all issues of policy with a focus on meeting the needs of minority and disadvantaged communities and riders. In November 2017, both committees received a presentation on the CCP.
- In 2017, BART also partnered with MTC to conduct outreach on its Core Capacity Transit Study, a collaborative effort to improve public transportation to and from the San Francisco core. Outreach activities consisted of two public meetings to identify investments and improvements to increase transit capacity to the San Francisco core. Approximately 80 people participated in the public meetings.
- Outreach strategies to Disadvantaged or Low-Income Communities outlined in the PPP include:
    - Translation of flyers and other meeting materials and interpretation services
    - Outreach to Community-based Organizations (CBOs)
    - Providing notification using Ethnic Media Sources
    - Hosting meetings in accessible locations
- Additional outreach activities were included as part of the following relevant efforts:
    - Fleet of the Future New Train Car Model
    - BART Vision – Future BART
    - Embarcadero-Montgomery Capacity Implementation and Modernization Study
    - Better BART
    - Metropolitan Transportation Commission (MTC) Plan Bay Area 2040
    - MTC Core Capacity Transit Study
    - Hayward Maintenance Complex Noise Study

Benefits to Disadvantaged Populations and Equity Priority Communities

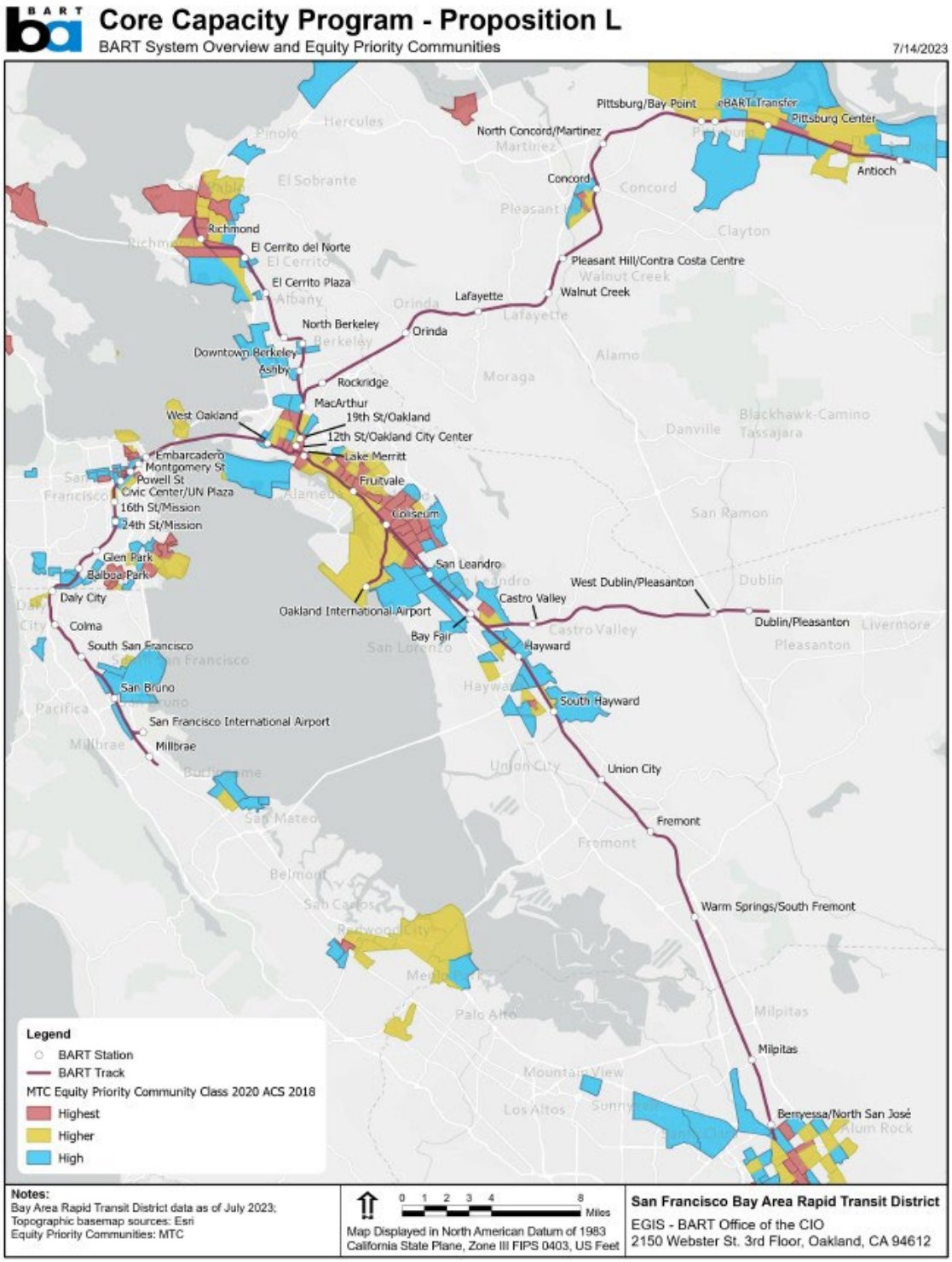
The primary benefit of the CCP, and specifically the implementation of Option 2, is that Bay Area residents and tourists will benefit from reliable service with new train cars. Taken together, the CCP projects will relieve crowding, increase reliability, and provide a more convenient service to all patrons, see figure 4.

Figure 4. Core Capacity Program Benefits

Additionally, the CCP will also contribute to addressing equity and inclusion concerns in the Bay Area region. According to a City and County of San Francisco Planning Department document, "new housing option […] were not nearly enough to meet the needs of communities of color, low-income workers, and at times further exacerbated their displacement; many were forced out of the city given the increase in rents. This displacement has also been impacting the environment by imposing longer commutes and led to the loss of local businesses, art and entertainment activities."[1] With the improvements the CCP will yield for overall BART service, Disadvantaged Populations and Equity Priority Communities will more easily get to and from places of employment, education facilities, health care facilities, or leisure activities. These communities will benefit from the increased frequency, greater capacity and reduced crowding. Figure 5 below shows the extend of Equity Priority Communities who live near a BART station.

[1] "Context: Dismantling San Francisco's Housing Inequities," City and County of San Francisco Planning Department, April 202.

Figure 5, Core Capacity Program, Equity Priority Communities



Compatibility with Land Use, Design Standards, and Planned Growth

- The CCP is compatible with existing and planned land uses, with adopted standards for urban design, and supportive of planned growth in transit-friendly housing, employment, and services. The Project will comply with all applicable Federal requirements, including but not limited to, Buy America provisions, ADA regulations, Civil Rights requirements, Federal Motor Vehicle Safety Standards (FMVSS), and/or the Federal Motor Carrier Safety Regulations (FMCSR).
- The MTC adopted an update to its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Plan Bay Area 2050, which was released in October 2021. The update includes the capital projects and service assumptions that make up the CCP. The CCP meets guiding principles of Plan Bay Area 2050 in specific and measurable ways. See Figure 6 for a list of the guiding principles. The CCP meets these as follows:
    - Affordable: Reduce vehicle operation and maintenance costs due to pavement conditions
    - Connected: Increase non-auto mode share
    - Healthy: Reduction of C02 emissions and reduction of adverse health impacts
    - Vibrant: Increase share of jobs accessible in congested conditions

Figure 6. Plan Bay Area 2050 Guiding Principles

GUIDING PRINCIPLE	DESCRIPTION
AFFORDABLE	All Bay Area residents and workers have sufficient housing options they can afford – households are economically secure.
CONNECTED	An expanded, well-functioning, **safe and multimodal** transportation system connects the Bay Area – fast, frequent, and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.
DIVERSE	The Bay Area is an inclusive region where people from all backgrounds, abilities, and ages can remain in place – with **full** access to the region's assets and resources.
HEALTHY	The region's natural resources, open space, clean water, and clean air are conserved – the region actively reduces its environmental footprint and protects residents from environmental impacts.
VIBRANT	The Bay Area is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.

The Bay Area Air Quality Management District's 2017 Clean Air Plan provides a regional strategy to protect public health and the climate attaining all state and federal air quality standards, and eliminating health risk disparities from exposure to air pollution among Bay Area communities achieving ambitious GHG reduction targets for 2030 and 2050. The CCP will directly support these goals by shifting single occupancy vehicle trips to increased transit ridership, thus reducing harmful emissions.

San Francisco Transportation Plan Alignment (SFTP)

The CCP will advance SFTP goals as described below:

SFTP Goal	CCP Alignment
Equity	The existing BART system covers large portions of the Bay Area and bisects several communities, including those with designated minority and low-income populations. No impacts from the installation or operation of CCP new rail cars are anticipated; therefore, no disproportionately high and adverse effects are anticipated for any surrounding communities, including any Title VI/EJ communities. BART, as a recipient of federal funds, is required by the FTA to comply with Title VI of the Civil Rights Act of 1964 and its amendments (Act). Title VI of the Civil Rights Act of 1964 requires that no person in the United States, on the grounds of race, color, or national original be excluded from, be denied the benefits of, or be subjected to discrimination, under any program or activity receiving federal financial assistance. Presidential Executive Order 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" addresses environmental justice (EJ) in minority and low-income populations. Presidential Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency" addresses services to those individuals with Limited English Proficiency (LEP). FTA Circular 4702.1B, dated October 1, 2012, titled Title VI Requirements and Guidelines for Federal Transit Administration Recipients (Title VI Circular) and FTA Circular 4703.1, dated August 15, 2012, titled Environmental Justice Policy Guidance for Federal Transit Administration Recipients (EJ Circular), require that federal funding recipients such as BART review its transportation decisions to ensure equity in the transportation decision making process and to ensure that decisions are not made on the basis of race, color, national origin, or socioeconomic status.
Environmental Sustainability	As part of its mission, BART is committed to integrating climate adaptation and resiliency practices into daily operations and future transit investments. BART's Sustainability Policy (adopted in 2017) frames overarching resilience actions and initiatives, which are further detailed in BART's 10-year Sustainability Action Plan. Specifically, implementation of the CCP will lead to specific sustainability benefits, including significant reduced Greenhouse Gas (GHG) emissions from pulling new riders from the Bay Area roadways. Additionally, increased BART capacity supports planned increases in housing and employment density around BART stations, allowing the Bay Area to meet requirements of the California Global Warming Solutions Act of 2006 (AB 32). Lastly, the CCP has no physical features that will lead to environmental impacts. The CCP has a categorical exclusion (CE) for the National Environmental Policy Act (NEPA) and negative declaration (ND) for California Environmental Quality Act (CEQA). These documents are available on BART's CCP website https://www.bart.gov/about/projects/corecapacity.
Accountability & Engagement	BART is coordinating with MTC to complete the CCP. The program is included in MTC's adopted RTP, and MTC has been working with BART to assemble funding from various sources.

	Additionally, BART has been conducting extensive engagement as discussed on pgs.4-5.
Economic Vitality	Ranked by population, the Bay Area is the fourth largest metropolitan area in the United States. The nine-county region is home to more than 7.8 million people and 3.9 million jobs. The Bay Area's economy continues to grow, despite setback from the COVID-19 pandemic, driven in part by the technology sector that is vital to growing the nation's overall economy. By 2050, the region expects over ten million residents and five million jobs to be located here.[2] AS the Bay Area's second largest transit network, BART currently operates and maintains 50 stations and 131 miles of revenue track, serving over 149,000 passengers every weekday in the counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara. The CCP program of projects will support expected economic growth and vitality in the Bay Area.
Safety and Livability	The new railcars will include many new safety features. BART's new car design includes tripod poles that are strategically placed to give riders additional support, especially during times of peak hour crowding while also ensuring room for people in wheelchairs and those with luggage or strollers. Seats are positioned slightly higher providing room to stow backpacks, luggage, and strollers. Specially designated bicycle parking is included as well. To address the needs of customers with vision and hearing impairments, the new cars include interior and exterior digital displays, inter-car barriers, clear, automated announcements, and pole markings to improve contrast. For customers with mobility impairments, the new BART cars include differently-colored priority seating, floor markings for wheelchair areas, seats that are higher off the floor making it easier to sit down and stand up, and intercoms located near doors.

Safety

- Compared to roadway conditions, BART is a significantly safer travel option. A 2013 Northwestern University study found that rail travel is about 17 times safer than traveling in a car, in terms of number of fatalities per billion-passenger mile. In 2019, BART experienced only 1.59 station incidents per million riders and 0.47 vehicle incidents per million riders. Station incidents and vehicle incidents are all incidents that meet the FTA criteria as "reportable" (mostly injuries and illnesses) and occur either in BART station areas or on BART train cars.
- The CCP will lead to a reduction of 152.2 million Vehicle-miles Traveled (VMT) on Bay area roadways by 2048. This reduction in VMT is due to increased ridership, which will decrease the number of cars the Bay Area roadways, thus reducing the number and frequency of vehicle crashes and increasing safety.
- BART's existing train control system, originally built over 50 years ago, is reaching the end of its useful life. The new CBTC system will be a proven technology, ensuring that BART can operate more trains closer together, while maintaining the highest level of safety in train operation. Many systems worldwide have now converted to CBTC, such as the London Underground, the Paris Metro, portions of

[2] Plan Bay Area 2050, Plan Bay Area 2050 Final Plan

the New York City subway, and others, and BART will be following this path using fully tested and certified technology.

- Before the COVID-19 Pandemic, the BART platforms at Embarcadero and Montgomery became extremely crowded, particularly when there was a service disruption. Extreme crowding on the platform can lead to unsafe conditions when people are too close to the platform edge. More frequent and longer trains will relieve crowding on BART platforms, making safer for people getting in and out of the train cars.
- The new rail cars include many safety features. BART's new car design includes tripod poles that are strategically placed to give riders additional support, especially during times of peak hour crowding, while also ensuring room for people in wheelchairs and those with luggage or strollers. Seats are positioned slightly higher providing room to stow backpacks, luggage, and strollers. Specially designated bicycle parking is included as well.

Increases Capacity

- The CCP is a comprehensive program of projects that will increase capacity, relieve congestion and crowding, increase transit ridership, and decrease greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) by increasing the frequency and capacity of trains operating on the entire BART system. The CCP will allow the maximum number of trains operating through the Transbay Corridor to increase from 23 up to 30 per hour, and peak hour train lengths to be increased from an average of 8.9 cars to ten, maximizing throughput capacity in the most heavily used and most congested travel corridor in the San Francisco Bay Area. The CCP has four major project components: 306 additional rail cars to provide the additional trains needed, a new communications-based train control system that will allow closer headways (shorter wait times between trains), additional rail car storage, and additional traction power substations to provide the additional power needed for the more frequent service. These four program elements of the CCP will allow BART to decrease headways on each of the five BART lines from 15 to 12 minutes, thus increasing frequency by up to 25 percent.

Improves Reliability

- Implementation of the CCP will have significant benefits to the reliability of the BART system. Reliability is a very important factor in users' decisions to use transit over other modes, especially reliance on single occupancy vehicles. Table 1 shows that 16 percent of all trains are delayed due to the current BART Train Control (TC) system, which will be significantly reduced, or completely alleviated with implementation of the communications-based train control (CBTC) system aspect of the CCP.

  Table 1, Number of Trains Delayed, Project Segment (Bay Fair to Warm Springs)

Year	Total Number of Trains Delayed	# Of Trains Delayed due to Current TC System	% Of Trains Delayed due to Current TC System
2017	3,845	502	13%
2018	1,962	279	14%
2019	2,970	528	18%
2020	1,662	331	20%
2021	1,427	249	17%
2022	3,312	560	17%
Total	**15,178**	**2,449**	**16%**

- The CCP will also increase accessibility to multimodal choices throughout the Bay Area by enhancing the reliability of the BART system to connect to the region's job centers in San Francisco, Oakland, and Silicon Valley. Implementation of the CCP will allow riders to better rely on BART to get them to their destinations with more certainty on timing, making work, education, retail, and other trips easier on the BART system. Every BART station provides local bus connections, with some BART stations providing major intermodal transit connections to a substantial number of other transit services such as Caltrain, MUNI light rail and bus, AC Transit, SamTrans, Golden Gate Transit, ACE commuter rail, WETA ferries, and bus services to and from Solano and Napa counties.

BART Railcar Contract Milestone Schedule

NTP Date	Option	# of Cars	NTP	Estimated Start Date	Estimated End Date
November 2020	Base Contract	100	10/2020	August 2024	February 2025
	Option 1	152	3/2023	February 2025	December 2025
	Option 2	54	12/2023	January 2026	May 2026

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Western Addition Area Traffic Signal Upgrades - Phase 2
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Traffic Signs and Signals Maintenance
Current PROP L Request:	$200,000
Supervisorial Districts	District 02, District 05

REQUEST

Brief Project Description

Design of traffic signal upgrades at 16 locations as recommended in the Western Addition Community Based Transportation Plan. Upgrades at 12 intersections include larger 12' signal heads and mast arms to enhance signal visibility, pedestrian signal improvements including pedestrian countdown signals and accessible (audible) pedestrian signals, and upgraded curb ramps. Project scope also includes pedestrian activated flashing beacons at 3 locations and 1 radar speed sign. Fifteen of the 16 locations are on the High Injury Network.

Detailed Scope, Project Benefits and Community Outreach

The Project will enhance pedestrian and bicyclist safety, transit connections and community space, and advance the City's Vision Zero goals in the Western Addition through upgraded signals and speed reduction strategies. Project locations in the Western Addition community include 16 intersections located within the area bounded by Divisadero, Octavia, O'Farrell, and Hayes.
The Project includes traffic signal upgrades at 12 intersections, pedestrian activated flashing beacons at 3 intersections, and a radar speed sign approaching one intersection with existing pedestrian activated flashing beacons in the Western Addition. The 16 locations have been selected primarily due to safety concerns identified by the Western Addition community in the Western Addition Community Based Transportation Plan. Signal and ancillary intersection improvements at each location will include installation of some or all of the following: pedestrian countdown signals, accessible (audible) pedestrian signals, larger 12-inch signal heads relocated for maximum visibility, mast arms, updated signal timing such as leading pedestrian intervals, curb ramps, additional streetlighting, new poles, conduits, traffic detection, and signal interconnect as needed. Improvements at locations selected for upgraded flashing beacons will include new technology (i.e., rapid flashing beacons) and upgraded curb ramps as needed. Prop L funds would be used for the local match to a federal Safe Streets for All grant for the signal scope of the project.
Additionally, the Project will implement speed management improvements with the goal of reducing vehicle speeds. Speeding is the leading cause of severe injuries and fatalities in San Francisco and speed management strategies are identified as key tools in the City's Vision Zero Action Strategy. Speed reduction will be implemented through speed management strategies, including new 20 MPH speed limits on eligible corridors, radar speed signs, quick-build projects, and a community education

outreach campaign. Beginning in 2024, AB435 will also allow San Francisco to lower speeds by 5 MPH on streets that are designated as “safety corridors”. The SFMTA plans to reduce speed limits from 25 MPH to 20 MPH on up to 25 eligible “safety corridors” in the Western Addition. No Prop L funding is expected to be used for the speed reduction scope which SFMTA expects to fund with Proposition B General Funds Population Growth providing the local match to the federal safety grant. Phase 1 of the Western Addition Area Traffic Signal Upgrades is located at intersections in the Western Addition neighborhood, including the Golden Gate Avenue and Fulton Street corridors, Laguna/Sutter, Laguna/Turk, and Buchanan/Turk, and consists of traffic and pedestrian signal infrastructure, pavement renovation, curb ramp construction, traffic control, and all related work. Construction is underway, with open for use expected by December 2024.

Project Location

See attached lists

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	$200,000.00

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ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Apr-May-Jun	2021	Oct-Nov-Dec	2021
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2021	Jan-Feb-Mar	2025
Advertise Construction	Jan-Feb-Mar	2025		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2025		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2027
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2028

SCHEDULE DETAILS

Note that the design engineering for the signal scope of this project began in June 2021 using local MTA funding. The schedule provided in the project delivery section of this allocation request for the advertise construction and start construction dates is for the signal scope which requires a construction contract. Design for the speed reduction/management scope will begin after SS4A and/or separate local match funding is secured which is expected in late 2023/early 2024. The speed reduction/management scope does not require a construction contract and is expected to start construction in Summer 2024.

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FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-217: Traffic Signs and Signals Maintenance	$200,000	$0	$0	$200,000
FHWA- Safe Streets and Roads for All (signal scope)	$0	$800,000	$0	$800,000
Phases In Current Request Total:	$200,000	$800,000	$0	$1,000,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	$3,588,321	$0	$0	$3,588,321
FHWA - Safe Streets and Roads for All (for signal scope - con phase)	$0	$13,553,284	$0	$13,553,284
FHWA- Safe Streets and Roads for All (signal scope)	$0	$800,000	$0	$800,000
Funding Plan for Entire Project Total:	$3,588,321	$14,353,284	$0	$17,941,605

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	$1,000,000	$200,000	Based on recent similar projects
Construction	$16,941,605		Based on recent similar projects
Operations	$0		
Total:	$17,941,605	$200,000	

% Complete of Design:	25.0%
As of Date:	09/11/2023

Expected Useful Life:	30 Years

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST

Fund Source	Phase	FY2023/24	FY2024/25	Fund Source Total			
PROP L	Design Engineering	$100,000	$100,000	$0	$0	$0	$200,000
	Total:	$100,000	$100,000	$0	$0	$0	$200,000

San Francisco County Transportation Authority
Prop L Allocation Request Form

WESTERN ADDITION AREA TRAFFIC SIGNAL UPGRADES - PHASE 2 - PROJECT BUDGET - DESIGN

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	**Totals**	**% of phase**
1. Total Labor	$ 600,000	60%
2. Consultant	$ 50,000	5%
3. Other Direct Costs *	$ 100,500	10%
4. Contingency	$ 249,500	25%
TOTAL PHASE	**$ 1,000,000**	100%

TOTAL LABOR COST BY AGENCY		
SFMTA	$	250,000
SFPW	$	350,000
TOTAL	**$**	**600,000**

* PG&E Costs and City Attorney Costs

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Western Addition Area Traffic Signal Upgrades - Phase 2
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP L Requested:	$200,000	**Total PROP L Recommended**	$200,000

SGA Project Number:		**Name:**	Western Addition Area Traffic Signal Upgrades - Phase 2
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	09/30/2025
Phase:	Design Engineering	**Fundshare:**	%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
PROP L EP-201	$100,000	$100,000	$200,000

Deliverables

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

2. 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).

Special Conditions

1. The recommended allocation is contingent upon approval of the Prop L Traffic Signs and Signal Maintenance 5YPP and amendment of the Prop L Strategic Plan Baseline.

Notes

1. Reminder: All flyers, brochures, posters, websites and other similar materials prepared with Proposition L funding shall comply with the attribution requirements established in the Standard Grant Agreement.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	80.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	80.0%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Western Addition Area Traffic Signal Upgrades - Phase 2
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$200,000

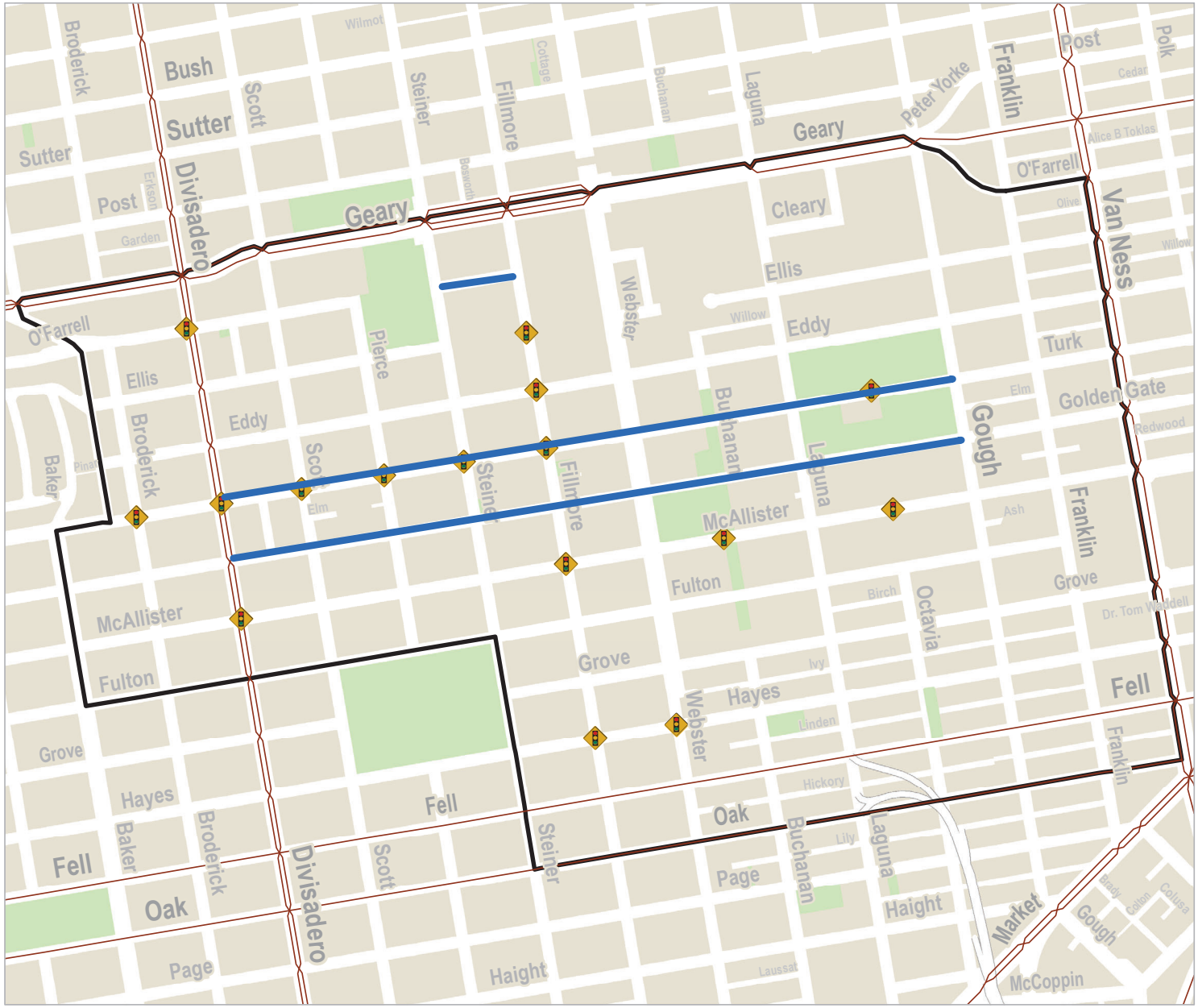
1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Geraldine De Leon	Joel C Goldberg
Title:	Lead Engineer	Grants Procurement Manager
Phone:	(415) 701-4675	555-5555
Email:	geraldine.deleon@sfmta.com	joel.goldberg@sfmta.com

#	Street 1	Street 2	High Injury Vision Zero Network	Supervisor District	Full Signal Upgrade	Signal Modification Upgrade to add Mast Arm Pole	Accessible Pedestrian Signals	Pedestrian Countdown Signals	Curb Ramps	Rectangular Rapid Flashing Beacons	Radar Speed Sign (ahead of existing RRFB location)
1	Broderick	Turk		2/5	X		X	X	X		
2	Turk	Divisadero	X	5	X		X	X	X		
3	Divisadero	O'Farrell	X	2/5	X		X	X	X		
4	Divisadero	McAllister	X	5	X		X	X	X		
5	Turk	Scott	X	5		X	X	Existing			
6	Turk	Pierce	X	5	X		X	Existing			
7	Turk	Steiner	X	5	X		X	X	X		
8	Turk	Fillmore	X	5		X	X	Existing			
9	Fillmore	Hayes	X	5	X		X	X	X		
10	Fillmore	McAllister	X	5	X		X	X	X		
11	Fillmore	Eddy	X	5	X		X	X	X		
12	Hayes	Webster	X	5	X		X	X	X		
13	Buchanan	McAllister	X	5							X
14	Octavia	McAllister	X	5						X	
15	Octavia	Turk	X	5						X	
16	Fillmore	Ellis	X	5						X	



Western Addition Community Safe Streets Project

Safety Improvement Locations

September 2022

LEGEND

- Traffic Signal Upgrades
- Radar Speed Signs (potential street locations)
- Road diets/quick-build projects (potential locations)
- Western Addition Community Safe Streets Project Area

NOT MAPPED:

Speed Reduction Strategies (20 MPH speed limits on up to 25 corridors and up to 5 radar speed signs)

Education and outreach on traffic safety

0.1 miles

Scale 1:7,000

Date Saved: 9/13/2022

For reference contact: vicente.romero@sfmta.com

SFMTA

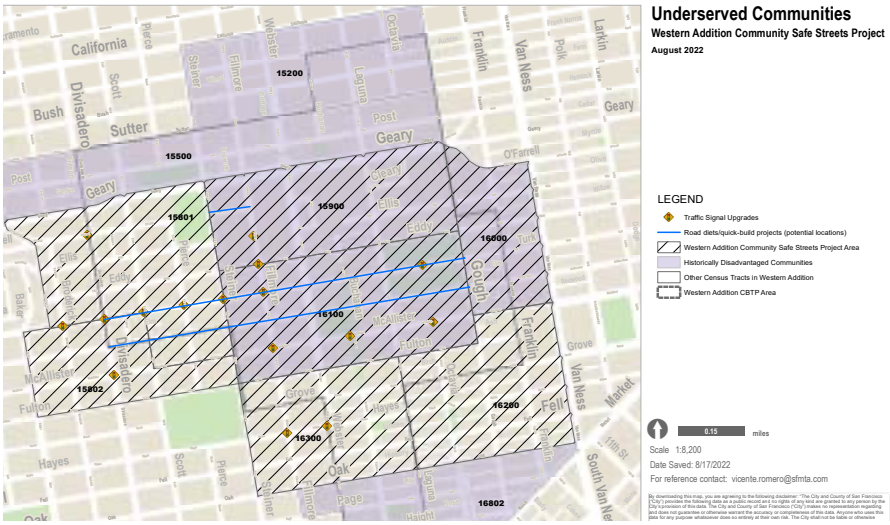
Document Path: C:\Users\VRomero\OneDrive - SFMTA\SS4A\GIS\WA Safety Improvements.mxd
User Name: VRomero

WESTERN ADDITION COMMUNITY SAFE STREETS PROJECT

SFMTA.COM/WESTERNADDITION

BACKGROUND

The Western Addition Community Safe Streets project (WACSS) includes traffic signal upgrades and speed management improvements in support of the City's Vision Zero goals. These safety improvements were identified in the Western Addition Community Based Transportation Plan (WACBTP). The SFMTA was recently awarded $17,613,284 in funding through the USDOT Safe Streets and Roads for All (SS4A) Program.



OVERVIEW

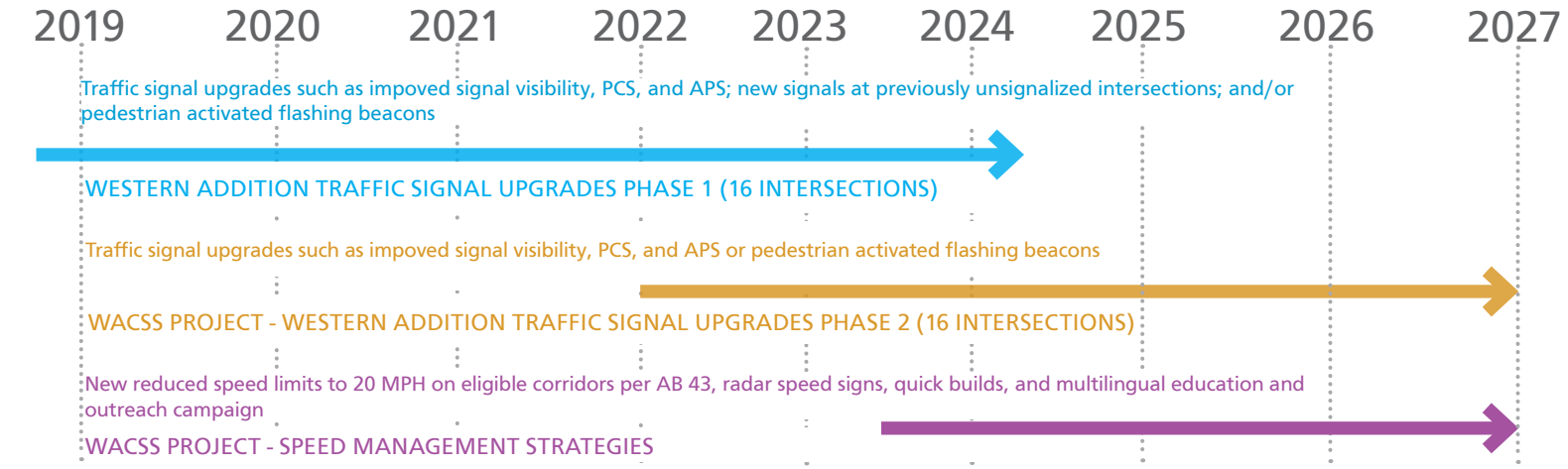
The Western Addition Traffic Signal Upgrades Phase 1 project is estimated to begin construction in spring 2023. Near term improvements identified in the WACBTP have been implemented. These include daylighting, continental crosswalks, bulb-outs, pedestrian actuated rectangular rapid flashing beacons, and advanced limit lines.

The Western Addition Traffic Signal Upgrades Phase 2 project has started design using local funds and is proposed to complete design and implement improvements at 16 intersections as part of the WACSS project.

Key elements of the WACSS project are as follows:

- Signal visibility enhancements to improve safety through larger 12" signal heads and mast arms
- Pedestrian signal improvements such as pedestrian countdown signals (PCS), accessible pedestrian signals (APS), pedestrian activated flashing beacons, upgraded streetlighting, and upgraded curb ramps
- Speed management strategies such as lower speed limits through 20 mph signage, radar speed signs, quick build improvements based on WACBTP, and additional community engagement
- Multilingual education and outreach campaign on traffic safety and speed management

PROJECT TIMELINE



For more information, please contact geraldine.deleon@sfmta.com, vicente.romero@sfmta.com or uyen.ngo@sfmta.com

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WESTERN ADDITION COMMUNITY SAFE STREETS PROJECT

WACSS PROJECT BUDGET

The overall budget including design, construction, and education/outreach campaign activities is estimated to be $22M. SFMTA was recently awarded $17.6M in SS4A grant funding with a 20% local match of $4.4M.

FULL TRAFFIC SIGNAL UPGRADES

Full signal upgrades include new larger 12” signal heads and mast-arms, conduits, poles, controllers, enhanced streetlighting, and upgraded accessible curb ramps.

SPEED LIMIT REDUCTIONS AND SPEED RADAR SIGNS

Speed management strategies include 20 MPH speed limit reduction signage as authorized by California Assembly Bill 43 (AB 43) and radar speed signs to make drivers aware of speed limits and change driver behavior.

PEDESTRIAN COUNTDOWN SIGNALS AND ACCESSIBLE PEDESTRIAN SIGNALS

Pedestrian countdown signals (PCS) and accessible pedestrian signals (APS) provide pedestrians with additional guidance on when to start crossing safely at signalized intersections and are particularly helpful for seniors and people with vision, hearing, and mobility disabilities.

MULTILINGUAL EDUCATION AND OUTREACH CAMPAIGN

WACSS includes education and outreach efforts to increase awareness of the impacts of speed and new speed limits set in the neighborhood.

RECTANGULAR RAPID FLASHING BEACONS

Rectangular rapid flashing beacons (RRFBs) caution drivers with a flashing visual that pedestrians will be crossing at the crosswalk.

PROJECT CONTACT

For more information, please contact geraldine.deleon@sfmta.com, vicente.romero@sfmta.com, or uyen.ngo@sfmta.com

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Western Addition Community Safe Streets Project

USDOT 2022 Safe Streets and Roads for All (SS4A) Grant Application
Applicant: San Francisco Municipal Transportation Agency
DUNS Number: 95-661-7435
Representative: Joel Goldberg, Manager, Programming and Grants

Jurisdiction: City of San Francisco, California
Total Project Cost: $22,016,605
USDOT (2022) SS4A Grant Request: $17,613,284
Total Non-federal Funding (match): $4,403,321

SFMTA

Western Addition Community Safe Streets Project

Overview

The Western Addition Community Safe Streets Project (the Project) will improve traffic safety outcomes and increase connectivity in the Western Addition. The San Francisco Municipal Transportation Agency (SFMTA) is requesting $17,613,284 in SS4A funds to deliver core safety improvements identified in the Western Addition Community Based Transportation Plan (WA CBTP) and implement speed management strategies throughout the neighborhood to reduce crashes and help San Francisco achieve its Vision Zero goals of zero traffic deaths.

The Western Addition Neighborhood

At the center of San Francisco, the Western Addition is a residential neighborhood located east of Golden Gate Park and west of City Hall. This neighborhood is home to many low-income housing residents and a large minority community. These characteristics, in combination with San Francisco's high cost of living, led to the Western Addition's classification as an Equity Priority Community[1] by the Metropolitan Transportation Commission (MTC), the Bay Area Region's MPO.

Home to two culturally significant and historic commercial centers – the Fillmore District and Japantown – the Western Addition's central location and points of interest draw thousands of residents, workers, and visitors. Annual cultural events like the Fillmore Jazz Festival and the Cherry Blossom Festival bring more than 200,000 people at a time to the neighborhood. The high volumes of people walking, biking, and taking transit in the Western Addition emphasize the need for safe and connected streets.

Delivering Recommendations from the Community Based Transportation Plan

In 2017, the SFMTA led the Western Addition Community Based Transportation Plan (WA CBTP) to identify transportation challenges and recommend solutions to improve mobility and access within the neighborhood. Through extensive community engagement, the Plan identified a series of recommendations to create a safer, more accessible, and livable Western Addition. Key near-term recommendations have already been implemented and WA CBTP Phase I improvements have completed the design phase and will start construction in 2023 (see Map 4, Appendix). SS4A funds will enable the completion of the WA CBTP and expand speed management strategies.

Location

The project area extends over seven census tracts in San Francisco bounded by Geary Blvd to the North, Oak St to the South, Van Ness Ave to the East and Baker St to the West. In 2019, there were 27,919 residents in the project area. The Western Addition is primarily a residential neighborhood with some blocks having a mix of residential, institutional, and commercial uses. The neighborhood's main commercial corridor is the six blocks of Fillmore Street between Geary Blvd and McAllister St.

As identified in the WA CBTP, the neighborhood experiences high vehicle speeds and cut through traffic and most of the project area's streets are on the Vision Zero High-Injury Network. Key streets/intersections in the City's High-Injury Network, which defines the 13% of streets that make up

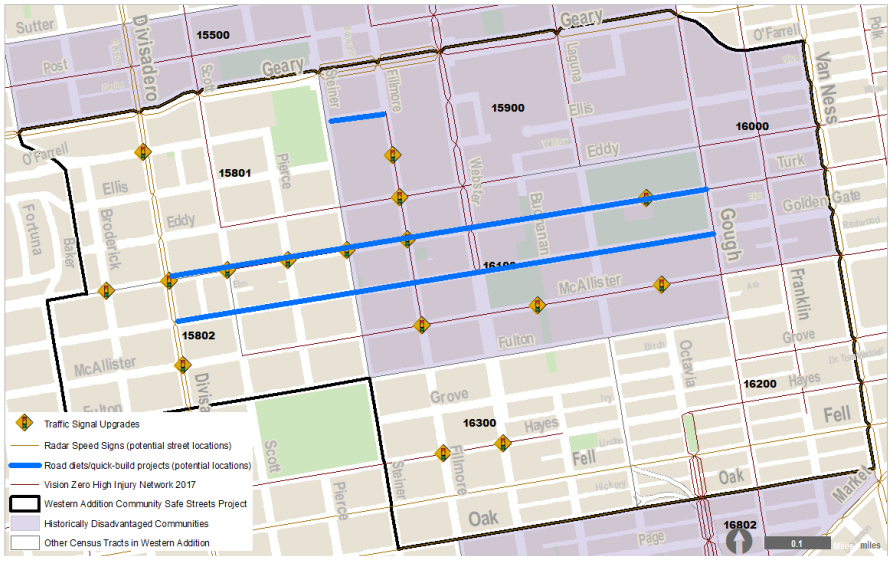
[1] https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities

75% of severe and fatal crashes, are Divisadero and Fillmore streets (North-South) and Turk and McAllister streets (East-West).

Location of Safety Improvements

The Project proposes traffic signal upgrades and other safety strategies at 16 intersections and along three corridors, which were identified by the local community in the WA CBTP. Fifteen of the 16 intersections are on the Vision Zero High-Injury Network and ten of the 16 intersections are in Underserved Communities Census Tracts (Historically Disadvantaged Communities). (See map below and Map1, Appendix).

Western Addition Community Safe Streets Project Location Map



The Project will improve traffic safety outcomes and increase connectivity in the Western Addition by delivering core safety improvements identified in the WA CBTP and implement speed management strategies. The proposed safety improvements and Safe Street Strategies are described below.

Traffic Signal Upgrades for Safer Intersections: larger 12-inch signal heads and mast arms to enhance signal visibility and pedestrian signal improvements, including pedestrian countdown signals, accessible pedestrian signals, updated signal timing such as leading pedestrian intervals (LPIs), pedestrian activated flashing beacons, radar speed signs, and upgraded curb ramps

Speed Reduction with Speed Management Strategies, including new 20 MPH speed limits on eligible corridors, radar speed signs, and quick-build projects.

Speed limits will be reduced to 20 MPH based on new California state criteria, established by California Assembly Bill 43.

Radar speed signs will be installed at locations selected based on community input, history of speeding, and opportunities for coordination around other existing safety improvement projects. The SFMTA will install up to 5 radar speed signs along arterial streets in the Western Addition.

Quick-Build safety improvements are reversible, adjustable traffic safety improvements that can be installed quickly while also working on comprehensive longer-term street changes for major capital projects. Typical quick-build improvements include low-cost treatments such as paint, signs, delineators, signal timing changes, parking and loading changes, and transit stop changes. As indicated in the map above, and on Map 2, Appendix, potential locations identified in the WA CBTP and on the Vision Zero High-Injury Network include Golden Gate Avenue from Gough to Divisadero, Turk Street from Gough to Divisadero, and O'Farrell Street between Steiner and Fillmore.

A neighborhood-wide multilingual education and outreach campaign to increase awareness, build support, and promote a culture that prioritizes traffic safety. **A broader citywide campaign** will be launched to capture residents, workers, and visitors who travel through the Western Addition.

Selection Criteria

Safety Impact

Defining the Safety Problem

The high volumes of people walking, biking, and riding transit emphasize the need for safe and connected streets. Pedestrians in the Western Addition face transportation connectivity challenges due to the lack of pedestrian countdown signals (PCS) and/or accessible pedestrian signals (APS) at numerous intersections.

The WA CBTP and 2017-2021 crash data show that the Western Addition experiences high vehicle speeds and cut through traffic. The City's High-Injury Network – which defines the 13% of streets that make up more than 75% of severe and fatal crashes—runs through the entire project area.

Between 2017 and 2021, the Western Addition experienced 8 fatal crashes (6 of them or 75% vehicle/pedestrian) and 51 severe injury crashes (14 of them or 27% vehicle/pedestrian) (see Map 3, Appendix). Speeding in the Western Addition and throughout San Francisco remains the main crash factor for severe and fatal crashes. Reducing vehicle speed is fundamental to safer streets, so the Project prioritizes speed management and speed reduction to design for speeds that protect human life.

Analysis of police and hospital crash data indicates that the Western Addition is home to vulnerable road users, such as seniors and people with disabilities, who typically travel to nearby senior centers, public libraries, churches, and public health facilities (see Map 1, Appendix). **Between 2017 and 2021, the Western Addition experienced 2 fatal crashes (all of them or 100% vehicle/pedestrian) and 3 severe injury crashes (2 of them or 66% vehicle/pedestrian) of residents 65 and older** (see Map 3, Appendix).

Safety Impact Assessment

The Project will enhance pedestrian and bicyclist safety, transit connections and community space, and implement the City's Vision Zero goals through both upgraded signals and speed reduction strategies.

The **traffic signal upgrades** include pedestrian countdown signals (PCS), accessible pedestrian signals (APS), and/or signal visibility improvements at 12 intersections, pedestrian activated flashing beacons at 3 intersections, and a radar speed sign approaching one intersection with existing pedestrian activated flashing beacons in the Western Addition. The 16 locations have been selected primarily due to safety

concerns identified by the Western Addition community in the WA CBTP. Signal and ancillary intersection improvements at each location will include installation of some or all of the following: pedestrian countdown signals (PCS), accessible (audible) pedestrian signals (APS), larger 12-inch signal heads relocated for maximum visibility, mast arms, updated signal timing such as leading pedestrian intervals, curb ramps, additional streetlighting, new poles, conduits, traffic detection, and signal interconnect as needed. Improvements at locations selected for upgraded flashing beacons will include new technology (i.e., rapid flashing beacons) and upgraded curb ramps as needed.

Research has shown that signal upgrades improve safety for pedestrians, motorists, and other roadway users. Studies confirm the effectiveness for improving safety from several of the signal treatments proposed as part of the Project. Research has shown that pedestrian countdown signals have reduced overall traffic crashes (8%), rear end crashes (8%), and pedestrian crashes (9%).[2] Research has also found that accessible pedestrian signals improved crossing performance by blind and sighted pedestrians and the use of rectangular rapid flashing beacons increases drivers yielding to pedestrians.[3]

Signal visibility upgrades can improve safety for pedestrians by reducing the likelihood of right-angle crashes due to improved visibility of traffic signals. Larger traffic signal heads are more visually prominent at a greater distance to motorists and may also lead to reduction of red-light running. Reducing red-light running and right-angle crashes will promote pedestrian safety, given that nearby or crossing pedestrians are often the most innocent of victims in these types of crashes. Studies show a reduction in crashes for drivers 25 to 64 years old (17%) and for drivers 65 and older (34%) with repositioning of traffic signals for better visibility and use of 12-inch signal lenses.[4]

Additionally, the Project will implement **speed management improvements** with the goal of reducing vehicle speeds. Speeding is the leading cause of severe injuries and fatalities in San Francisco. These speed management strategies are identified as key tools in the City's Vision Zero Action Strategy. Beginning in 2024, AB43[5] will also allow San Francisco to lower speeds by 5 MPH on streets that are designated as "safety corridors". The SFMTA plans to **reduce speed limits from 25 MPH to 20 MPH on up to 25 eligible "safety corridors"** in the Western Addition.

The improvements also include up to 5 speed radar signs to increase awareness of speeds, up to 2 corridor level road diets/quick-build projects, and multilingual education and outreach campaigns at both the neighborhood and city level.

Lowering speeds by even 5 MPH from 25 to 20 significantly increases the likelihood of a person surviving a crash. Compared to the 20% chance of survival someone has being struck by a vehicle traveling 40 mph, a person has a 90% chance of surviving being struck by a vehicle going 20 mph. Lower speed limits make streets safer for all users.

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[2] R. Srinivasan, B. Lan, D. Carter, S. Smith, K. Signor, and B. Persaud. "Safety Evaluation of Pedestrian Countdown Signals," Research, Development, and Technology Turner-Fairbank Highway Research Center, McLean, VA, (2019).
[3]Zegeer, C., R. Srinivasan, B. Lan, D. Carter, S. Smith, C. Sundstrom, N. Thirsk, C. Lyon, B. Persaud, J. Zegeer, E. Ferguson, and R. Van Houten. "Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments," National Cooperative Highway Research Program, Research Report 841, Washington, D.C., (2017).
[4] Morena, D. A., Wainwright, W. S., and Ranck, F., "Older Drivers at a Crossroads." Public Roads, Vol. 70, No. 4, Washington, D.C., FHWA, (2007) pp. 6-15.
[5] Lowering speeds by even 5 MPH from 25 to 20 significantly increases the likelihood of a person surviving a crash.

The **up to 5 radar speed signs** will warn drivers to be conscientious and ensure they stay safely within the speed limit, encouraging drivers to comply with the speed limit. Radar speed signs are proven to be effective in urban roads, showing statistically significant reductions in observed 85th percentile speeds.[6]

The Project will implement **up to 2 corridor level road diets/quick-build projects** in the Western Addition. Projects will be designed and implemented with additional community engagement. Quick-build projects, such as low-cost and temporary treatments like paint, signs, and delineators, signal timing changes, parking and loading changes, and transit stop changes, are proven to be effective in reducing speeds. For example, severe speeding decreased after the Taylor Street Quick-Build Project in San Francisco. The Taylor Street project included: lane reduction with new turn pockets, painted safety zones, wide loading lanes and parking buffers, and left turn restrictions. Vehicles traveling over 30 MPH decreased by 31%, while vehicles traveling over 40 MPH decreased by 94%. In the west crosswalk at Taylor and Ellis streets, the number of vehicles yielding to pedestrians during the morning peak increased by 58% and close calls dropped from 14 to 0. Additionally, the number of vehicles yielding to pedestrians increased by an average of 25% at the intersections of Taylor and Ellis streets and Taylor and Geary streets.

Underpinning the Project to improve traffic safety and connectivity in the Western Addition will be a **multilingual education and outreach campaign.** These communication strategies are cost-effective ways to reach large members of the public to increase awareness, build support, and promote a culture that prioritizes traffic safety. Applying behavioral science and identifying target audiences will inform messaging and marketing strategies. On-the-ground outreach, high-visibility marketing such as transit shelter ads and light pole banners, and geo-fencing digital advertising strategies will target the campaign to the Western Addition and other key neighborhoods. Evaluation of previous projects combining capital work with education show increased awareness and extended improvements in safer driving behaviors such as slower speeds.

Equity, Engagement, and Collaboration

The Western Addition is a cultural asset which has served as a historic center of San Francisco's Black community. Approximately, 20% of San Francisco's Black population resides within the Western Addition. In 2002, the MTC identified the Western Addition as an Equity Priority Community with a high concentration of low-income housing and a large population of minority residents challenged with the City's high cost of living. The long-term goal is to improve this community's transportation options and connectivity, while the near-term goal is to further deliver safety improvements.

In 2015, as part of the WA CBTP, the SFMTA conducted extensive outreach efforts in the Western Addition. In developing the WA CBTP, the SFMTA collaborated closely with the MTC, San Francisco County Transportation Authority, the City's Public Works and Planning departments, and the Board of Supervisors. The SFMTA also worked with community-based organizations (CBO) such as Walk San Francisco and Lighthouse for the Blind and Visually Impaired. In addition to the community input, the project team received guidance from the District 5 Supervisor and received additional support from the project's Technical Advisory Committee.

[5]Veneziano, D.; Ye, Z.; Westoby, K.; Turnbull, I.; Hayden, L., "Guidance for Radar Speed Sign Deployments." Transportation Research Board, (2012).

The project team partnered with a CBO, Mo'Magic, (http://momagic.org/)[7] to collaborate with community members to identify transportation challenges and solutions. The CBO connected the project team with diverse community groups throughout the neighborhood and facilitated workshops at senior centers, elementary schools, and community centers to obtain a broad understanding of the community's transportation challenges and their ideal solutions. The project team incorporated community input on how to enhance pedestrian safety, transit connections and community space in the development of streetscape recommendations.

The signal improvements and the speed management strategies are both outcomes of that community engagement process, which identified speeding vehicles and high speeds as key concerns. Ten of the 16 intersections planned for signal upgrades are in Underserved Communities Census Tracts (Historically Disadvantaged Communities) (see Map 1, Appendix).

Traffic safety education and outreach campaign materials will be available in multiple languages. Multilingual ambassadors will be engaged in direct outreach to speak with residents, merchants, workers, and visitors in the Western Addition. The Project will fund 5 to 10 local community organizations, who already invest and maintain strong relationships in the Western Addition and surrounding neighborhoods, to deepen outreach and engagement to the neighborhood and vulnerable road users such as seniors and people with disabilities.

The SFMTA will inform residents, merchants, and workers along any new safety corridors with reduced speed limits just before or following installation of signage. Speed limit reductions go through a public hearing and legislation process to allow community feedback. Outreach will include distribution of multilingual paper collateral and in-person conversations while distributing information or participation in local community events.

Effective Practices and Strategies

In 2014, the City and County of San Francisco adopted Vision Zero, a policy with the goal of eliminating all traffic fatalities and reducing severe injuries. This **Safe System Approach** centers human life and coordinates across city departments to implement a suite of actions prioritizing street safety. Through the WA CBTP, the community identified speeding vehicles, high speeds, and pedestrian walkability as key concerns to be addressed. This project addresses safety issues in the community using proven tools within the Safe System Approach to slow speeds and create safer crossings.

SAFE STREETS: Excessive vehicle speed, inadequate visibility between travelers, and intersection conflicts all increase the likelihood of a crash that results in a severe injury or fatality. The Project will reduce speeds, improve visibility of traffic signals, and create safer crossings with fewer intersection conflicts. Strategies include the following:

Pedestrian countdown signals (PCS) and/or signal visibility improvements at 13 intersections and pedestrian activated flashing beacons at 3 intersections. The 16 locations have been selected primarily due to safety concerns.

[6]The MAGIC (Mobilization for Adolescent Growth In our Communities) initiative was founded in 2004 by the Office of the Public Defender in response to a community-identified need to address the impact of trauma, poverty, and violence on children and youth in targeted San Francisco districts.

Signal improvements are cost effective when considering benefit to cost ratio factors. Although the overall total cost of signal improvements proposed as part of the Project are significant due in large part to elements such as curb ramps, underground conduits, and poles that require extensive excavation and/or design, individual elements in the signal scope have relatively lower costs such as leading pedestrian intervals (LPIs), other signal timing updates, pedestrian countdown signals, accessible pedestrian signals, and larger 12-inch signal head lenses.

Additionally, Safe Street actions include **speed management improvements** with the goal of slowing vehicle speeds, namely 20 MPH speed limit signage on "safety corridors", as authorized by AB43, up to 5 speed radar signs, and up to 2 corridor level road diets/quick-build projects (may include traffic signal retiming). These improvements will address the following safety issues:

- Lower speed limits – slow vehicle speeds to reduce the likelihood of a severe or fatal crash between road users
- Quick-Build corridor projects – using tools such as lane reductions / road diets, parking buffers, and painted safety zones can reduce speeds and reduce the likelihood of a crash

SAFE PEOPLE: Paired with street redesign and other traffic safety tools, Safe People actions create a culture that prioritizes traffic safety by raising awareness of the need for safer streets, reducing barriers to adopting safer driving behaviors, and creating traffic safety champions. Through this project, these improvements will address the following safety issues:

- Multilingual education and outreach campaigns – increasing awareness of the impacts of speed and new speed limits set in the neighborhood can promote safer driver behavior
- Speed radar signs – high-visibility sharing information about the current speeds of drivers can increase awareness of speed limits and promote safer driver behavior such as slower speeds

DATA SYSTEMS: Using the SFMTA's Safe Streets Evaluation Program[8], we will evaluate the effectiveness of the Project by identifying evaluation metrics, collecting data (pre- and post-project), performing analysis, and reporting back through blog posts, fact sheets, and/or evaluation summary reports posted on the SFMTA's website. Traffic safety data generated by the Project, and lessons learned in its implementation will also be posted on the SFMTA's website. The Project baseline and post-project evaluation will use TransBASE, an online database management system and analytical tool developed by the San Francisco Department of Public Health (SFDPH) in collaboration with multiple city agencies to facilitate a data-driven understanding of transportation-related safety issues. TransBASE currently includes over 200 spatially referenced variables from multiple agencies and across a range of geographic scales, including infrastructure, transportation, zoning, sociodemographic, and **crash data, all linked to an intersection or street segment**. TransBASE's purpose is to inform public and private efforts to improve transportation system safety, sustainability, community health and equity in San Francisco.

[7]For a detailed description of the evaluation process, check the SFMTA's Safe Streets Evaluation Program and Handbook.

Applying cost effective strategies such as paint, signage, and education campaigns in addition to other proven safety countermeasures will deliver core safety improvements and help slow speeds in the Western Addition.

Climate, Sustainability, and Economic Competitiveness

The Project furthers San Francisco's goals to adapt to Climate Change, become more sustainable and ensure continued economic competitiveness by providing Safe Streets that encourage walking and biking. The City's safety, climate, and transportation policies work together towards achieving that goal. In addition, the SFMTA's procurement policies ensure contractors hire economically disadvantaged San Francisco residents.[9]

- Vision Zero SF commits citywide resources to eliminate traffic fatalities, the vast majority of which are due to interactions between motorized vehicles and pedestrians and cyclists. **Reducing car travel and car speeds will greatly reduce injuries and deaths on our roads.**
- The SFMTA 2021-2024 Strategic Plan includes a goal of a transportation system that combats climate change, mitigates pollution and CO2 emissions from transportation and supports the resiliency and adaptation of the City's infrastructure **by increasing use of transit, walking and bicycling**.
- The 2021 San Francisco Climate Action Plan charts a pathway to achieve net-zero greenhouse gas emissions while **addressing racial and social equity, public health, economic recovery, and resilience**. Transportation and land use is the largest contributor to San Francisco's emissions, accounting for 47% of the City's total greenhouse gas emissions. Strategies for reducing transportation emissions outlined in the Plan include **creating a well-connected transportation network that shifts trips from automobiles to walking, biking, and other active transportation modes** so that at least 80% of all San Francisco trips are low-carbon trips by 2030.

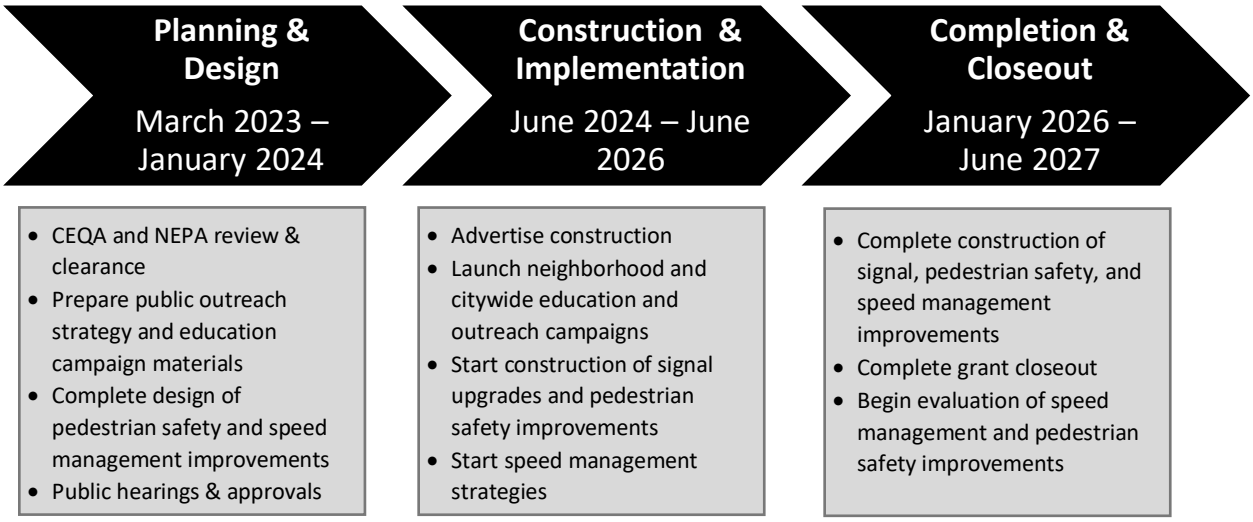
Project Readiness

The Project timeline and budget is informed by more than 30 years of experience successfully implementing signal upgrade projects funded by a San Francisco voter approved sales tax and more recent experience with implementing speed management programs. The SFMTA's expertise, experience, and technical capabilities ensure that all components of the Project will be completed within five years. The design phase for the Project's signal improvements started in August 2021 and is currently at 20% design. Preliminary engineering design work has already begun, ensuring that the project can be obligated within 12 months and completed well within five years. In fact, by the time SS4A grant funds

[8] The SFMTA ensures equal employment opportunities on federally funded construction contracts. By requiring contractors to adhere to federal requirements, the SFMTA will meet minority and female participation goals pursuant to Executive Order 11246. Additionally, the SFMTA implements San Francisco's First Source Hiring Program, requiring developers, contractors, and employers to make good faith efforts toward employing economically disadvantaged San Francisco residents for entry level positions on applicable projects. With respect to procurement, the SFMTA implements the Department of Transportation's Disadvantaged Business Enterprise (DBE) Program as set forth in 49 CFR Part 26 on our FTA-funded contracts. Pursuant to a DBE Program Waiver, the SFMTA establishes African American and woman-owned DBE goals on construction contracts and woman-owned DBE goals on professional services contracts, inclusive of planning, environmental, and design contracts. The agency also establishes race-neutral Small Business Enterprise (SBE) goals that provide additional opportunities for economically- and socially disadvantaged firms on all contracts.

are obligated, the SFMTA will be at 40% design. The SS4A grant will fund the remaining 60% of the design phase and all the construction phase for the Project. Based on the typical schedule for obligating funds and assuming no unforeseen delays in the process, the SFMTA can obligate funds within 12 months after execution of the grant agreement.

The proposed project schedule is as follows:



Environmental Clearance Timeline

The Project will require both California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental reviews. The SFMTA expects all CEQA and NEPA review for traffic signal upgrades[10] and the advertising of the construction contract in 2024. The SFMTA has obtained environmental clearance which will be paid for by local funds that have already been allocated for the Project.

The State is expanding the 20 MPH authority to "safety corridors" beginning in 2024. Once the criteria are finalized, the project team will begin the legislation and public hearing process in 2024. About 25 corridors will be eligible for speed limit reductions as safety corridors in the Western Addition – which can be completed within approximately 1 year. Speed limit reductions do not require full environmental clearance and can be approved with a categorical exemption or exclusion. Quick-build projects are generally statutorily or categorically exempt from CEQA, which will be confirmed and completed before

[9] The SFMTA anticipates initiating CEQA clearance with the SFMTA and San Francisco Planning divisions in late 2022 for the signal scope and anticipate receiving clearance by early 2023. The SFMTA anticipates initiating work with Caltrans' Local Assistance Program to apply for NEPA clearance/assignment in early 2023 for the signal scope of the Project. In reviewing and approving projects under NEPA, Caltrans is responsible for complying with all applicable federal environmental laws and with FHWA NEPA regulations, policies, and guidance, and is legally responsible and liable for the environmental decisions made on projects under NEPA Assignment. NEPA Assignment does not change federal environmental protection standards. NEPA Assignment has resulted in documents being approved in less time; improved the efficiency in which Caltrans prepares, reviews, and approves environmental documents; improved the quality of documents; and provides for greater accountability through monitoring. The SFMTA expects to achieve NEPA clearance through Caltrans by mid to late 2023.

each project is approved. Planning, design, and construction for radar speed signs requires approximately 12-24 months. Once the locations are finalized, environmental clearance as a categorical exemption/exclusion and legislation will follow. Construction will be completed within 6-24 months after legislation is complete.

Local Matching Funds

The overall Project budget is estimated to be $22,016,605, with the signal scope budget of $16,941,602 and the speed management scope budget of $4,075,000. The SFMTA will provide a 20% local match of $4,403,321, with funds provided by the Proposition K local transportation sales tax (see attached letter of commitment from the San Francisco County Transportation Authority, the agency authorized to administer and program the sales tax revenue). The local funds already allocated to date will not count towards the 20% local match requirement for the Project grant.

Funds in Underserved Communities

The Project expands over seven census tracts in San Francisco, comprising 27,919 persons. Of these, three census tracts are Historically Disadvantaged Areas, comprising 12,734 persons or 45.3 percent of the project area population (see Map 1, Appendix).

Evaluation Method/Data

For overall project impact on safety, the project team will use TransBASE to analyze the baseline and post-project conditions. Metrics under consideration for use include vehicle/pedestrian fatal and severe crashes, the primary crash factors involved (e.g., speeding or red-light running) in vehicle/pedestrian crashes, and right-angle crashes since these types of crashes are likely correctable by signal visibility improvements. Other metrics data under consideration for use in measuring project effectiveness include streetlighting illumination and vehicles properly stopping ahead of crosswalks during the red-light intervals.

Changes in speeds will be evaluated using data obtained through TransBASE, as well as through data collected on a sample of corridors where speed limits are reduced. This data will include 85th percentile speeds to understand how speeds have changed since the project was implemented. Data collection will help to refine future speed limit reduction projects. Additional metrics will be collected for other project components, such as people directly and digitally reached through the education and outreach campaign.

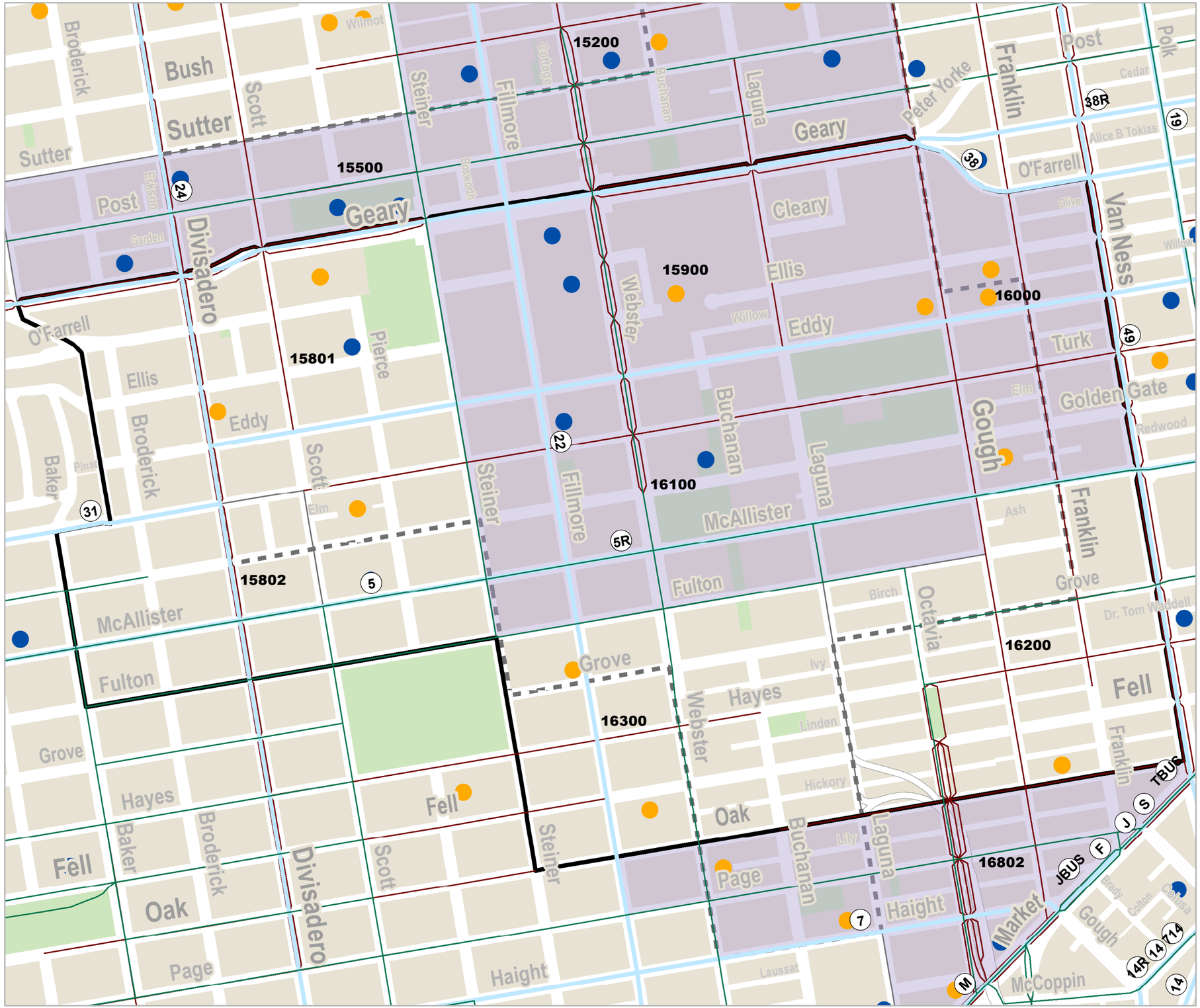
Using this data, the project team will be able to: inform opportunities to refine a project's design; communicate the effects of a project to the public, decision makers and other transportation professionals; support the use of design treatments at other locations and streamline the design of future projects that incorporate similar elements.

APPENDIX

Western Addition Community Safe Streets Project

MAP 1. Project Area and Disadvantaged Communities

September 2022



LEGEND

- Schools
- Senior Facilities
- Bikeway network
- Muni routes
- Vision Zero High Injury Network 2017
- Western Addition Community Safe Streets Project Area
- Historically Disadvantaged Communities
- Other Census Tracts in Western Addition
- Western Addition CBTP Area

0.1 miles

Scale 1:7,000

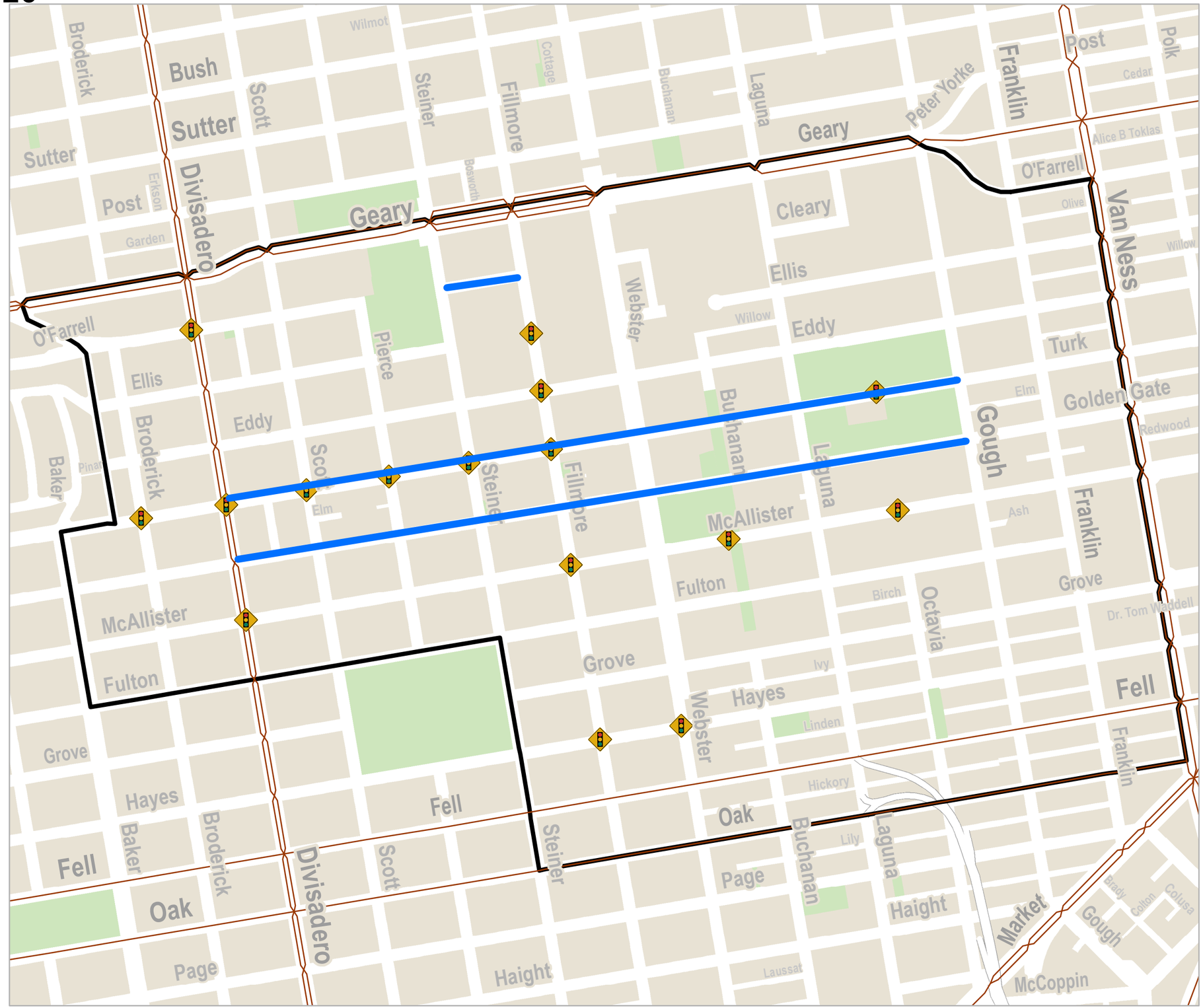
Date Saved: 9/13/2022

For reference contact: vicente.romero@sfmta.com

SFMTA

Document Path: C:\Users\VRomero\OneDrive - SFMTA\SS4A\GIS\WA Location.mxd

User Name: VRomero



Western Addition Community Safe Streets Project

MAP 2. Safety Improvement Locations

September 2022

LEGEND

- Traffic Signal Upgrades
- Radar Speed Signs (potential street locations)
- Road diets/quick-build projects (potential locations)
- Western Addition Community Safe Streets Project Area

NOT MAPPED:

Speed Reduction Strategies (20 MPH speed limits on up to 25 corridors and up to 5 radar speed signs)

Education and outreach on traffic safety

0.1 miles

Scale 1:7,000

Date Saved: 9/13/2022

For reference contact: vicente.romero@sfmta.com

SFMTA

Document Path: C:\Users\VRomero\OneDrive - SFMTA\SS4A\GIS\WA Safety Improvements.mxd
User Name: VRomero

Western Addition Community Safe Streets Project

MAP 3. Fatal and Injury Crashes (July 2017 - June 2022)

September 2022

LEGEND

- Injury (Other) [691]
- Injury (Severe) [51]
- Fatal [8]
- Vision Zero High Injury Network 2017
- Western Addition Community Safe Streets Project Area

FATAL COLLISIONS:

Fillmore St at Golden Gate Ave 2021
Franklin St at Bush St 2020
Geary Blvd at Gough St 2020
Geary Blvd at Laguna St 2017, 2019, 2022
Geary Blvd at Steiner St 2021
McAllister St at Van Ness Ave 2021

0.1 miles

Scale 1:7,000

Date Saved: 9/13/2022

For reference contact: vicente.romero@sfmta.com

SFMTA

Document Path: C:\Users\VRomero\OneDrive - SFMTA\SS4A\GIS\WA Fatal Injury Crashes.mxd
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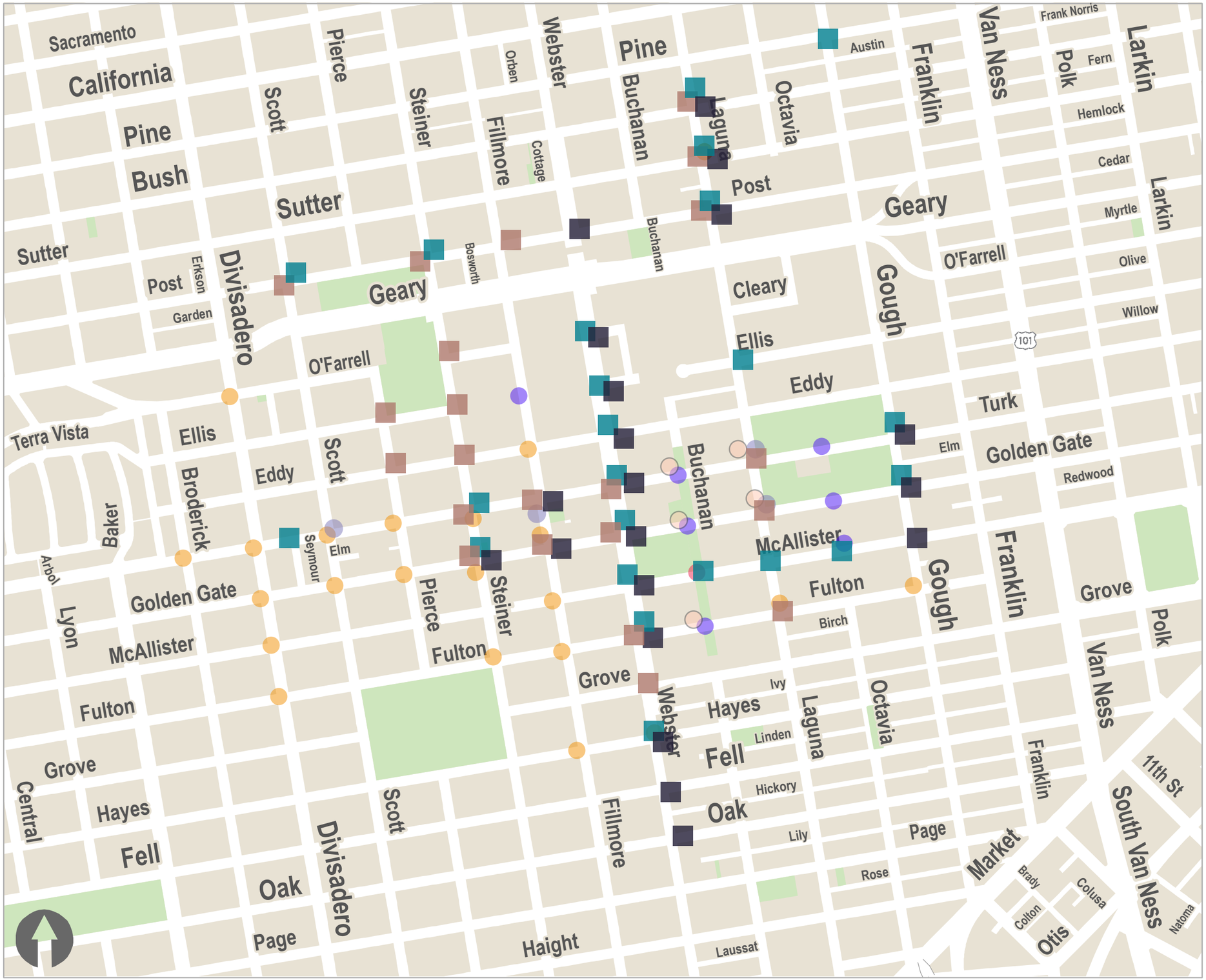

Western Addition Community Safe Streets Project

MAP 4. Other Safety Projects Already Funded and In Process

June 2021

This map shows the locations of traffic safety improvements that are in progress throughout the Western Addition as part of the Community-Based Transportation Plan. See legend below for list of improvements, with quantities on the left-hand side.

Note: Improvements on Buchanan from Turk to Fulton are proposed.

Completed

- (24) Daylighting
- (22) Continental Crosswalk
- (20) Advance Limit Line

In Progress

- (22) Full Signal Upgrade
- (4) Mast Arms & Accessible Pedestrian Signals
- (7) Rectangular Rapid Flashing Beacons and Radar Speed Signs
- (1) Radar Speed Sign
- (6) Bulb-Out

Total Intersections 57

SFMTA

Table 1
Western Addition Community Safe Streets Project
Location of Street Safety Improvements

#	Street 1	Street 2	High Injury Vision Zero Network	Underserved Community Census Tract (USDOT Historically Disadvantaged Community)	Full Signal Upgrade	Signal Modification Upgrade to add Mast Arm Pole	Accessible Pedestrian Signals	Pedestrian Countdown Signals	Curb Ramps	Rectangular Rapid Flashing Beacons	Radar Speed Sign (ahead of existing RRFB location)
1	Broderick	Turk			X		X	X	X		
2	Turk	Divisadero	X		X		X	X	X		
3	Divisadero	O'Farrell	X		X		X	X	X		
4	Divisadero	McAllister	X		X		X	X	X		
5	Turk	Scott	X			X	X	Existing			
6	Turk	Pierce	X		X		X	Existing			
7	Turk	Steiner	X	X	X		X	X	X		
8	Turk	Fillmore	X	X		X	X	Existing			
9	Fillmore	Hayes	X	X	X		X	X	X		
10	Fillmore	McAllister	X	X	X		X	X	X		
11	Fillmore	Eddy	X	X	X		X	X	X		
12	Hayes	Webster	X	X	X		X	X	X		
13	Buchanan	McAllister	X	X							X
14	Octavia	McAllister	X	X						X	
15	Octavia	Turk	X	X						X	
16	Fillmore	Ellis	X	X						X	

Note: "X" refers to improvements included in this project's scope and budget

ADDITIONAL RESOURCES AND LINKS THAT HIGHLIGHT THE IMPACT OF THE WESTERN ADDITION AREA TRAFFIC SIGNAL UPGRADES PROJECT IN THE COMMUNITY

The Western Addition Community-Based Transportation Plan led to projects such as the **Western Addition Area Traffic Signal Upgrades** and the Buchanan Mall Bulb-out.

For implementation and funding purposes, the **Western Addition Area Traffic Signal Upgrades project** was eventually divided into two phases: Phase 1 and Phase 2.

The following links refer to documents and meetings that highlight the impact of the **Western Addition Area Traffic Signal Upgrades project** and related projects in the Western Addition community.

1) Western Addition Community-Based Transportation Plan

   - SFMTA website - Western Addition Community-Based Transportation Plan Fact Sheet
   - SFMTA website - Western Addition Community-Based Transportation Plan Implementation
   - SFCTA website - Western Addition Community-Based Transportation Plan

2) SFCTA Blog describing Transportation Authority funds for Western Addition Area Pedestrian and Traffic Safety Improvements

   - SFCTA website blog - Funding for Western Addition Pedestrian and Traffic Safety Improvements

3) Community Support for the **Western Addition Area Traffic Signal Upgrades project** and the related Buchanan Mall Bulb-outs project
   - San Francisco County Transportation Authority Board Meeting on March 9, 2021
     - SFCTA Board Meeting Agenda for March 9, 2021
     - SFGOV TV Link - Video Recording of SFCTA Board Meeting for March 9, 2021
       - 43 min mark – Presentation for Neighborhood Transportation Improvement Program (NTIP) funding for the **Buchanan Mall Bulb-outs project** (Buchanan/Golden Gate and Buchanan/Turk) which is part of **Western Addition Community-Based Transportation Plan** and coordinated with the **Western Addition Area Traffic Signal Upgrades Phase 1 project** which will install traffic signals or flashing beacons at those intersections.

- 46 min mark – Support from **District 5 San Francisco Board of Supervisor Dean Preston** for Buchanan Mall project in Western Addition

- 50 min mark - Support from Western Addition community organization **New Community Leadership Foundation** for Buchanan Mall project https://www.nclfinc.org/

- 52 min mark - Presentation from SFCTA staff regarding Senate Bill 1 (SB 1) Local Partnership Program (LPP) funding for the **Western Addition Area Traffic Signal Upgrades project (Phase 1)**

- 1 hour mark – Support from **District 5 San Francisco Board of Supervisor Dean Preston** for LPP funding for the **Western Addition Traffic Signal Upgrades Project**

4) Community Support for the **Western Addition Area Traffic Signal Upgrades Phase 1 project**
    - San Francisco County Transportation Authority Board Meeting on December 7, 2021
        - SFCTA Board Meeting Agenda for December 7, 2021
        - SFGOV TV Link for Video Recording of SFCTA Board Meeting for December 7, 2021
            - 16 min mark - Presentation from SFCTA staff regarding Proposition K funding for the **Western Addition Area Traffic Signal Upgrades project (Phase 1)**

            - 25 min mark - Support from **District 5 San Francisco Board of Supervisor Dean Preston** for the **Western Addition Area Traffic Signal Upgrades Project**

            - 35 min mark - Support from pedestrian safety advocacy organization **Walk SF** for the **Western Addition Area Traffic Signal Upgrades project**

OFFICE OF THE MAYOR
SAN FRANCISCO

LONDON N. BREED
MAYOR

September 15, 2022

Peter Buttigieg
Secretary of Transportation
Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: 2022 San Francisco Municipal Transportation Agency Safe Streets and Roads for All Grant Application

Dear Secretary Buttigieg,

I am writing to express my strong support for the San Francisco Municipal Transportation Agency's (SFMTA) Western Addition Community Safe Streets Project.

The SFMTA is seeking $17 million through the Safe Streets and Roads for All (SS4A) grant program to improve traffic safety and connectivity in the Western Addition neighborhood. At the center of San Francisco, the Western Addition is a diverse residential neighborhood home to many low-income residents. Two culturally significant and historic commercial centers–the Fillmore District and Japantown—draw thousands of residents, workers, and visitors daily. The neighborhood suffers from high vehicle speeds and cut through traffic, and most streets are on the Vision Zero high-injury network, which are the 13% of streets where 75% of severe and fatal collisions occur. Funding through the SS4A program will allow the SFMTA to slow speeds and improve intersections to improve traffic safety outcomes and increase connectivity.

We want to make this neighborhood safe for the people who live, work, and travel there, and the SS4A grant will help us do that. This funding will support San Francisco's efforts to upgrade traffic and pedestrian crossing signals, implement 20 MPH speed limits, and install road diets on key corridors. We will also have a neighborhood-wide education and outreach campaign on safe driving and the impact of speeding, which will raise public awareness and strengthen the effectiveness of these capital investments. These recommendations are a result of public engagement conducted as part of the Western Addition Community Based Transportation Plan, which examined transportation needs and improvements emphasizing safer walking, biking, and access to transit.

I am offering my full support for SFMTA's Western Addition Community Safe Streets Project SS4A grant program application. I firmly believe that this project meets the goals and objectives of the SS4A grant program and I urge you to consider SFMTA's application.

Sincerely,

London N. Breed
Mayor

1 DR. CARLTON B. GOODLETT PLACE, ROOM 200
SAN FRANCISCO, CALIFORNIA 94102-4681
TELEPHONE: (415) 554-6141

NANCY PELOSI
12TH DISTRICT, CALIFORNIA

SPEAKER OF THE HOUSE

1236 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0508
(202) 225-4965

Congress of the United States
House of Representatives
Washington, DC 20515-0508

DISTRICT OFFICE:

SAN FRANCISCO FEDERAL BUILDING
90-7TH STREET, SUITE 2-800
SAN FRANCISCO, CA 94103
(415) 556-4862
pelosi.house.gov

September 2, 2022

The Honorable Pete Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Avenue, Southeast
Washington, D.C. 20590

Dear Mr. Secretary:

Many thanks for the Department of Transportation's investments toward rebuilding our nation's infrastructure. I am writing to request your full and fair consideration of the San Francisco Municipal Transportation Agency's (SFMTA) $17.6 million Safe Streets and Roads for All grant application to fund the Western Addition Community Safe Streets Project.

Home to the Filmore District, Japantown and many diverse, disadvantaged communities, the Western Addition is a significant cultural and historical hub for San Francisco that sees thousands of residents, workers and visitors travel its streets daily. Unfortunately, most of the neighborhood's streets are on San Francisco's high-injury network, where 75% of the City's traffic fatalities and serious injuries occur, and suffers from high vehicle speeds and cut-through traffic. It is essential that safety improvements be made to protect against further injuries that impact a disproportionate and disadvantaged community in San Francisco.

The Western Addition Community Safe Streets Project will improve traffic safety, slow vehicle speeds and emphasize alternative forms of transportation in the Western Addition by installing traffic signal upgrades, speed limit reductions, speed radar signs, pedestrian countdown signals and rapid flashing pedestrian beacons. SFMTA will also launch a multilingual education outreach campaign to raise awareness of the new speed limits in the neighborhood. These improvements are the result of a robust community engagement and outreach process that examined transportation needs and improvements, promoting safer walking, biking and access to transit. This level of community engagement ensures that the Western Addition neighborhood will see an equitable distribution of resources, so no San Franciscan is excluded from these critical improvements.

The SFMTA's Western Addition Community Safe Streets Project is essential to improving traffic safety, slowing vehicle speeds and emphasizing alternative forms of transportation in the many diverse and disadvantaged communities that call the Western Addition, home.

Thank you again, Mr. Secretary, for your consideration and I look forward to your response.

best regards,

Nancy Pelosi

NANCY PELOSI
Speaker of the House

SENATOR DIANNE FEINSTEIN
CALIFORNIA

COMMITTEE ON THE JUDICIARY
- CHAIR, HUMAN RIGHTS AND THE LAW
SELECT COMMITTEE ON INTELLIGENCE
COMMITTEE ON APPROPRIATIONS
- CHAIR, ENERGY AND WATER SUBCOMMITTEE
COMMITTEE ON RULES AND ADMINISTRATION

United States Senate

September 7, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
Attn: Office of Infrastructure Finance and Innovation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I write in support of the San Francisco Municipal Transportation Agency's (SFMTA) "Western Addition Community Safe Streets Project" through the Department of Transportation's Safe Streets and Roads for All (SS4A) program.

The Western Addition is a residential neighborhood and home to many low-income housing residents. However, as the neighborhood suffers from high vehicle speeds and cut-through traffic, most streets are on the Vision Zero high-injury network. Funding through the SS4A program will allow the SFMTA to slow speeds and improve intersections to increase traffic safety outcomes and connectivity.

Improved safety will be achieved through a combination of traffic signal upgrades and a comprehensive speed reduction program. These improvements include upgrading signal visibility, pedestrian countdowns, and curb ramps that meet the latest accessibility standards. Pedestrian-activated flashing beacons and speed radar signs will also be installed. Speed management , such as implementing 20 MPH speed limits where eligible, will compliment other safety measures and make walking, biking, and access to transit significantly safer.

I urge you to give the Western Addition Community Safe Streets Project SS4A grant program application your full consideration. If you have any questions, please do not hesitate to contact my San Francisco office at 415-393-0707.

Sincerely,

Dianne Feinstein
United States Senator

WASHINGTON, DC 20510-0504
http://feinstein.senate.gov

ALEX PADILLA
CALIFORNIA

(202) 224-3553
PADILLA.SENATE.GOV

United States Senate
WASHINGTON, DC 20510

COMMITTEES:
BUDGET
ENVIRONMENT AND PUBLIC WORKS
HOMELAND SECURITY AND GOVERNMENTAL AFFAIRS
JUDICIARY
RULES AND ADMINISTRATION

September 6, 2022

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: SS4A Application – Western Addition Community Safe Streets Project

Dear Secretary Buttigieg:

I write in support of the San Francisco Municipal Transportation Agency's (SFMTA) Safe Streets and Roads for All grant application for the Western Addition Community Safe Streets Project. The project is designed to slow speeds, increase connectivity, and improve traffic safety outcomes.

The Western Addition is a residential neighborhood in San Francisco home to many low-income housing residents and a large minority community. Two culturally significant commercial centers, the Fillmore District and Japantown, draw thousands of visitors daily. The neighborhood suffers from high vehicle speeds and cut-through traffic. Most of its streets are on the Vision Zero high-injury network.

It is my understanding the project would enhance road safety measures in the neighborhood through a combination of traffic signal upgrades and a comprehensive speed reduction program. Pedestrian safety enhancements such as countdown signals, upgraded curb ramps, pedestrian-activated flashing beacons, and speed radar signs are also included in the project.

Speed management improvements included in the project involve enacting 20 miles per hour speed limits where eligible. New speed limit signage in or along safety corridors would be installed, slowing speeds significantly. Speed radar signs and road diets/quick-builds on key corridors would also be implemented. The project also includes a neighborhood-wide education and outreach campaign on safe driving and the impact of speeding to raise public awareness.

I urge your full and fair consideration of SFMTA's application consistent with all applicable laws, rules, and regulations. Please keep my office informed of the status of this application, and if I can be of further assistance, please contact my Deputy State Director, Daniel Chen, at (650) 533-2207. Thank you for your consideration.

Respectfully submitted,

ALEX PADILLA
United States Senator

Member, Board of Supervisors
District 5

City and County of San Francisco

DEAN PRESTON

Peter Buttigieg, Secretary of Transportation
Office of the Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

RE: *2022 San Francisco Municipal Transportation Agency Safe Streets and Roads for All Grant Application*

Dear Secretary Buttigieg,

I am writing to express my strong support along with the organizations listed below for the San Francisco Municipal Transportation Agency's (SFMTA) community-led Western Addition Community Safe Streets Project. The Western Addition Community-Based Transportation Plan brought local residents, community organizations, and transportation agencies together to address critical neighborhood transportation and pedestrian challenges.

The SFMTA is seeking approximately $17.6 million through the Safe Streets and Roads for All (SS4A) grant program to improve traffic safety and connectivity in the Western Addition neighborhood. At the center of San Francisco, the Western Addition is a residential neighborhood home to many low-income residents. The Western Addition includes the Fillmore neighborhood, once known as the Harlem of the West, and to this day one of the few remaining Black neighborhoods in San Francisco. Two culturally significant and historic commercial centers – the Fillmore and Japantown draw thousands of residents, workers, and visitors daily. The neighborhood suffers from high vehicle speeds and cut through traffic, and most streets are on the Vision Zero high-injury network. Funding through the SS4A will allow the SFMTA to implement the Community's plan to slow speeds and improve intersections to improve traffic safety outcomes and increase connectivity.

Improved safety will be achieved through a combination of traffic signal upgrades and the implementation of a comprehensive speed reduction program. Safety improvements include making signal visibility upgrades, pedestrian signal improvements such as pedestrian countdown signals, and upgraded curb ramps that meet the latest accessibility standards. Pedestrian-activated flashing beacons and speed radar signs will also be installed. Nearly all the intersections designated for signal upgrades are on the City's Vision Zero High Injury Network.

Speed management improvements will complement traffic signal upgrades and will include strategies such as implementing 20 MPH speed limits where eligible. New speed-limit signage in or along safety corridors, as authorized by California Assembly Bill 43 will be installed, slowing speeds significantly.

Speed radar signs and road diets/quick-builds on key corridors will be implemented. A neighborhood-wide education and outreach campaign on safe driving and the impact of speeding will raise public awareness and strengthen the effectiveness of these capital investments.

These safety improvements will implement the Western Addition Community Based Transportation Plan, adopted in April 2017, which identified a set of capital projects to improve safety and connectivity throughout the community. The Plan is the result of a robust community engagement and outreach process that examined transportation needs and improvements emphasizing safer walking, biking, and access to transit.

I am offering my strongest support for SFMTA's **Western Addition Community Safe Streets Project** SS4A grant program application. I firmly believe that this project meets the goals and objectives of the SS4A grant program and I urge you to strongly consider this application for funding support.

Please do not hesitate to reach out if we can provide any additional information. Thank you in advance for your consideration.

Sincerely,

Dean Preston
Supervisor, District 5

Western Addition Community Organizations
New Community Leadership Organization
Boys & Girls Clubs of San Francisco
San Francisco Housing Development Corporation
Mo 'Magic
Collective Impact
San Francisco Rebels
The Village Project

WALK SAN FRANCISCO

September 12, 2022

Peter Buttigieg, Secretary of Transportation
Office of the Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

RE: 2022 San Francisco Municipal Transportation Agency Safe Streets and Roads for All Grant Application

Dear Secretary Buttigieg,

I am writing to express Walk San Francisco's strong support for the San Francisco Municipal Transportation Agency's (SFMTA) Western Addition Community Safe Streets Project.

Walk San Francisco, founded in 1998, is the city's only pedestrian advocacy organization working to transform San Francisco's most dangerous streets and make San Francisco the most pedestrian-friendly city in the country. Every day, at least three people are hit while walking on San Francisco's streets. Walk SF focuses our efforts through a data-driven approach targeting the most dangerous streets impacting our most vulnerable road users.

San Francisco's Western Addition neighborhood is a residential neighborhood in the heart of the city, and home to many low-income neighbors and communities of color. The Fillmore District, a historical San Francisco Black community, and Japantown, are vital cultural and commercial centers within the neighborhood, where tens of thousands of residents, workers, and visitors travel every yet. Unfortunately, it is also home to numerous Vision Zero High-Injury Corridors - the city's most dangerous 13% of streets where 75% of serious and fatal crashes happen. These dangerous street conditions are due to wide, fast moving streets, and outdated infrastructure.

Fortunately, numerous community-based organizations, residents, merchants, and decision-makers shaped a plan with safety improvements that address these dangers: the Western Addition Community Based Transportation Plan, adopted in April 2017. Following strong community engagement, this plan identified a set of capital projects that can make streets safer and better connect these communities through modes like walking, biking, and transit.

By funding these improvements, the SFMTA can slow speeds and improve intersection safety. Traffic signal upgrades will make signals more visible, provide pedestrian countdown signals so they can know when its safe to cross, and add activated flashing beacons that improve visibility at important crosswalks. These signal upgrades are focused on those that needed it most: those on the High-Injury Network.

A speed management program will bring down dangerous speeds - the top cause of fatal crashes in San Francisco - by reducing speed limits to 20mph where possible, add speed radar signs, and implement quick-build designs that narrow street crossings through road diets and similar designs. By using these proven engineering tools, this project can make Western Additions safe for people walking - from an eight-year-old walking to school to an 80-year-old walking to a doctor's appointment.

I offer Walk San Francisco's strongest support for SFMTA's Western Addition Community Safe Streets Project SS4A grant program application. This project matches the goals of the SS4A grant program, and I ask you to consider this application for funding support.

With appreciation,

Jodie Medeiros
Executive Director

LIGHTHOUSE
FOR THE BLIND AND VISUALLY IMPAIRED

September 2, 2022

Peter Buttigieg, Secretary of Transportation
Office of the Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

RE: 2022 San Francisco Municipal Transportation Agency Safe Streets and Roads for All Grant Application

Dear Secretary Buttigieg,

I am writing to express my strong support for the San Francisco Municipal Transportation Agency's (SFMTA) **Western Addition Community Safe Streets Project**.

The SFMTA is seeking approximately $17.6 million through the Safe Streets and Roads for All (SS4A) grant program to improve traffic safety and connectivity in the Western Addition neighborhood. At the center of San Francisco, the Western Addition is a residential neighborhood home to many low-income housing residents, as well as a large minority community. Two culturally significant and historic commercial centers –the Fillmore District and Japantown draw thousands of residents, workers, and visitors daily. The neighborhood suffers from high vehicle speeds and cut through traffic, and most streets are on the Vision Zero high-injury network. Funding through the SS4A will allow the SFMTA to slow speeds and improve intersections to improve traffic safety outcomes and increase connectivity.

Improved safety will be achieved through a combination of traffic signal upgrades and the implementation of a comprehensive speed reduction program. Safety improvements include making signal visibility upgrades, pedestrian signal improvements such as pedestrian countdown signals and upgraded curb ramps that meet the latest accessibility standards. Pedestrian activated flashing beacons and speed radar signs will also be installed. Nearly all the intersections designated for signal upgrades are on the City's Vision Zero High Injury Network.

Speed management improvements will complement traffic signal upgrades will include strategies such as implementing 20 MPH speed limits where eligible. New speed-limit signage in or along safety corridors, as authorized by California Assembly Bill 43 will be installed, slowing speeds significantly. Speed radar signs and road diets/quick-builds on key corridors will be implemented. A neighborhood-wide education and outreach campaign on safe driving and the

LIGHTHOUSE
FOR THE BLIND AND VISUALLY IMPAIRED

impact of speeding will raise public awareness and strengthen the effectiveness of these capital investments.

These safety improvements implement the Western Addition Community Based Transportation Plan, adopted in April 2017, which identified a set of capital projects to improve safety and connectivity throughout the community. The Plan is the result of a robust community engagement and outreach process that examined transportation needs and improvements emphasizing safer walking, biking, and access to transit. The improvements to intersections including signal upgrades and APSs are especially important to the blind, deafblind, and visually impaired community. No matter what level of Orientation & Mobility (O&M) training an individual may have received, there is no defense against the abundance of quiet cars that are on our streets today. In the vibrant life of downtown San Francisco, with bustling pedestrians, street musicians, and various construction sites distracting our focus, crossing intersections as a blind person can be challenging. The APS is a welcome safety tool as a guide and reassurance when previously there may have been a level of fear. We can now confidently cross the street, using our O&M skills of proceeding with the parallel surge of traffic, as well as, the confirmation of the APS.

I am offering my strongest support for SFMTA's **Western Addition Community Safe Streets Project** SS4A grant program application. I firmly believe that this project meets the goals and objectives of the SS4A grant program and I urge you to strongly consider this application for funding support.

Sincerely,

Sheri Albers

Community Outreach Coordinator

LightHouse for the Blind and Visually Impaired

415-694-7331

Salbers@lighthouse-sf.org

San Francisco
County Transportation
Authority

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

September 12, 2022

Peter Buttigieg, Secretary of Transportation
Office of the Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

SUBJECT:
2022 San Francisco Municipal Transportation Agency Safe Streets and Roads for All Grant Application Local Match Commitment

Dear Secretary Buttigieg:

The San Francisco County Transportation Authority is pleased to support the San Francisco Municipal Transportation Agency's (SFMTA's) application for the SS4A Grant Program to implement safety improvements recommended by the Western Addition Community Based Transportation Plan (CBTP). The San Francisco County Transportation Authority administers and oversees the delivery of the Proposition K (Prop K) half-cent local transportation sales tax program and the Proposition AA (Prop AA) vehicle registration fee. We helped fund development of the Western Addition CBTP and have previously allocated over $3 million in Prop K and Prop AA funds to implement community identified priorities of the plan.

I hereby affirm that the San Francisco County Transportation Authority has over $4.5 million in Prop K sales tax funds programmed for SFMTA that could be used as local match for SFMTA's Western Addition CBTP implementation project. If the grant is awarded, we will support SFMTA's efforts to seek an allocation of sales tax funds for local match purposes. I enthusiastically support this application for the SS4A Grant Program. Thank you for your consideration of the SFMTA's application. If you have any questions, please contact Mike Pickford, Principal Transportation Planner, at (415) 522-4822 or mike.pickford@sfcta.org..

Sincerely,

Tilly Chang
Executive Director

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Traffic Signal Visibility Upgrades FY 24
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Traffic Signs and Signals Maintenance
Current PROP L Request:	$400,000
Supervisorial Districts	District 01, District 02, District 03, District 04, District 05, District 06, District 08, District 09, District 10, District 11

REQUEST

Brief Project Description

Improve traffic signal visibility at 8 intersections by replacing 8-inch signal heads with 12-inch heads at locations with a history of red-light running collisions. Additionally, improve signal visibility at traffic signals at 20 intersections by installing signal backplates with yellow retroreflective borders at locations with prevailing speeds near or above 40 MPH or at locations where a major freeway segment terminates. These upgrades will focus on Vision Zero High Injury network corridors.

Detailed Scope, Project Benefits and Community Outreach

The SFMTA requests an allocation of $400,000 to upgrade signalized intersections by replacing 8-inch lens signal heads with 12-inch signal heads and by installing signal backplates with yellow retroreflective borders. 12-inch heads are the current standard per the California Manual on Uniform Traffic Control Devices (CAMUTCD). This project will prioritize upgrades to 12-inch signal heads at intersections in the Vision Zero High Injury Network that have a history of right angle collisions due to red light running, where signal visibility may be improved using existing traffic signal poles. Yellow reflective backplates are recommended based on CAMUTCD guidance and a Caltrans 2020 directive (Traffic Safety Bulletin 20-05). Upgrades to reflective backplates will focus on streets with prevailing speeds near or above 40 MPH or at locations where a major freeway mainline segment terminates, requiring deceleration from freeway speeds.

San Francisco's Vision Zero program is guided by core principles that reflect that traffic fatalities are preventable and that traffic safety interventions will mitigate the likelihood that a collision results in death. The project scope to upgrade traffic signals from 8-inch to 12-inch signal heads along the High Injury Network and locations with a recurring history of collisions will reduce the incidence of certain types of collisions. Larger traffic signal head lenses and signal backplates with yellow retroreflective borders are visually prominent to motorists at a greater distance, improves driver awareness, and can lead to a reduction in red-light running. The project will improve safety and help the City reach its Vision Zero goal of eliminating all traffic fatalities and severe injuries. The project also maintains the SFMTA's assets in a state of good repair which is critical to ensuring a safe and reliable transportation system.

Preliminary assessment of potential project locations was conducted by identifying locations with existing 8-inch traffic signals and with a recent history of collisions correctable by signal visibility improvements. Further investigation identified locations with speeds at or above 40 MPH or adjacent to Caltrans freeway segment terminuses. Certain locations identified for reflective backplates will require 12-inch signal head replacement as well. This project will upgrade signals to 12-inch signal heads at approximately 8 intersections and will upgrade signals with yellow retroreflective backplates at approximately 20 intersections.

The SFMTA Streets Division – Transportation Engineering will perform construction support by managing the project scope and issuing work orders. The SFMTA Streets Division – Signal Shop will perform all construction related replacement and installation work.

Project Location

Candidate locations are listed in the attached tables.

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	$400,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Traffic Signal Visibility Upgrades FY 24
Grant Recipient:	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)				
Environmental Studies (PA&ED)	Jan-Feb-Mar	2024	Jan-Feb-Mar	2024
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2024		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2025
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2025

SCHEDULE DETAILS

No detailed design phase is needed for the Traffic Signal Visibility Upgrades program.
An outreach plan is not anticipated due to the nature of the project.
Project coordination will be performed on a case-by-case basis due to the variety of project locations. Before installation of signal hardware, the project will request environmental clearance review under the California Environmental Quality Act (CEQA) for all candidate locations. For the project's prior fiscal year allocation funding requests, the environmental review was successful without encountering any issues. The same environmental process is expected for this year's request. No excavation is needed as part of this project.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Traffic Signal Visibility Upgrades FY 24
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-217: Traffic Signs and Signals Maintenance	$400,000	$0	$0	$400,000
Phases In Current Request Total:	$400,000	$0	$0	$400,000

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	$0		
Construction	$400,000	$400,000	SFMTA Traffic Signal Shop Cost Estimates.
Operations	$0		
Total:	$400,000	$400,000	

% Complete of Design:	0.0%
As of Date:	09/11/2023
Expected Useful Life:	30 Years

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST

Fund Source	Phase	FY2023/24	FY2024/25	FY2025/26	Fund Source Total		
PROP L	Construction	$200,000	$150,000	$50,000	$0	$0	$400,000
	Total:	$200,000	$150,000	$50,000	$0	$0	$400,000

San Francisco County Transportation Authority
Prop L Allocation Request Form

TRAFFIC SIGNAL VISIBILITY UPGRADES FY 24 - CONSTRUCTION

MAJOR LINE ITEM BUDGET:

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals
1. Materials (signal heads, framework, backplates)	$ 180,000
2. SFMTA Signal Shop (labor)	$ 180,000
3. SFMTA Engineering - Construction management/support (labor)	$ 40,000
TOTAL CONSTRUCTION PHASE	**$ 400,000**

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Traffic Signal Visibility Upgrades FY 24
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP L Requested:	$400,000	**Total PROP L Recommended**	$400,000

SGA Project Number:		**Name:**	Traffic Signal Visibility Upgrades FY24
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	09/30/2026
Phase:	Construction	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	FY2025/26	Total
PROP L EP-217	$200,000	$150,000	$50,000	$400,000

Deliverables

1. Quarterly progress reports shall provide the number and locations of upgrades completed in the previous quarter and the percent complete of the overall project, in addition to all other requirements described in the Standard Grant Agreement (SGA). Over the course of the project quarterly progress reports should include 2-3 photos of work in progress and completed work.

2. Prior to the start of construction (expected January 2024), SFMTA will provide final list of locations for the signal visibility upgrades.

Special Conditions

1. The recommended allocation is contingent upon approval of the Prop L Traffic Signs and Signal Maintenance 5YPP and amendment of the Prop L Strategic Plan Baseline.

Notes

1. Reminder: All construction signage, project fact sheets, websites and other similar materials shall comply with the attribution requirements established in the Standard Grant Agreement.

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	0.0%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Traffic Signal Visibility Upgrades FY 24
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$400,000

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:	Geraldine De Leon	Joel C Goldberg
Title:	Lead Engineer	Grants Procurement Manager
Phone:	(415) 701-4675	555-5555
Email:	geraldine.deleon@sfmta.com	joel.goldberg@sfmta.com

Table 1. Candidate Locations: 12-inch Signal Heads

Intersection	High Injury Network (2022)	Equity Priority Community	Supervisor District
18th St/Folsom	Yes	n/a	9
18th St/Mission	Yes	n/a	9
20th Ave/Irving	No	n/a	4
22nd Ave/Fulton	Yes	n/a	1
22nd St/Dolores	No	n/a	8
3rd St/25th St	Yes	n/a	10
3rd St/Gilman/Paul	Yes	Bayview	10
9th St/Howard	Yes	Tenderloin-SoMa	6
Admiral/Alemany/Lyell	Yes	n/a	11
Alemany/Santa Rosa	Yes	Excelsior-Outer Mission	11
Bay/Columbus/Jones	Yes	Chinatown	3
Beach/Hyde	Yes	n/a	2, 3
Fulton/Stanyan	Yes	n/a	1
Larkin/Pine	Yes	Tenderloin-SoMa	3
Pine/Scott	Yes	n/a	5
Post/Steiner	No	Western Addition	5

Table 2. Candidate Locations:
Backplates with Yellow Retroreflective Borders

Intersection	High Injury Network (2022)	Equity Priority Community	Supervisor District
19th Ave & Junipero Serra	Yes	n/a	7/11
19th Ave & Sloat	Yes	n/a	7
5th St & King	Yes	n/a	7
6th St, Brannan, I-280 Freeway On/Off Ramp	Yes	n/a	6
Alemany, Congdon & Justin	No	n/a	11
Alemany, Crescent & Putnam	No	n/a	9
Alemany, Regent, San Jose & I-280 On-Ramp	Yes	Excelsior-Outer Mission	11
Bayshore Midblock Cesar Chavez & Marin	Yes	n/a	10
Bayshore, Jerrold & US 101 Off Ramp	Yes	n/a	11
Brotherhood & Church Access Road (999)	No	n/a	7
Brotherhood & Church Parking Lot (655)	No	n/a	7
Brotherhood & Lake Merced	No	n/a	7
Brotherhood & Summit	No	n/a	7
Brotherhood, Chumasero & Thomas More	No	n/a	7
Dolores, Randall & San Jose	Yes	n/a	8
Eucalyptus, Junipero Serra & Ocean	No	n/a	7
Font & Lake Merced	No	Oceanview - Ingleside	7
Gorgas, Lyon & Richardson	Yes	n/a	2
Higuera & Lake Merced	No	n/a	7
John Muir & Lake Merced	No	n/a	7
Junipero Serra, Mercedes & Winston	No	n/a	7
Junipero Serra, Portola, St Francis, Sloat & West Portal	No	n/a	7
Lake & Park Presidio	No	n/a	7
Lake Merced & Lake Merced Hill	No	n/a	7
Lake Merced & South State	No	Oceanview - Ingleside	7
Lake Merced & Winston	No	Oceanview - Ingleside	7
Market, Octavia Blvd & Octavia Ramp	Yes	n/a	6

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Traffic Signal Hardware Replacement FY 24
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Traffic Signs and Signals Maintenance
Current PROP L Request:	$500,000
Supervisorial Districts	District 01, District 02, District 03, District 04, District 07, District 09, District 10, District 11

REQUEST

Brief Project Description

Replace signal controller cabinets, vehicular sensor detectors, and rectangular rapid flashing beacons that have exceeded or are nearing the end of their useful life. Replacing traffic signal hardware will help to maintain SFMTA's traffic safety assets in a state of good repair, which is critical to ensuring a safe and reliable transportation system.

Detailed Scope, Project Benefits and Community Outreach

The San Francisco Municipal Transportation Agency (SFMTA) is seeking $500,000 in Prop L funds toward the construction phase of the Traffic Signal Hardware Replacement FY24 project. This funding for replacement of signal hardware that have approached or exceeded the end of their useful lives.

Based on assessment by the SFMTA Signal Shop, candidate locations for hardware replacement were identified based on known continuing maintenance issues and/or the presence of "legacy" technology that is no longer supported by manufacturers. It is estimated that the budget will allow for replacement of controller cabinets at five intersections, vehicular sensor detections at five intersections, and pedestrian activated rectangular rapid flashing beacons at two intersections.

Since no excavation is needed, the MTA Signal Shop can procure and install all signal equipment proposed for replacement. No construction contract advertised for competitive bidding is needed.

Project Location

Candidate locations are listed in the attached tables.

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	$500,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Traffic Signal Hardware Replacement FY 24
Grant Recipient:	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)				
Environmental Studies (PA&ED)	Jan-Feb-Mar	2024	Jan-Feb-Mar	2024
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2024		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2025
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2025

SCHEDULE DETAILS

No detailed design phase is needed for the Traffic Signal Hardware Replacement program.

An outreach plan is not anticipated due to the nature of the project.

Project coordination will be performed on a case-by-case basis due to the variety of project locations.

Before installation of signal hardware, the project will request environmental clearance review under the California Environmental Quality Act (CEQA) for all candidate locations. For the project's prior fiscal year allocation funding requests, the environmental review was successful without encountering any issues. The same environmental process is expected for this year's request.

No excavation is needed as part of this project.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Traffic Signal Hardware Replacement FY 24
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-217: Traffic Signs and Signals Maintenance	$500,000	$0	$0	$500,000
Phases In Current Request Total:	$500,000	$0	$0	$500,000

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	$0		
Construction	$500,000	$500,000	Based on estimates from similar projects
Operations	$0		
Total:	$500,000	$500,000	

% Complete of Design:	0.0%
As of Date:	09/12/2023
Expected Useful Life:	15 Years

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST

Fund Source	Phase	FY2023/24	FY2024/25	FY2025/26	Fund Source Total		
PROP L	Construction	$250,000	$200,000	$50,000	$0	$0	$500,000
	Total:	$250,000	$200,000	$50,000	$0	$0	$500,000

San Francisco County Transportation Authority
Prop L Allocation Request Form

TRAFFIC SIGNAL HARDWARE REPLACEMENT FY 24 - CONSTRUCTION

MAJOR LINE ITEM BUDGET:

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals
1. Materials (controllers/cabinets, RRFB, and GridSmart)	$ 320,000
2. SFMTA Signal Shop (labor)	$ 130,000
3. SFMTA Engineering - Construction management/support (labor)	$ 50,000
TOTAL CONSTRUCTION PHASE	**$ 500,000**

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Traffic Signal Hardware Replacement FY 24
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP L Requested:	$500,000	**Total PROP L Recommended**	$500,000

SGA Project Number:		**Name:**	Traffic Signal Hardware Replacement FY 24
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	09/30/2026
Phase:	Construction	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	FY2025/26	Total
PROP L EP-217	$250,000	$200,000	$50,000	$500,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, type of improvements completed at each location to date, 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.

Special Conditions

1. The recommended allocation is contingent upon approval of the Prop L Traffic Signs and Signal Maintenance 5YPP and amendment of the Prop L Strategic Plan Baseline.

2. The Transportation Authority will not reimburse SFMTA for construction phase expenses until Transportation Authority staff releases the funds pending receipt of the final list of replacement locations for each type of signal hardware.

Notes

1. Reminder: All construction signage, project fact sheets, websites and other similar materials shall comply with the attribution requirements established in the Standard Grant Agreement.

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	0.0%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Traffic Signal Hardware Replacement FY 24
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$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:
ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Geraldine De Leon	Joel C Goldberg
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Email:	geraldine.deleon@sfmta.com	joel.goldberg@sfmta.com

Traffic Signal Hardware Replacement FY 24

Table 1: Candidate Locations for Controller Cabinet Replacements

#	**Street 1**	**Street 2**	**Supervisor District**
1	19th Avenue	Junipero Serra Boulevard	7,11
2	19th Avenue	Noriega Street	4,7
3	19th Avenue	Lawton Street	4,7
4	19th Avenue	Krikham Street	4,7
5	19th Avenue	Judah Street	4,7
6	19th Avenue	Irving Street	4,7
7	19th Avenue	Lincoln Way	4,7
8	Anza Street	Park Presidio Boulevard	1
9	Balboa Street	Park Presidio Boulevard	1
10	Cabrillo Street	Park Presidio Boulevard	1
11	California Street	Park Presidio Boulevard	1
12	Fulton Street	Park Presidio Boulevard	1

Traffic Signal Hardware Replacement FY 24

Table 2: Candidate Locations for Vehicular Detection Replacements

	Street 1	Street 2	Street 3	Street 4	Supervisor District
1	19th Avenue	Crossover	Lincoln Way		7
2	25th Ave	Lincoln			2
3	30th Ave	Geary			3
4	Bacon	Bayshore	Egbert	Phelps	9/10
5	Battery,	Embarcadero	Lombard	Pier 27	3
6	Embarcadero	Jefferson	Powell		3
7	Evans	Mendell			10
8	Evans	Post Office			10
9	Evelyn	Portola			9
10	Funston	Lincoln			7
11	Mission	Morse	Whittier		9
12	Moraga	Sunset			4

Traffic Signal Hardware Replacement FY 24

Table 3: Candidate Locations for Pedestrian Activated Rectangular Rapid Flashing Beacon Replacements

	Street 1	Street 2	Supervisor District
1	Arguello	Cabrillo	1
2	Persia	Sunnydale	10

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Education and Communications: Speed Safety Cameras
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	$150,000
Supervisorial District	Citywide

REQUEST

Brief Project Description

In October 2023, the Governor signed AB 645 authorizing a six-city speed safety camera pilot. Requested Prop L funds will support a public information campaign for this pilot program, including public announcements in major media outlets and press releases, multilingual direct outreach around camera locations, printed and digital materials, and targeted multilingual advertising. These materials may also be shared in collaboration with Bay Area pilot cities San José and Oakland for a regional campaign that would broaden and deepen the speed safety camera pilot.

Detailed Scope, Project Benefits and Community Outreach

Every year in San Francisco, about 30 people lose their lives and over 500 more are severely injured while traveling on city streets. San Francisco adopted Vision Zero in 2014, an ambitious citywide policy to prioritize street safety and end traffic deaths. Vision Zero prioritizes work along the High Injury Network, the 13% of streets where more than 75% of severe and fatal crashes occur, to protect our most vulnerable road users such as people walking, motorcyclists, older adults, and people experiencing homelessness.

The City's Vision Zero Action Strategy identifies multiple priority education and outreach programs that are necessary to support SF's achievement of zero roadway fatalities and are currently unfunded. The Vision Zero Communications Strategy identifies the need for ongoing education and outreach program in both supporting behavior change on SF's streets, but also to increase support for policy, infrastructure and transportation changes in pursuit of eliminating traffic fatalities. The *Vision Zero Education and Communications* project will raise awareness for Vision Zero and promote traffic safety culture through direct outreach, targeted media campaigns, community partnerships, and other communication strategies layered with engineering projects to multiply efforts to end traffic deaths.

In October 2023, the Governor signed AB 645. This bill authorizes, until January 1, 2032, six cities including the City and County of San Francisco to establish a Speed Safety System Pilot Program if the system meets specified requirements. The bill would require a participating city or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the participating city or city and county to engage in a

public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized.

This requested Prop L funding will support staff and contracted consultants for this scoped work:

- Speed Safety Camera public information campaign: The assembly bill legislation requires pilot cities to administer a public information campaign for at least 30 calendar days prior to the commencement of the program, which shall include public announcements in major media outlets and press releases. Additionally, the SFMTA would develop a robust education campaign similar to our other Vision Zero programs that includes multilingual direct outreach around camera locations, printed and digital materials, and targeted multilingual advertising. These materials may also be shared in collaboration with Bay Area pilot cities San José and Oakland for a regional campaign that would broaden and deepen the speed safety camera pilot.

The citywide Vision Zero policy to end traffic deaths prioritizes street safety projects along the High Injury Network and in Equity Priority Communities. Education and communications programs include:

- All materials and outreach are multilingual, increasing access to traffic safety information to vulnerable road users and disadvantaged populations.
- Partnerships with community based organizations serving disadvantaged populations deepens Vision Zero education and outreach efforts.
- Targeted media campaigns are a low-cost and effective way of reaching the public to raise awareness and deepen understanding of and support for Vision Zero.
- Leveraging education efforts with engineering and other safety interventions increases the project impact.

Notable examples of past outreach include:

- 2020 Left Turn Traffic Calming pilot + *Safety – It's Your Turn* education campaign, which resulted in slowing average left turn speeds by 17% and high left turn speeds by 71%; 17,000 in-person interactions and 76 million digital impressions, and; grants to 6 community advocates deepening outreach to vulnerable road users such as people with low visibility, seniors, youth, bicyclists, and monolingual speakers. This work led to a 2021 Vision Zero Action Strategy commitment to expand left turn traffic calming to an additional 35 locations.
- To raise awareness around the dangers of speeding, for multiple years the SFMTA has worked with the DMV to place public service announcements in all 172 field offices in California.

Notable examples of past evaluation:

- Multi year quantitative and qualitative surveys of SF residents on brand awareness and public perception on Vision Zero shows an increase in Vision Zero recognition as well as a deeper and sustained understanding of the dangers of speeding.
- 2019 project evaluation of the Safe Speeds campaign + high visibility enforcement found a 5% reduction in 85th percentile speeds during the campaign and that the demographics of people receiving these traffic citations were proportionate with overall San Francisco demographics, indicating a more equitable approach to traffic enforcement during the campaign.
- 2020 Left Turn Traffic Calming pilot + *Safety – It's Your Turn* education campaign, which resulted in slowing average left turn speeds by 17% and high left turn speeds by 71%. There was also evidence that pairing the pilot with the education campaign extended the project impacts on turning speeds.

Project Location

Citywide

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	$150,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Education and Communications: Speed Safety Cameras
Grant Recipient:	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)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2024		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2025
Project Completion (means last eligible expenditure)			Apr-May-Jun	2025

SCHEDULE DETAILS

- 'Start Construction' (Beginning Jan-Feb-Mar 2024): Book funds on local on-call consultant contract, develop campaigns, materials, outreach, and media strategies for Speed Safety Camera program. Consider regional partnerships with San Jose and Oakland pilot cities.
- 'Open for Use' (Beginning Jan-Feb-Mar 2025): Launch speed safety camera campaign in advance of cameras turning on to raise awareness, build support, and set expectations of program. Maintain campaign/outreach and support public information noticing as cameras are installed in 2025, track campaign metrics
- 'Project Completion': 5 year pilot ends 2029/2030 and will require reporting back per legislation. For the purposes of this request, June 2025 is the last date for expenditures.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Education and Communications: Speed Safety Cameras
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	$150,000	$0	$0	$150,000
Phases In Current Request Total:	$150,000	$0	$0	$150,000

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	$0		
Construction	$150,000	$150,000	Funds available
Operations	$0		
Total:	$150,000	$150,000	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	N/A

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST

Fund Source	Phase	FY2024/25	FY2025/26	Fund Source Total			
PROP L	Construction	$50,000	$100,000	$0	$0	$0	$150,000
	Total:	$50,000	$100,000	$0	$0	$0	$150,000

San Francisco County Transportation Authority
Prop L Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	**Totals**	**% of contract**	**SFPW**	**SFMTA**	**Contractor**
1. Contract					
Task 1: AB645 campaign	$ 120,000				$ 120,000
2. OCS Replacement				$ -	$ -
3. Project Management/Admin	$ 20,000		$ -	$ 10,000	$ 10,000
4. Other Direct Costs (print, materials)	$ 10,000		$ -	$ -	$ 10,000
5. Contingency			$ -	$ -	$ -
TOTAL CONSTRUCTION PHASE	**$ 150,000**		**$ -**	**$ 10,000**	**$ 140,000**

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Education and Communications: Speed Safety Cameras
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP L Requested:	$150,000	**Total PROP L Recommended**	$150,000

SGA Project Number:		**Name:**	Vision Zero Education and Communications: Speed Safety Cameras
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	06/30/2025
Phase:	Construction	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-218	$50,000	$100,000	$150,000

Deliverables

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

Special Conditions

1. The recommended allocation is contingent upon approval of the Prop L Safer and Complete Street 5YPP and amendment of the Prop L Strategic Plan Baseline.

2. Of the $150,000 in recommended Prop L funds, $130,000 will be placed on reserve to be released by the Transportation Authority Board prior to expenditure of funds. The Board shall release the funds following SFMTA presentation of a draft detailed scope, schedule and budget for the speed safety cameras education and communications project to the Board for input (anticipated January 2024).

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	0.0%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Education and Communications: Speed Safety Cameras
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$150,000

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
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San Francisco
County Transportation
Authority

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

Memorandum

AGENDA ITEM 11

DATE: October 20, 2023

TO: Transportation Authority Board

FROM: Carl Holmes – Deputy Director for Capital Projects
Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 11/14/2023 Board Meeting: Program $2,601,000 in Senate Bill 1 Local Partnership Program Formula Funds for Construction of the Yerba Buena Island Hillcrest Road Improvement Project (Hillcrest Project) and Design of the Yerba Buena Island Multi-Use Pathway (YBI MUP); Approve Two Fund Exchanges, with Conditions, to Fully Fund the Hillcrest Project, Including Accommodations for a New Class 1 Multi-Use Pathway; and Appropriate, with Conditions, $4,850,000 in Prop K Funds for Design and Construction of the Hillcrest Project

RECOMMENDATION ☐ Information ☒ Action

- Program $2,601,000 in Senate Bill (SB) 1 Local Partnership Program (LPP) Formulaic funds to the following Transportation Authority projects:
  - Yerba Buena Island Hillcrest Road Improvement project (Hillcrest Project)
  - Yerba Buena Island Multi-Use Pathway (YBI MUP)
- Approve Two Fund Exchanges, with Conditions, to Fully Fund the Hillcrest Project, Including Accommodations for a New Class I Multi-Use Pathway:
  - Exchange $750,000 in County Share One Bay Area Grant 3 (OBAG 3) funds from the Transportation Authority's YBI MUP project with an equivalent amount of Prop K funds from the San Francisco Municipal Transportation Authority's (SFMTA's) Light Rail Vehicle (LRV) Procurement Project
  - Exchange $4,100,000 in Regional OBAG 3 funds from the YBI MUP project for an equivalent amount of Prop K funds allocated to the SFMTA's LRV project.
- Appropriate, with Conditions, $4,850,000 in Prop K funds to for Design and Construction of the Hillcrest Project

☒ Fund Allocation
☒ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☐ Capital Project Oversight/Delivery
☐ Budget/Finance
☐ Contract/Agreement
☐ Other: _____

SUMMARY

In September 2023, the Board approved an increase in the professional services contract with WMH Corporation for the design phase and Caltrans right-of-way approval for the Hillcrest project. As part of the item, we flagged that we were working closely with the Metropolitan Transportation Commission (MTC) and Treasure Island Development Authority (TIDA) to identify and secure an additional $6.7 million to add scope to the Hillcrest project from our failed Senate Bill 1 Solutions for Congested Corridors application for the Yerba Buena Island Multi-Use Path (MUP). Instead of a 6-foot Class II bike lane along Hillcrest, the MUP envisions a 16-foot Class I bike/ped path. This requires a wider cross-section on Hillcrest and a taller and longer retaining wall built into the hillside (i.e., MUP Segment 2 accommodation). Building this now as part of the Hillcrest Project would achieve construction and cost efficiencies. The recommended actions include programming a total of $2,601,000 in our LPP formula funds to the Hillcrest and MUP projects, along with a series of fund exchanges that will enable us to secure the $6.7 million in additional funds needed to incorporate the MUP Segment 2 accommodations into the Hillcrest construction phase, as well as provide an additional $750,000 to the Hillcrest project to complete design of the MUP accommodations. The fund exchanges (described in Attachment 1) are necessary to avoid placing federal funds on the Hillcrest project, which does not have federal environmental approval and is anticipating advertising construction in early 2024.

We are also requesting appropriation (Attachment 3), with conditions, of $4,875,000 in Prop K (exchange) funds for design and construction of the Hillcrest Project Construction phase as part of this item. The fund exchanges and appropriation are conditioned upon MTC's approval of the corresponding actions, detailed in Attachment 1. We are very appreciative of MTC and SFMTA's support for the proposed actions, which will help advance delivery of the MUP's vision for a pedestrian and bicycle facility that will extend from the existing Bay Bridge East Span YBI bicycle landing to the new Treasure Island Ferry Terminal.

BACKGROUND

YBI Hillcrest Road Improvement Project. The California Department of Housing and Community Development awarded TIDA a $30,000,000 Infill Infrastructure Grant (IIG) in the

Spring of 2020 for the widening of Hillcrest Road to improve safety and traffic circulation. TIDA requested that the Transportation Authority lead the design and construction effort for the Hillcrest Project because of the Transportation Authority's expertise and experience on other YBI engineering projects including YBI Ramps Improvement Project, Southgate Road Realignment Project, and West Side Bridges Seismic Retrofit Project. In December 2021, TIDA and the State executed the agreement which allows work to start on the YBI Hillcrest Project.

The Treasure Island/YBI Redevelopment Project Environmental Impact Report (EIR) includes roadway improvements on YBI including Hillcrest Road. The Hillcrest Project will widen Hillcrest Road to provide two travel lanes, wider shoulders, improved sight distance, and a Class II bicycle lane. This is consistent with the Treasure Island/YBI Redevelopment EIR. The Hillcrest Project will require close coordination and consultation with all stakeholders including the TIDA, Caltrans, Bay Area Toll Authority (BATA), San Francisco Public Works (SFPW), and the United States Coast Guard.

The Hillcrest Project will improve the safety of the existing Hillcrest Road from Treasure Island Road and West Side Bridges Seismic Retrofit Project on the west side to the Southgate Road Realignment Improvement Project on the east side. The Hillcrest Project connects these two projects and will provide improved vehicular access to the San Francisco-Oakland Bay Bridge (SFOBB). The improvements are a connecting segment located between the under-construction Westside Bridges Project and the recently opened Southgate Realignment Project. As originally envisioned, the Hillcrest Project would provide a total cross-section of 36-feet wide for the segment between the Westside Bridges project and over the I-80 Tunnel Portal, and up to 40-feet wide from south of the Portal to the Forest Road Intersection to meet SFPW standards. The project will also build a retaining wall south of the Portal to accommodate the Class II bike lane improvement.

Yerba Buena Island Multi-Use Pathway. The Transportation Authority is leading the YBI MUP project, a pedestrian and bicycle facility that will extend from the existing Bay Bridge East Span YBI bicycle landing to the new Treasure Island Ferry Terminal. The YBI Multi-Use Pathway has two phases. The Phase 1 Multi-Use Pathway is meant to be a high-quality, usable facility available in a shorter period of time. The Interim Phase 1 Multi-Use Pathway was identified in the Bay Skyway package of improvements developed by the BATA in the Fall of 2022. The ultimate Phase 2 Multi-Use Pathway will include a new, elevated causeway that includes a new structure over I-80, and connection to the West Span bike and pedestrian facility. Phase 2 is many years off.

The YBI Multi-Use Pathway Phase 1 is adjacent to four YBI Roadway Projects:

- Segment 1 – Southgate Project
- Segment 2 – Hillcrest Road Improvements Project [subject of this request]
- Segment 3 – West Side Bridges
- Segment 4 – Treasure Island Road

This memorandum focuses on Segment 2 of the Multi-Use Pathway and providing funding to expand the Hillcrest Project scope to accommodate Segment 2 of the future Phase 1 Multi-Use Pathway. Attachment 3 contains a map showing the relative locations of the Hillcrest and MUP projects on YBI.

SB 1 Local Partnership Program – Formulaic Funds. The Road Repair and Accountability Act of 2017, also known as SB 1, is a transportation funding package that provides funding for local streets and roads, multi-modal improvements, and transit operations. Among other things, SB 1 created the LPP and appropriates $200 million annually to be allocated by the CTC to local or regional agencies that have sought and received voter approval of, or imposed fees solely dedicated to transportation. The CTC adopted program guidelines on August 17, 2022, that allocate 60% of the program funds through a Formulaic Program and 40% through a Competitive Program, after $20 million of incentive funding is taken off the top of the entire program to reward jurisdictions with newly passed measures.

The LPP Formulaic Program has broad project eligibility criteria which include capital projects that improve the state highway system, transit facilities, or expand transit services, local roads, bicycle and pedestrian safety, among others. Funds can be used for most project phases (i.e., environmental, right-of-way, design, construction) and require a dollar-for-dollar local match. The LPP Formulaic Program will only fund projects, or segments of projects, which are fully funded and have independent utility.

For this funding cycle covering Fiscal Years (FYs) 2023/24 - 2024/25, we will receive $8.758 million based on Prop K, Prop AA, and the TNC tax revenues as well as a one-time $5 million bump from LPP incentive funds to reward San Francisco for passing Prop L in November 2022. LPP Formulaic Program projects are identified at the local level, but the CTC ultimately programs and allocates the funds, which are subject to strict timely use of funds requirements. For this funding cycle, we have until April 2026 to program LPP Formulaic funds.

DISCUSSION

As we signaled at the September 2023 Board meeting, we have been working to identify funding to incorporate accommodations for the future YBI MUP project into the Hillcrest Project, which is wrapping up the design phase and moving toward advertisement of construction in early 2024. The baseline Hillcrest Project, with a planned cross-section of 40 feet and a Class II bike lane, does not accommodate the width required for a Class I multi-use pathway. To accommodate the future YBI MUP, capitalize on economies of scale, and minimize construction disruption, we are seeking to expand the scope of the Hillcrest Project to widen it by 16 feet, to a total cross section of 56 feet, and include a wider shoulder area and a taller retaining wall built further into the hill. This requires an additional $750,000 to finalize design of the Segment 2 MUP and $6.7 million in construction funds to incorporate the Segment 2 MUP accommodations into the Hillcrest Project. If this work is not done as part of the Hillcrest Project, to build Segment 2 of the MUP we would need to return to the project site in the future to demolish the shorter retaining wall planned for the baseline Hillcrest project and build a taller retaining wall further into the hill at an estimated loss of $9-$10 million.

The Hillcrest project has state environmental clearance (received March 2023), but not federal environmental clearance since it was not planning on using federal funds. Therefore, the funding actions that are the subject of this memorandum would provide non-federal funds to expand the scope and budget of the YBI Hillcrest Project to accommodate the future YBI MUP. The three recommended Transportation Authority funding actions needed are

described below. The existing and proposed funding plans for the Hillcrest and YBI MUP projects are shown in Attachment 1, with notes detailing the various programming recommendations that are required. If approved, the recommendations would increase the cost of the Hillcrest design and construction phases from $30.0 million to $37.45 million.

Recommended LPP Formulaic Program Project Priorities. After considering LPP guidelines and the near-term timeline for Hillcrest construction, we recommend programming $2.6 million of the $8.758 million in LPP Formulaic funds available to the Transportation Authority to the Hillcrest Project. This project can readily meet the requirements of the LPP formula program, including strict timely use of funds requirements. The proposed LPP funds would help fund the construction phase of the Hillcrest Project with the expanded scope to accommodate the future YBI MUP.

We also recommend programming $1,000 in LPP Formulaic funds to the design phase of the YBI MUP. This is required by the CTC to facilitate a transfer of LPP cost savings from the YBI MUP Project Approval & Environmental Document phase (PA&ED)(environmental) to the YBI MUP Plans, Specifications, and Estimates phase (PS&E or design). The Transportation Authority Board programmed $1 million in LPP Formulaic funds to the YBI MUP PA&ED phase in May 2021. The project realized $750,000 in cost savings since it was able to receive a Categorial Exemption for environmental clearance. To shift the $750,000 in cost savings from PA&ED (environmental) to PS&E (design), the CTC informed us we must first program $1,000 to YBI MUP PS&E.

Our funding priorities for the LPP Formulaic funds are summarized in Attachment 2. The funding need for Hillcrest Project and YBI MUP is urgent, which is why we are recommending these LPP funds now. We anticipate returning to the Board in 2024 with recommendations for programming the remaining LPP formula funds to other projects. We have until April 2026 to program the remaining LPP formula funds for this cycle. Each of the projects that we are considering for LPP funds are Board adopted priorities in our Annual Work Program and are being considered in concert with the Prop L 5 Year Prioritization Programs.

The required LPP Project Programming Request form for the YBI MUP Project is included in Attachment 4.

Proposed OBAG 3/Prop K Fund Exchange. There are two proposed fund exchanges which are necessary to complete the expanded Hillcrest Project funding plan with non-federal funds, as the project does not have federal National Environmental Policy Act (NEPA) clearance. The first would fund exchange $750,000 in County OBAG 3 funds from the YBI MUP with an equivalent amount of Prop K funds previously allocated to the SFMTA's LRV Procurement Project, with conditions. This fund exchange will complete the funding plan for the expanded design phase of the Hillcrest Project to accommodate the YBI MUP.

The second proposed fund exchange would exchange $4,100,000 in Regional OBAG 3 funds from the YBI Multi-Use Pathway with an equivalent amount of Prop K funds from the SFMTA's LRV Procurement Project, with conditions. This fund exchange, along with the recommended $2.6 million in LPP formula funds mentioned above, will complete the funding plan for the construction phase of the Hillcrest Project to accommodate the YBI MUP. The project team expects to advertise Hillcrest construction in early 2024 and to bring the contract award recommendation to the Board by Spring 2024. Construction would begin Summer 2024. The

dollar-for-dollar fund exchange does not impact the SFMTA LRV project. The SFMTA and MTC support the proposed fund exchanges, which is conditioned upon the actions that will take place after our Board approval of this item, detailed in Attachment 1.

Prop K Appropriation Request. We are concurrently requesting appropriation of $750,000 and $4,100,000 in Prop K (exchange) funds for the Hillcrest Project design and construction phases, as described in the attached allocation request form (Attachment 3). The appropriation is conditioned upon the Transportation Authority Board approval of the proposed fund exchanges and subsequent MTC Commission approval of the fund exchange and Transportation Improvement Program (TIP) amendments for the OBAG 3 funds as described above. To ensure the SFMTA's LRV project is held harmless, the Prop K funds will not be available for reimbursement to the Hillcrest Project unless and until the MTC approves all the necessary actions.

Next Steps. Following Board approval, the MTC will consider the OBAG 3/Prop K fund exchange at their December 2023 meeting. We anticipate MTC approval of the fund exchange and corresponding TIP amendments by early 2024.

We will submit the LPP Formula project nominations to the CTC to be considered at their January 26, 2024, meeting. In 2024, we anticipate presenting programming recommendations for the remainder of LPP formula funds to the Board for approval.

FINANCIAL IMPACT

The recommended actions would, subject to approval of the various conditions, including the associated fund exchanges, would program $2.61 million in LPP formula funds to the Hillcrest and MUP projects and appropriate $4,850,000 in Prop K funds deobligated from the SFMTA's LRV project to the Hillcrest Project. These funds would be reflected in the mid-year FY 23/24 budget revision and in future year budgets to correspond to anticipated project cash flows. The appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Hillcrest Project Allocation Request Form (Attachment 3).

CAC POSITION

The Community Advisory Committee will consider this item at its October 25, 2023, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Yerba Buena Island Hillcrest Road Improvements Project and Multi-Use Pathway Project Funding Plans (Existing and Proposed)
- Attachment 2 - Proposed LPP Formulaic Program Priorities
- Attachment 3 – Yerba Buena Island Hillcrest Road Improvements Project Allocation Request Form
- Attachment 4 – Yerba Buena Island Multi-Use Pathway Project Electronic Project Programming Request (ePPR)

Attachment 1.
YBI Hillcrest Road Improvement Project and YBI Multi-Use Pathway Funding Plans (Existing and Proposed)

Yerba Buena Island (YBI) Hillcrest Road Improvement Project (Hillcrest)

Phase	Project	Source	Existing Funds ($K)	Proposed Funds ($K)	Change	Notes
PS&E	Hillcrest Base Project	IIG	$ 3,200	$ 3,200	$ -	
PS&E	MUP Segment 2 Accommodation	Prop K	$ -	$ 750	$ 750	- Cost increase due to additional work to design the MUP Segment 2 accommodation. - Local funds are from LRVs enabled by MUP PS&E OBAG 3 fund exchange[1, 4]
		PS&E Total	**$ 3,200**	**$ 3,950**	**$ 750**	Cost increase is design for MUP Segment 2 accomodation scope
CON	Hillcrest Base Project	IIG	$ 26,800	$ 26,800	$ -	
CON	MUP Segment 2 Accommodation	Prop K	$ -	$ 4,100	$ 4,100	- Cost increase due to addition of wider road and retaining wall to accommodate the future MUP Segment 2 - Local funds are from LRVs enabled by MUP CON OBAG 3 fund exchange [1, 2]
CON	MUP Segment 2 Accommodation	LPP-F (SFCTA)	$ -	$ 2,600	$ 2,600	Pending SFCTA & CTC approval
		CON Total	**$ 26,800**	**$ 33,500**	**$ 6,700**	Cost increase is MUP Segment 2 accomodation scope
		PS&E + CON Total	**$ 30,000**	**$ 37,450**	**$ 7,450**	

YBI Multi-use Path (YBI MUP)

Phase	Project	Source	Funds ($K)	Funds ($K)	Change	Notes
PA&ED	YBI MUP	PCA	$ 1,000	$ 1,000	$ -	
PA&ED	YBI MUP	LPP-F (SFCTA)	$ 1,000	$ 250	$ (750)	Cost savings due to Categorical Exclusion, no EIR required LPP savings move to MUP PS&E [3]
		PA&ED Total	**$ 2,000**	**$ 1,250**	**$ (750)**	
PS&E	YBI MUP	ATP	$ 3,800	$ 3,800	$ -	
PS&E	YBI MUP	OBAG 3	$ 3,000	$ 2,250	$ (750)	Funds move to LRVs to enable local fund exchange to Hillcrest PS&E[4]
PS&E	YBI MUP	LPP-F (SFCTA)	$ -	$ 1	$ 1	LPP-F funds must be programmed directly to PS&E to enable the allocation adjustment to shift $750k from PA&ED to PS&E[3]
PS&E	YBI MUP	LPP-F (SFCTA)	$ -	$ 750	$ 750	Gap is refilled by LPP-F savings from PA&ED to PS&E [3]
		PS&E Total	**$ 6,800**	**$ 6,801**		
CON	YBI MUP	OBAG 3	$ 4,100	$ -	$ (4,100)	Funds move to LRVs to enable local fund exchange to Hillcrest CON [2]
CON	YBI MUP	Local	$ 3,100	$ 3,100	$ -	
CON	YBI MUP	Prop L	$ 1,000	$ 1,000	$ -	Pending SFCTA Board approval as part of separate Prop L 5YPP item.
CON	YBI MUP	ITIP	$ -	$ 4,944	$ 4,944	
CON	YBI MUP	LPP (BATA)	$ -	$ 1,000	$ 1,000	Confirmation with BATA pending
CON	YBI MUP	TBD	$ 82,996	$ 82,996	$ -	Federal (e.g. Solutions for Congested Corridors), state, regional, or local funds
		CON Total	**$ 91,196**	**$ 93,040**	**$ 1,844**	Delta is additional LPP + new ITIP, less OBAG 3
		PA&ED + PS&E + CON Total	**$ 99,996**	**$ 101,091**		

Attachment 1.
YBI Hillcrest Road Improvement Project and YBI Multi-Use Pathway Funding Plans (Existing and Proposed)

[1] MTC Commission approval and subsequent TIP amendment needed to update the project name in the TIP. MTC Commission action expected in December 2023 and final TIP amendment approval expected February 2024.

[2] MTC Commission approval and subsequent TIP amendment to program $4,100,000 in Regional OBAG 3 funds for the YBI Multi-Use Pathway one year earlier, moving them from FY 24/25 to FY 23/24, and to approve the OBAG 3/Prop K fund exchange with SFMTA's Light Rail Vehicle project. MTC Commission action expected in December 2023 and final TIP amendment approval expected in February 2024.

[3] CTC and Caltrans require that SFCTA program $1,000 in LPP-F funds to YBI MUP Design to enable the shift in funds from YBI MUP PA&ED to YBI MUP PS&E.

[4] MTC Commission approval and subsequent TIP amendment needed to program $750,000 in County OBAG 3 funds for the YBI Multi-Use Pathway one year later, moving them from FY 22/23 to FY 23/24, and to approve the OBAG 3/Prop K fund exchange with SFMTA's Light Rail Vehicle project. MTC Commission action expected in December 2023 and final TIP amendment approval expected in February 2024.

Acronyms: 5YPP - 5-Year Prioritization Program, BATA - Bay Area Toll Authority, CON - Construction, CTC - California Transportation Commission, EIR - Environmental Impact Report, IIG - Infrastructure Infill Grant, LPP - Local Partnership Program, LPP-F - LPP formula funds, ITIP - Interregional Improvement Program, LRV - Light Rail Vehicle, MTC - Metropolitan Transportation Commission, MUP - Multi-Use Path, One Bay Area Grant (OBAG), PA&ED - Project Approval & Environmental Document, PS&E - Plans, Specifications & Estimates (Design), SFCTA - San Francisco County Transportation Authority, SFMTA - San Francisco Municipal Transportation Authority, TBD - to Be Determined, YBI - Yerba Buena Island

Attachment 2.
Proposed Local Partnership Program (LPP) Formulaic Program Priorities

Fiscal Year	Sponsor[1]	Project Name	Project Description	Phase(s)	District(s)	Cost of Phase Requested	LPP-F Funds Requested
Proposed							
23/24	SFCTA	Yerba Buena Island Hillcrest Road Improvements Project	This project will widen Hillcrest Road providing two travel lanes, wider shoulders, improved sight distance, and a Class II bicycle lane. The improvements are a connecting segment located between the under-construction Westside Bridges Project and the recently opened Southgate Realignment Project. To accommodate the future YBI Multi-Use Pathway (Class I), the scope of the Hillcrest project is proposed to be expanded to include a wider shoulder area and a taller retaining wall built further into the hill.	Construction	6	$ 33,500,000	$ 2,600,000
23/24	SFCTA	Yerba Buena Island Multi-Use Pathway	This project will provide new pedestrian and bicycle facilities that extend from the existing San Francisco-Oakland Bay Bridge (SFOBB) East Span Bicycle and Pedestrian Path's Yerba Buena Island terminus to the new Treasure Island Ferry Terminal. This path would also tie into the planned SFOBB West Span bicycle and pedestrian facility currently being developed by the Bay Area Toll Authority and Metropolitan Transportation Commission. The project area is a planned segment of the San Francisco Bay Trail.	Design	6	$ 6,801,000	$ 1,000
					Total	**$ 40,301,000**	**$ 2,601,000**

Total LPP Formulaic (LPP-F) Funds Available $ 8,758,000

LPP-F Funds Remaining to Program[2] $ 6,157,000

[1] Sponsor abbreviations include: the San Francisco County Transportation Authority (SFCTA).

[2] We anticipate returning to the Board in 2024 with recommendations for programming the remaining LPP Formulaic Funds to other projects, which will also be informed by our Prop L 5 Year Prioritization Program process. We have until April 2026 to program the LPP Formulaic Funds in this cycle. These funds require a dollar for dollar match.

Attachment 3.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Hillcrest Road Improvement Project (OBAG Fund Exchange)
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plan	Vehicles
Current PROP K Request:	$4,850,000
Supervisorial District	District 06

REQUEST

Brief Project Description

The Hillcrest Road Improvements Project will widen Hillcrest Road and provide two travel lanes, wider shoulders, improved sight distance, and a Class II bicycle lane. The improvements are a connecting segment located between the under-construction Westside Bridges Project and the recently opened Southgate Realignment Project. To accommodate the future YBI Multi-Use Pathway, the scope of the Hillcrest project is expanded to include a wider shoulder area and a taller retaining wall built further into the hill.

Detailed Scope, Project Benefits and Community Outreach

Hillcrest Road Improvement Project Base Scope:

Treasure Island Development Authority (TIDA) was awarded a $30,000,000 Infill Infrastructure Grant (IIG) by the California Department of Housing and Community Development in the Spring of 2020 for the widening of Hillcrest Road to improve safety and traffic circulation. TIDA requested that the Transportation Authority lead the design and construction effort for the Hillcrest Road Improvement Project because of the Transportation Authority's expertise and experience on other YBI engineering projects including YBI Ramps Improvement Project, Southgate Road Realignment Project, and West Side Bridges Seismic Retrofit Project. In December 2021, TIDA and the State executed the standard agreement which allows work to start on the YBI Hillcrest Road Improvement Project (Hillcrest Project).

The Treasure Island/YBI Redevelopment Project Environmental Impact Report (EIR) includes roadway improvements on YBI including Hillcrest Road. The Hillcrest Project will widen Hillcrest Road and provide two travel lanes, wider shoulders, improved sight distance, and a Class II bicycle lane. This is consistent with the Treasure Island/YBI Redevelopment EIR. The Hillcrest Project will require close coordination and consultation with all stakeholders including the TIDA, Caltrans, Bay Area Toll Authority (BATA), San Francisco Public Works, and the United States Coast Guard. See Map Attachment for the YBI project map.

The Hillcrest Project will improve the safety of the existing Hillcrest Road from Treasure Island Road and West Side Bridges Seismic Retrofit Project on the west side to the Southgate Road Realignment Improvement Project on the east side. The Hillcrest Project connects these two projects and will

provide improved vehicular access to the San Francisco-Oakland Bay Bridge (SFOBB). The improvements are a connecting segment located between the under-construction Westside Bridges Project and the recently opened Southgate Realignment Project. The project will provide a total cross-section of 36-feet wide for the segment between the Westside Bridges project and over the I-80 Tunnel Portal, and up to 40-feet wide from south of the Portal to the Forest Road Intersection to meet SFPW standards. The project will also build a retaining wall south of the Portal to accommodate the Class II bike lane improvement.

Hillcrest with expanded scope to accommodate the future Multi-Use Pathway (Segment 2):

The expanded project scope will widen Hillcrest Road by a total of 56 feet, about 18 feet more than the original design to accommodate a future Class I bike path for Segment 2 of the Multi-Use Pathway (MUP) that will ultimately enable connection from the bike landing next to Quarters 9 on YBI, and the future Bay Bridge West Span Skyway Project. The future YBI MUP will enable commuters, cyclists, and pedestrians to travel to/from downtown San Francisco. To accommodate the future YBI MUP and to capitalize on economies of scale and prevent less construction disruption, the scope of the Hillcrest project is expanded to include a wider shoulder area and a taller retaining wall built further into the hill. It will prevent the need to demolish the shorter retaining wall for the Class II bike lane and rebuild that retaining wall at a future date (a loss of $9-$10 million). As a result, the Hillcrest project design cost increased by $750,000 and the construction cost increases by $6.7 million. Design funds are needed to pay for retroactive expenses incurred in 2023.

Project Location

on Yerba Buena Island along Hillcrest Road, from the intersection of Hillcrest Road & Forest Road to 0.25 miles west, north of the I-80 on-ramp

Project Phase(s)

Design Engineering (PS&E), Construction (CON)

Justification for Multi-phase Request

We are recommending a multi-phase appropriation due to the short duration for the remaining design work (completion by December 2023) and planned advertising for the construction phase in early 2024.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	N/A
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	N/A

Justification for Necessary Amendment

Request is for $4,850,000 in Prop K funds deobligated from the SFMTA's Light Rail Vehicle (LRV) Procurement project and reallocated to the subject project, as part of a fund exchange to avoid using federal funds on the subject project, which would result in significant project delays and a cost increase. LRV project will receive a like amount of federal One Bay Area Grant 3 funds programmed to the Yerba Buena Island Multi-Use Pathway.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Hillcrest Road Improvement Project (OBAG Fund Exchange)
Grant Recipient:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2008	Jan-Feb-Mar	2010
Environmental Studies (PA&ED)	Jan-Feb-Mar	2008	Jan-Feb-Mar	2023
Right of Way	Oct-Nov-Dec	2022	Oct-Nov-Dec	2023
Design Engineering (PS&E)	Oct-Nov-Dec	2022	Oct-Nov-Dec	2023
Advertise Construction	Jan-Feb-Mar	2024		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2024		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2027
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2027

SCHEDULE DETAILS

The Hillcrest Project is working closely with the West Side Bridges Project to coordinate construction on Yerba Buena Island along Treasure Island Road and Hillcrest Road. City Departments including TIDA, SFPW, SFMTA, and SFPUC are all working on the project team and coordinating with YBI projects. The team also includes Bay Area Toll Authority, Caltrans and Coast Guard. The project is funded by a $30 million Infill Infrastructure Grant which requires construction completion by June 2027 (pending approval of extension request). TIDA is the recipient of the IIG grant and must finish invoicing by March 2027. The team is working closely with BATA on the Bay Bridge West Span Skyway Project. Phase 1 of that project will implement the Yerba Buena Multi-use Path project (YBI MUP), a segment of which runs along the extents of the Hillcrest project. The Hillcrest project is being designed to accommodate the future YBI MUP project.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Hillcrest Road Improvement Project (OBAG Fund Exchange)
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
Prop K (exchange funds)	$4,850,000	$0	$0	$4,850,000
Infill Infrastructure Grant	$0	$0	$3,200,000	$30,000,000
LPP Formula	$2,600,000	$0	$0	$2,600,000
Phases In Current Request Total:	$7,450,000	$0	$3,200,000	$37,450,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$0		
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$3,950,000	$750,000	Engineer's Estimate
Construction	$33,500,000	$4,100,000	Engineer's Estimate
Operations	$0		
Total:	$37,450,000	$4,850,000	

% Complete of Design:	100.0%
As of Date:	12/31/2023
Expected Useful Life:	50 Years

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	**Totals**	**% of phase**
1. Hillcrest Roadway 100% PSE	$ 3,200,000	
2. Multiuse Path Design	$ 750,000	
TOTAL PHASE	**$ 3,950,000**	

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract					
Hillcrest - Project Bid Items	$ 17,800,000				$ 17,800,000
Supplemental Work	$ 2,152,000				$ 2,152,000
Supplemental Work- Risk Related	$ 3,000,000				$ 3,000,000
Agency Furnished Materials	$ 1,045,000				$ 1,045,000
Contingency 10%	$ 2,399,700				$ 2,399,700
2. Construction Management	$ 3,959,505	15%			
3. City Permits	$ 1,050,000		$ 1,050,000		
4 Design Service DC	$ 791,901	3%			
5. Project Management DC	$ 791,901	3%			
6. Agency support	$ 527,934	2%			
TOTAL CONSTRUCTION PHASE	**$ 33,517,941**		**$ 1,050,000**	**$ -**	**$ 26,396,700**

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST

Fund Source	Phase	FY2023/24	FY2024/25	FY2025/26	Fund Source Total		
PROP K	Design Engineering	$750,000	$0	$0	$0	$0	$750,000
PROP K	Construction	$1,000,000	$2,000,000	$1,100,000	$0	$0	$4,100,000
	Total:	$1,750,000	$2,000,000	$1,100,000	$0	$0	$4,850,000

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Hillcrest Road Improvement Project (OBAG Fund Exchange)
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP K Requested:	$4,850,000	**Total PROP K Recommended**	$4,850,000

SGA Project Number:		**Name:**	Hillcrest Road Improvement (OBAG Fund Exchange)
Sponsor:	San Francisco County Transportation Authority	**Expiration Date:**	12/31/2024
Phase:	Design Engineering	**Fundshare:**	18.99%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	Total
PROP K Muni Vehicles	$750,000	$750,000

Deliverables

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

2. 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).

Special Conditions

1. Recommendation is conditioned SFCTA Board approval of a fund exchange of $750,000 in OBAG 3 funds from SFCTA's YBI Multi-Use Pathway and Hillcrest project with an equivalent amount of Prop K funds from SFMTA's Light Rail Vehicle Procurement Project, with conditions (anticipated November 28, 2023).

2. Recommendation is conditioned upon MTC approval of the project name change in the TIP and approval of a fund exchange of $750,000 in OBAG 3 funds from SFCTA's YBI Multi-Use Pathway and Hillcrest project with an equivalent amount of Prop K funds from SFMTA's Light Rail Vehicle Procurement Project, expected by February 2024.

3. Recommendation is conditioned upon deobligation of Prop K funds from the SFMTA's Light Rail Vehicle Procurement project and appropriated for the subject project as part of a Prop K/OBAG 3 fund exchange. See accompanying staff memo for fund exchange details, including conditions.

Notes

1. Design funds may be used for retroactive expenses incurred in 2023.

SGA Project Number:		Name:	Hillcrest Road Improvement (OBAG Fund Exchange)
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	09/30/2028
Phase:	Construction	Fundshare:	12.24%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP K Muni Vehicles	$3,000,000	$1,100,000	$4,100,000

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

Special Conditions

1. Recommendation is conditioned SFCTA Board approval of a fund exchange of $4,100,000 in OBAG 3 funds from SFCTA's YBI Multi-Use Pathway and Hillcrest project with an equivalent amount of Prop K funds from SFMTA's Light Rail Vehicle Procurement Project, with conditions (anticipated November 28, 2023).

2. Recommendation is conditioned upon MTC approval of the project name change in the TIP and approval of a fund exchange of $4,100,000 in OBAG 3 funds from SFCTA's YBI Multi-Use Pathway and Hillcrest project with an equivalent amount of Prop K funds from SFMTA's Light Rail Vehicle Procurement Project, expected by February 2024.

3. Recommendation is conditioned upon deobligation of Prop K funds from the SFMTA's Light Rail Vehicle Procurement project and appropriated for the subject project as part of a Prop K/OBAG 3 fund exchange. See accompanying staff memo for fund exchange details, including conditions.

Metric	PROP AA	TNC TAX	PROP K
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	87.05%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	87.05%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Hillcrest Road Improvement Project (OBAG Fund Exchange)
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	$4,850,000

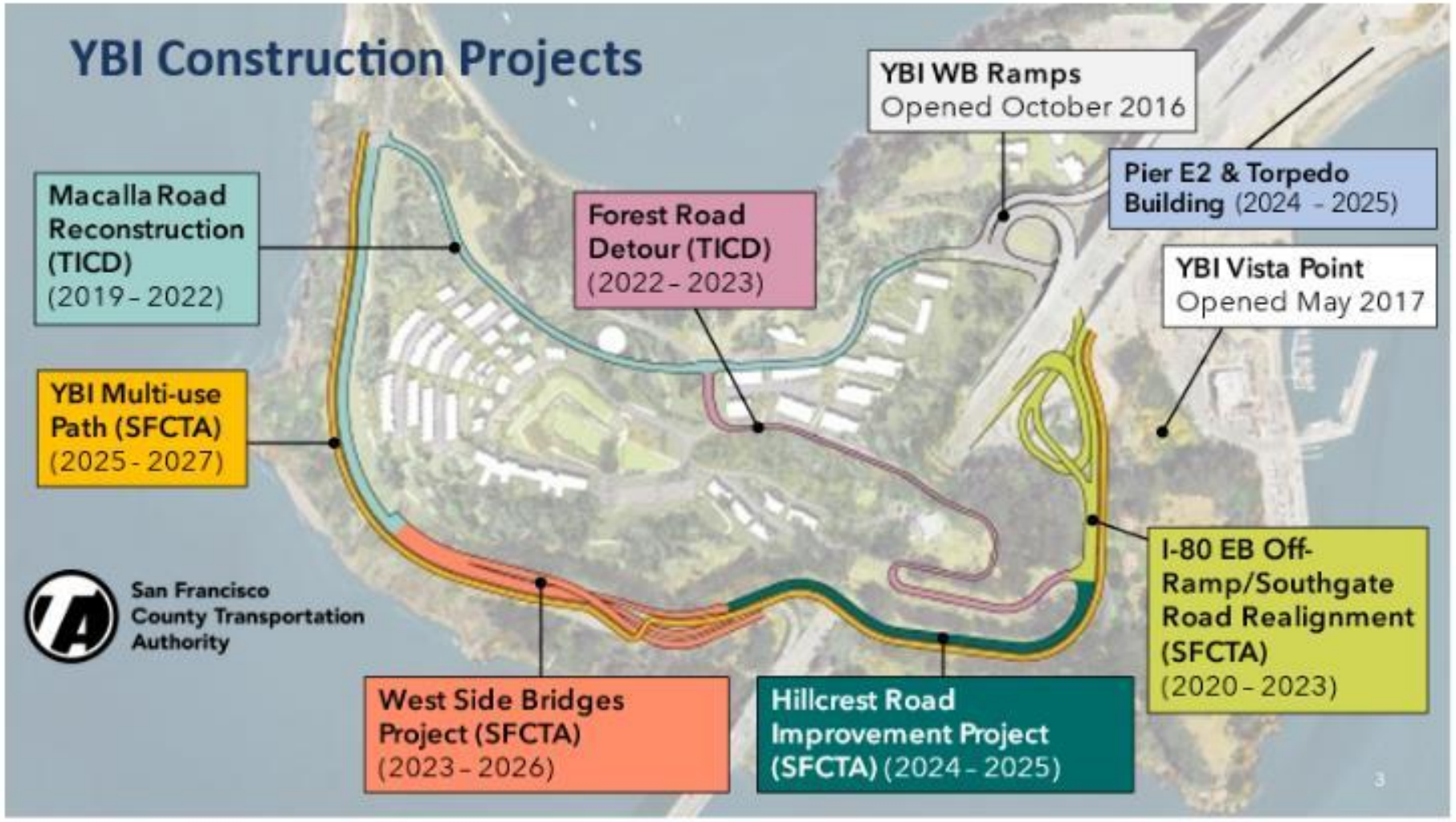
1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

CONTACT INFORMATION

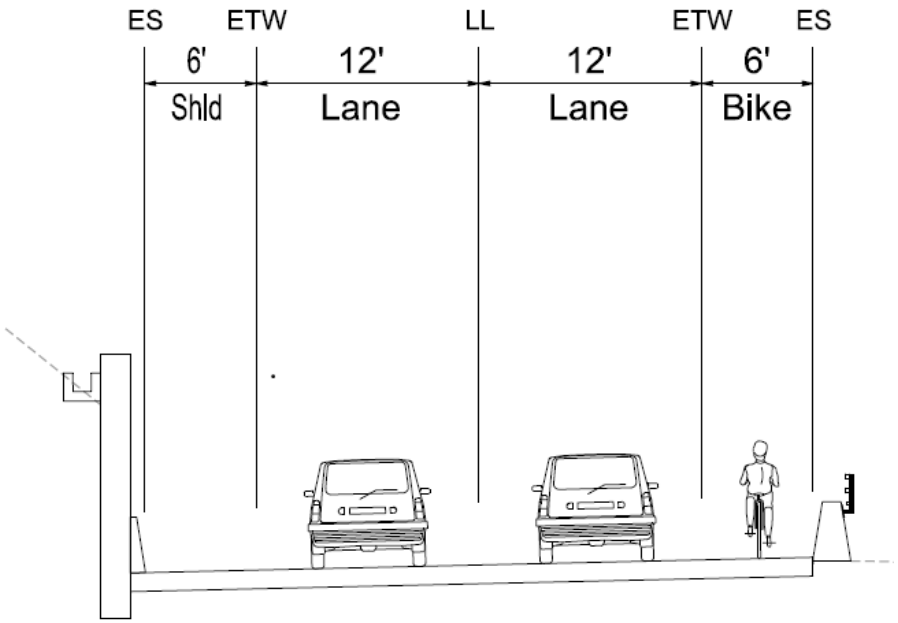
	Project Manager	Grants Manager
Name:	Mike Tan	Nick Smith
Title:	Administrative Engineer	Senior Transportation Planner
Phone:	(415) 522-4826	
Email:	mike.tan@sfcta.org	nick.smith@sfcta.org

Yerba Buena Island Construction Projects

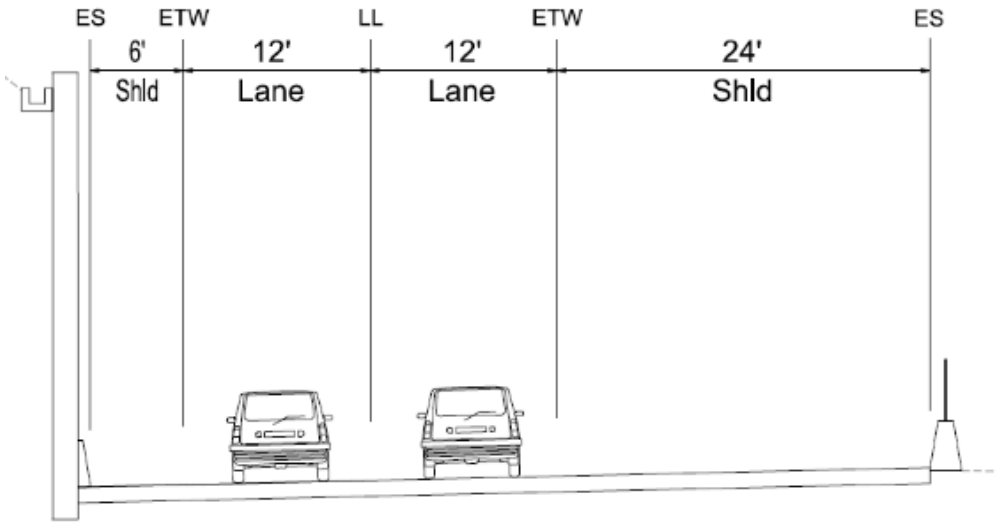


Yerba Buena Island Multi-Use Pathway Segments

Hillcrest Road Improvement Project Baseline Scope



Hillcrest Road Improvement Project with Accommodation for the Future YBI Multi-Use Pathway



Attachment 4.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID 177
ePPR-6272-2020-0009 v0

Amendment (Existing Project) ☐ YES ☒ NO				Date	10/20/2023 10:48:14
Programs ☐ LPP-C ☒ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☒ Other					
District	EA	Project ID	PPNO	Nominating Agency	
04				Caltrans HQ	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Francisco Count				Metropolitan Transportation Commission	
				MPO	Element
				MTC	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Mike Tan			415-522-4826	mike.tan@sfcta.org	

Project Title

Bay Skyway Phase 1 - Yerba Buena Island Multi-Use Path (Updated Funding Plan)

Location (Project Limits), Description (Scope of Work)

Bay Skyway Phase 1 is located in San Francisco, on I-80 / Bay Bridge corridor, from West Oakland and Treasure Island to downtown San Francisco. The Yerba Buena Island (YBI) Multi-Use Path connects the eastern touchdown of the East Span path on YBI with the Treasure Island ferry terminal located on Treasure Island. The YBI path will be located adjacent (on the water side) of Hillcrest and Treasure Island Roads.

The new path will divert active transportation users away from sharing Hillcrest and Treasure Island Roads with motorists. This separated multi-use bike/ped pathway connection will allow East Span path-users to safely walk, bike, and e-bike within the planned network of bikeways between Oakland and the Treasure Island ferry terminal on Treasure Island.

Component	Implementing Agency
PA&ED	San Francisco County Transportation Authority
PS&E	San Francisco County Transportation Authority
Right of Way	San Francisco County Transportation Authority
Construction	San Francisco County Transportation Authority

Legislative Districts

Assembly:	17	Senate:	11	Congressional:	12

Project Milestone		Existing	Proposed
Project Study Report Approved		06/26/2014	
Begin Environmental (PA&ED) Phase			01/01/2022
Circulate Draft Environmental Document	Document Type CE/CE		12/01/2022
Draft Project Report			03/01/2023
End Environmental Phase (PA&ED Milestone)			12/31/2023
Begin Design (PS&E) Phase			04/01/2024
End Design Phase (Ready to List for Advertisement Milestone)			12/31/2025
Begin Right of Way Phase			01/01/2025
End Right of Way Phase (Right of Way Certification Milestone)			12/31/2025
Begin Construction Phase (Contract Award Milestone)			04/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)			12/31/2027
Begin Closeout Phase			01/01/2028
End Closeout Phase (Closeout Report)			06/30/2028

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)
PRG-0010 (REV 08/2020)

PPR ID
ePPR-6272-2020-0009 v0

Date 10/20/2023 10:48:14

Purpose and Need

There are multiple objectives that the Project will support, benefiting the needs of the communities in the project area, the region, and State goals. California is dedicated to reducing CO2 emissions across the state. Transportation drives 50% of these emissions. Shifting trips to walking, biking, and e-bikes is the most effective way of reducing these emissions. Bay Skyway Phase 1 will offer 1.3 million people the choice of using bike/e-bike to cross this congested corridor, rather than relying on emitting transportation modes. Additionally, Bay Skyway Phase 1 includes a low-cost transit option for communities in the corridor.

Treasure Island and Yerba Buena Island (YBI) are currently being transformed from their current uses as a small residential community and former military base to a mixed-use, mixed-income, transit-oriented new neighborhood with 8,000 new residential units, 27% of them affordable, and about 2,200 jobs at full build out, according to the city's 2011 economic impact report. The Treasure Island Transportation Implementation Plan (TITIP) outlines a program of mobility improvements including expanded transit, congestion management, and transportation demand measures to achieve a goal of 50% of future island trips being made by walking, biking, or transit. The plan envisions a comprehensive network of bicycle and pedestrian pathways to provide access to all parts of the island.

The existing roadways connecting the East Span landing to the new Treasure Island Ferry Terminal are narrow and mostly without sidewalks. The YBI Multi-Use Path will connect the west end of the existing East Span path with the Treasure Island ferry and the rest of Treasure Island's planned biking and walking network, and will join the existing East Span path with the future one on the Bay Bridge West Span. The YBI Multi-Use Path will provide a safer, ADA-compliant space to walk and bike for those traveling between Oakland and San Francisco as well as the residents of Treasure Island. This Project will give Treasure Island residents access to Oakland jobs and other destinations and eventually to a multi-use path on the Bay Bridge West Span via Bay Skyway Phase 2.

NHS Improvements ☐ YES ☒ NO	Roadway Class 1	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	1.2

Date 10/20/2023 10:48:14

Additional Information

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)
PRG-0010 (REV 08/2020)

PPR ID
ePPR-6272-2020-0009 v0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	1,529,691	1,569,259	-39,568
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	82,056	84,611	-2,555
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	5.13	-5.13
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-0.75	0	-0.75
			PM 10 Tons	-0.71	0	-0.71
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-88,873	0	-88,873
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-64.91	0	-64.91
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-0.78	0	-0.78
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-791.54	0	-791.54
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-67.53	0	-67.53
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	2.11	2.16	-0.05
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.55	0.55	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	174.67	178.83	-4.16
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	45.84	45.84	0
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	1,094.07	1,120.15	-26.08
	Optional	Accident Cost Savings	Dollars	33,100,000	0	33,100,000
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	8,230	0	8,230
	Optional	Number of Destinations Accessible by Mode	Number	8,230	0	8,230
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	52.3	52.3	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	2,211	0	2,211
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3	0	3

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	51,900,000	-51,900,000
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	526,700,000	539,900,000	-13,200,000

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District	County	Route	EA	Project ID	PPNO
04	San Francisco County				

Project Title

Bay Skyway Phase 1 - Yerba Buena Island Multi-Use Path (Updated Funding Plan)

Existing Total Project Cost ($1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)									San Francisco County Transportation
PS&E									San Francisco County Transportation
R/W SUP (CT)									San Francisco County Transportation
CON SUP (CT)									San Francisco County Transportation
R/W									San Francisco County Transportation
CON									San Francisco County Transportation
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)			1,250					1,250	
PS&E					6,801			6,801	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							93,040	93,040	
TOTAL			1,250		6,801		93,040	101,091	

Fund #1:	Local Funds - New Fund Description Priority Conservation Area (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commiss
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)			1,000					1,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			1,000					1,000	

Fund #2:	State SB1 LPP - Local Partnership Program - Formula distribution (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)			250					250	SFCTA LPP-F funds. Reflects move of $750k in PA&ED savings to PS&E; fills the funding gap from OBAG 3 fund exchange.
PS&E					750			750	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			250		750			1,000	

Fund #3:	State SB1 LPP - Local Partnership Program - Formula distribution (Uncommitted)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									SFCTA LPP-F funds must be programmed directly to PS&E to enable the allocation adjustment to shift $750k from PA&ED to PS&E
PS&E					1			1	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL					1			1	

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Fund #4:	ATP - Active Transportation Program (ST-ATP) – SB1 (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									To be allocated March 2024
PS&E					3,800			3,800	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL					3,800			3,800	

Fund #5:	Local Funds - OBAG 3 (STP/CMAQ) (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commiss
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									To be obligated March 2024. Reflects $750k fund exchange with SFMTA LRV Procurement project which enables Prop K funding on Hillcrest project PS&E.
PS&E					2,250			2,250	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL					2,250			2,250	

Fund #6:	IIP - State Cash (Uncommitted)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							4,944	4,944	
TOTAL							4,944	4,944	

Fund #7:	Local Funds - Local Transportation Funds (Uncommitted)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									San Francisco County Transportation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									Reflects $4.1M fund exchange between existing OBAG 3 CON funds and SFMTA LRV project to enable Prop K on Hillcrest project CON. Local funds fill gap, including $1M Prop L subject to Nov 2023 approval.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							4,100	4,100	
TOTAL							4,100	4,100	

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Fund #8:	State SB1 LPP - Local Partnership Program - Formula distribution (Uncommitted)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									BATA LPP-F funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							1,000	1,000	
TOTAL							1,000	1,000	
Fund #9:	Future Need - Future Funds (Uncommitted)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									These funds would be requested during the SB1 SCCP Cycle 4 application process
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							82,996	82,996	
TOTAL							82,996	82,996	

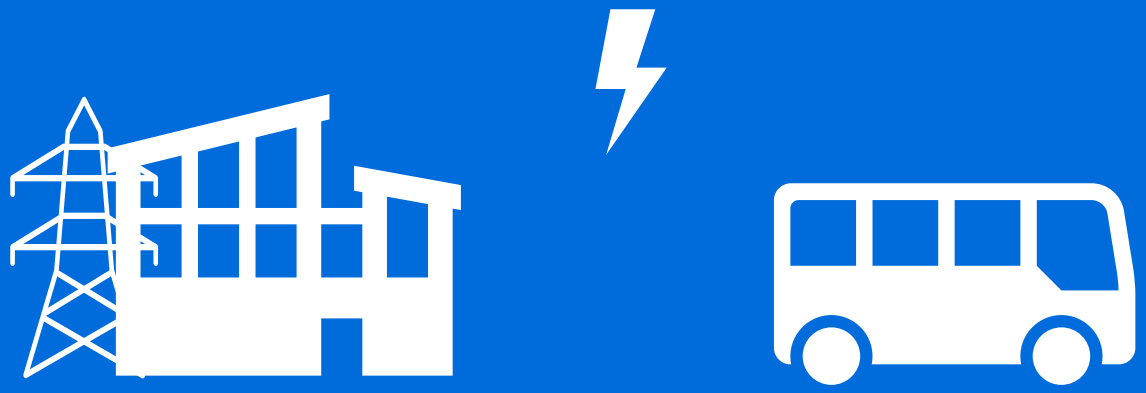
SFMTA

San Francisco Municipal Transportation Agency

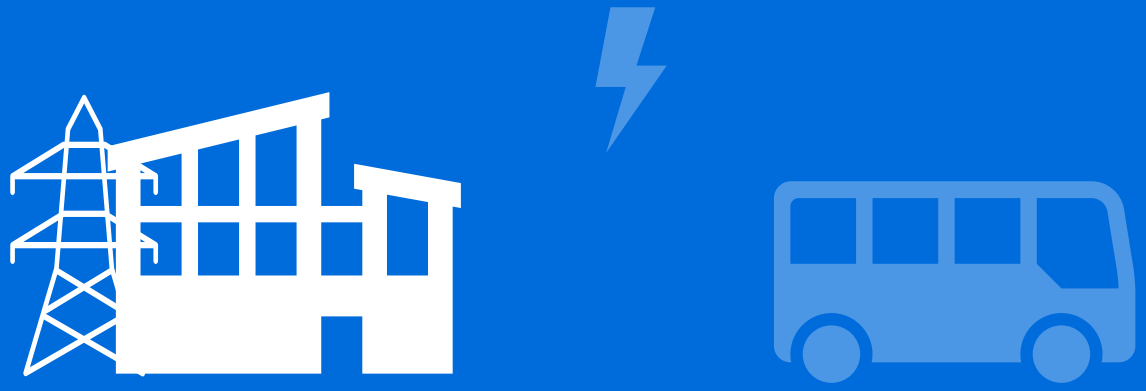
Building Progress Program & Fleet Program Update

San Francisco County Transportation Authority Board

Fall 2023



The transformation of the Muni Fleet is made possible by changes in fleet technology and the requirement to modernize and adapt its facilities to power and maintain this fleet.



We will start with an update on the SFMTA's **Building Progress Program** and the current major project at Potrero Yard. The program will modernize, adapt our facilities while creating future revenue opportunities for transportation.

Intro/Policy Goals

State of Good Repair

Modernize aging SFMTA facilities in order to meet the needs of everyone who travels in San Francisco.

Resiliency

Improve the transportation system's resiliency to seismic events, climate change, technology changes.

Community

Make the SFMTA a better neighbor in the parts of the city that currently host our facilities.

Compliance

Meet regulatory compliance and policy goals related to fleet electrification.

Started in 2017, the **Building Progress Program is a $2+ billion planning and capital program** that continues to lead in innovative project delivery, adaptability, resilient planning and community outreach.

State of Good Repair

Stations 12	Buildings* 31
Acres of Land 60	Building Sq. Feet 1.9 M
Building Value $2.6 B	Backlog Value $0.9 B
Stations Value $2.6 B	Backlog Value $0.7 B

Sources:
2021 SFMTA State of Good Repair Report
2017 SFMTA Facilities Framework
*Does not include inventory of 45 owned Operator Restrooms

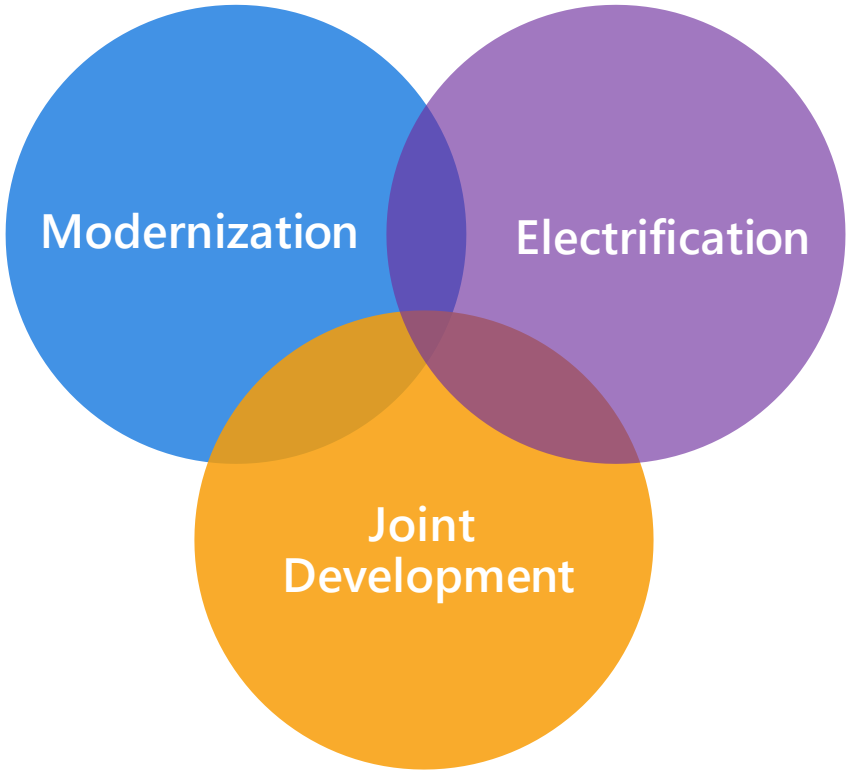
Investment and rehabilitation in the SFMTA's campus of facilities across San Francisco takes on **one of the agency's biggest State of Good Repair challenges**.

Core Program Areas

192

Modernization of Muni operational workspaces and maintenance equipment for growth and resiliency.

Transformation of Muni Yards to support both the trolley fleets and expansion to Battery Electric Buses (BEBs).



Innovative Project Delivery to finance Muni capital, maintenance and operations into the future.

Modernization Program

Potrero Yard Modernization
Presidio Yard Modernization
Kirkland Yard Modernization
Muni Metro East Expansion

Electrification/Retrofit Program

Woods and Islais Creek Yard Pilots
Islais Creek Yard Electrification
SFMTA Electrification EV Campus

Capital Program

1200 15th Street PCO HQ
Station Escalators/Elevators (i.e. Castro)
Operator Restrooms

Joint-Development Program

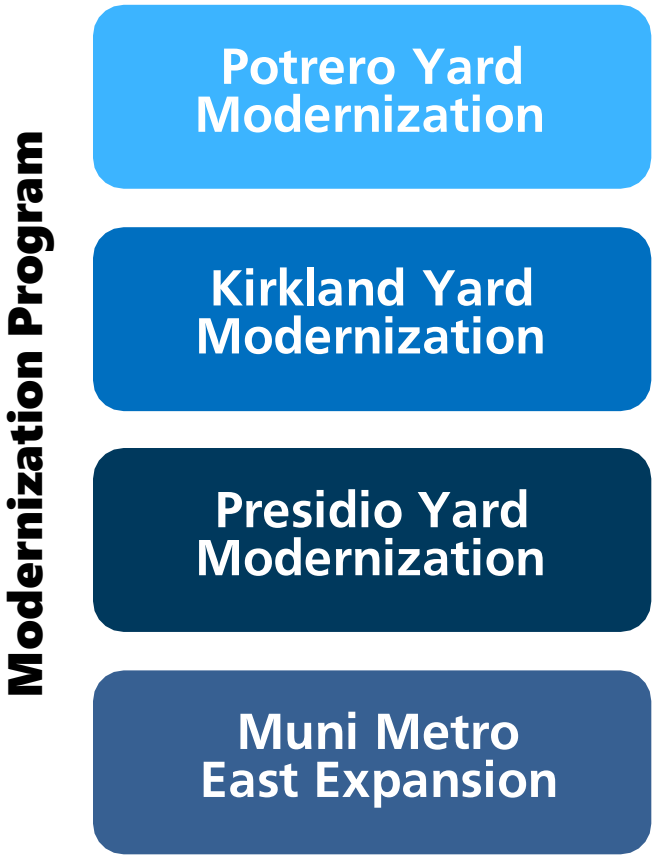
4th and Folsom
Parking Garages
Yard Modernization (Potrero + Presidio)

Cable Car Barn Program

Cable Car Barn Improvements
Cable Car Barn Master Plan

Facility Condition Assessment (FCA) Program

Implementation of $200+ million in deferred maintenance and repairs



We have adjusted the **Modernization Program** based on the following:

- Muni Service
- Fleet requirements
- Regulatory requirements around electrification
- Funding availability + maximizing resources

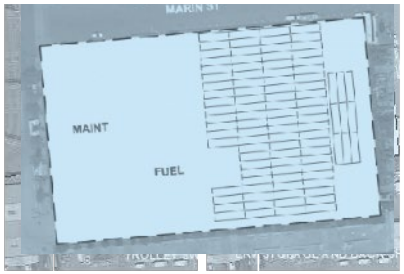
PROGRAM (2019)

Muni Metro East Expansion

Expand the site into the undeveloped 4 acres for a trolley coach facility

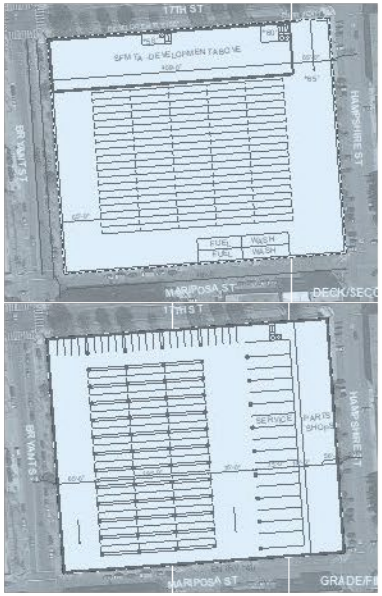
1399 Maintenance Facility

Build a trolley coach maintenance facility.



Potrero Yard

Rebuild as multi-level trolley facility with private development above



Presidio Yard

Rebuild as multi-level trolley and Zero Emission Bus Facility with private development adjacent

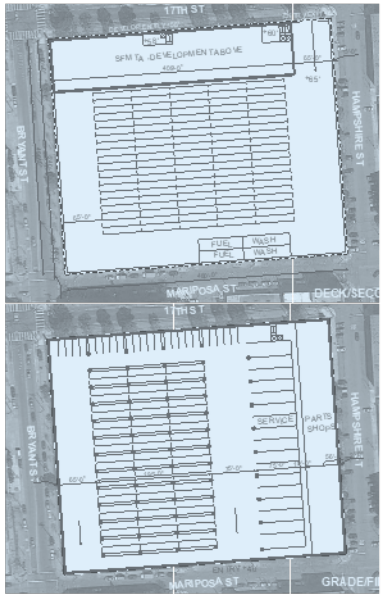
Kirkland Yard

Modernize as a new Zero Emission Bus Facility

UPDATED PROGRAM (2023)

Potrero Yard

Rebuild as multi-level trolley facility with private development above

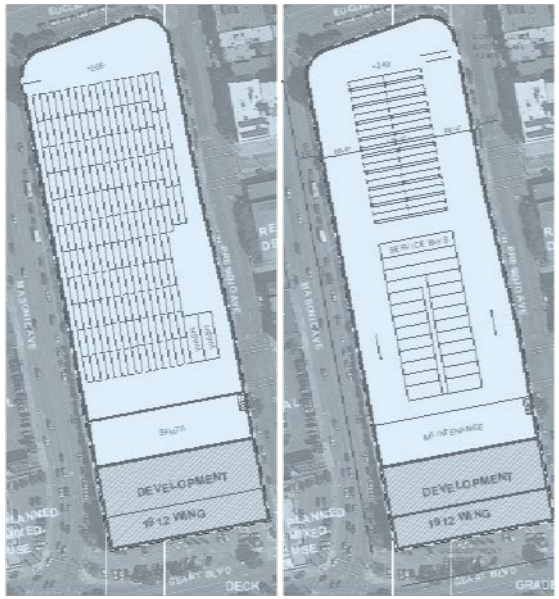


Kirkland Yard

Modernize as a new Zero Emission Bus Facility

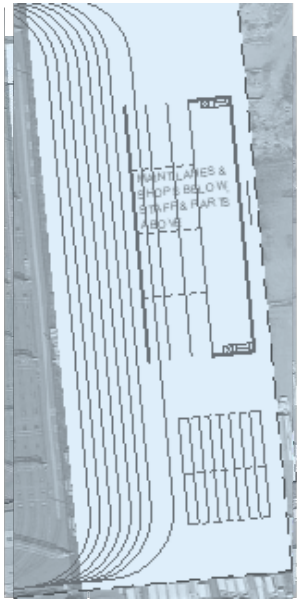
Presidio Yard

Rebuild as multi-level trolley and Zero Emission Bus Facility with private development adjacent



MME Expansion

Future fleet capacity and required swing.



Potrero Yard Modernization Project

Project Goals

Efficiency
Repair buses faster, improving Muni's reliability

Sustainability
Provide the green infrastructure needed for all-electric fleet

Future Growth
Accommodate fleet as it grows – room for 54% more buses at the yard

Work Conditions
Improve environments, amenities and safety conditions for 800+ staff

The Potrero Yard Modernization Project is designed and scoped to address several critical policy priorities:

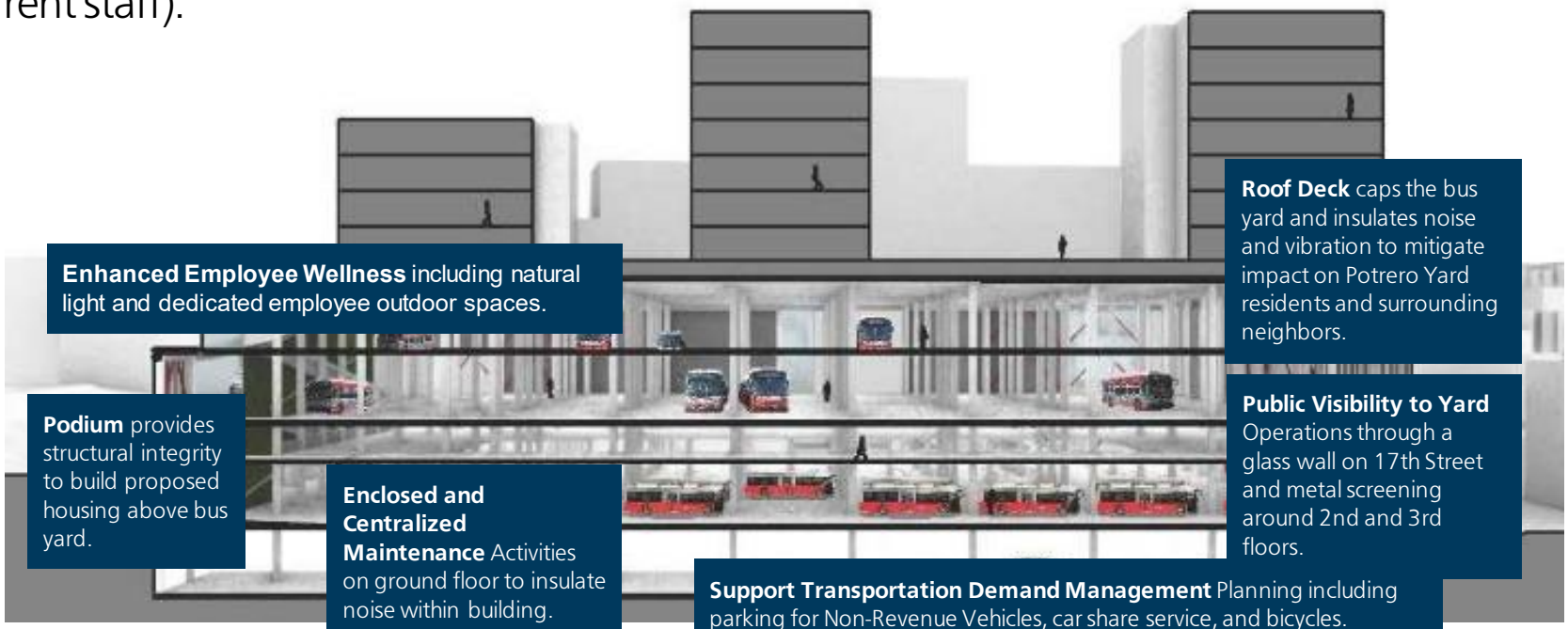
- ***State of Good Repair*** via the replacement of a 100-year-old maintenance yard.
- ***Climate and decarbonization*** via expanded vehicle capacity to create a large trolley hub.
- ***Housing*** via advancing an over 500-unit project consistent with the adopted Housing Element.
- ***Project Delivery*** via taking lessons learned and using new innovative methods of delivery.

BUS YARD

The foundation of the project is a modern and expanded bus yard growing from 221,450 gsf to 698,687 gsf to accommodate 213 trolley buses (54% increase) 829 employees (78% increase to current staff).

78% increase On-Site Employees

54% increase Bus Storage



The project is currently on-schedule, and the **critical path is advancing 100% schematic design, CEQA environmental requirements and land use entitlements/zoning**. A key focus for the project team is to keep the project on schedule.

Schedule Milestone and Upcoming Tasks Include:

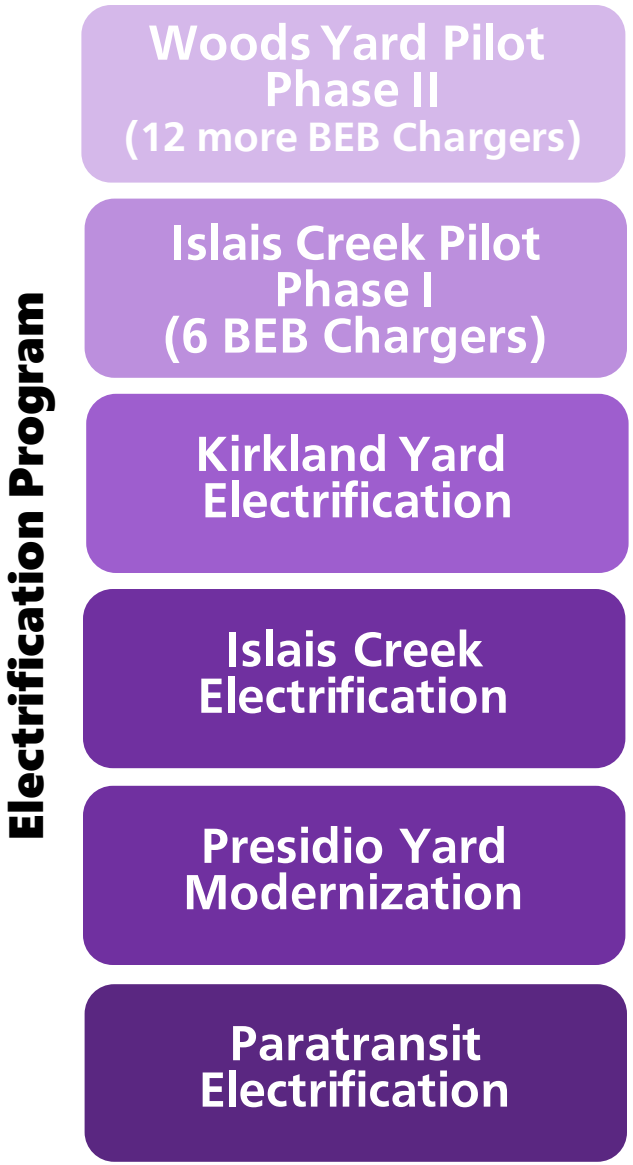
- **Mar 2023:** *Draft 50% schematic design* submitted to SFMTA
- **Apr 2023:** *Project application* submitted to Planning Department
- **May 2023:** *Final 50% schematic design* submitted to SFMTA
- **Sep 2023:** *Draft 100% schematic design* submitted to SFMTA
- **Anticipate Winter 2024:** At close of Predevelopment Agreement phases 1 & 2, CEQA and Entitlements certified by Planning Commission and approved by Board of Supervisors
- **Anticipate Spring 2024:** At close of Predevelopment Agreement phase 3, Agreements for Project and Housing Commercial Components are approved by SFMTA Board and Board of Supervisors

VIEW FROM NORTHWEST

17TH STREET

The **Joint-Development program** maximizes land-use to generate revenue for transportation.

- Advancing Potrero Yard Housing Project.
- RFP was developed/released for Moscone Garage (pre-pandemic).
- Completed planning study for 5th and Mission Garage (pre-pandemic).
- Completed Caltrans Planning study for Presidio Yard.



The **Electrification/Retrofit Program** readies the SFMTA for transition to Zero-Emission vehicles.

- Reviewed transit fleet requirements – timing, size, type, technology.
- Schedule and project sequencing based on current regulatory requirements.

Vehicle Procurement

Charging Infrastructure

Maintenance and Storage

Funding

Risks

SFMTA is coordinating project sequencing for modernization and electrification upgrades with the larger plan to move toward an **entirely zero-emission transit fleet.**

Procurement timing for battery electric buses is reliant on:

- Available charging infrastructure
- Storage capacity for new buses

Risks include:

- Power/Load Requirements
- On and Offsite Infrastructure
- PG&E Capacity and Timing
- Funding

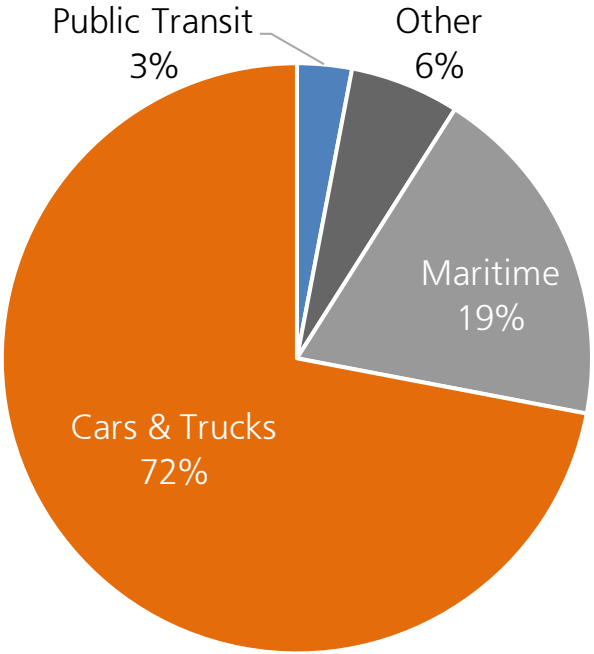
Our goal has not changed, a 100% zero emissions fleet. As the industry has matured, regulations have solidified and infrastructure requirements are known, we have charted a new path to get there.

Climate Action at the SFMTA

47% of San Francisco GHG emissions come from the transportation sector – *Three fourths of those emissions are from personal driving.*

The SFMTA's core climate actions center on making walking, rolling and using transit more affordable, convenient and attractive than driving.

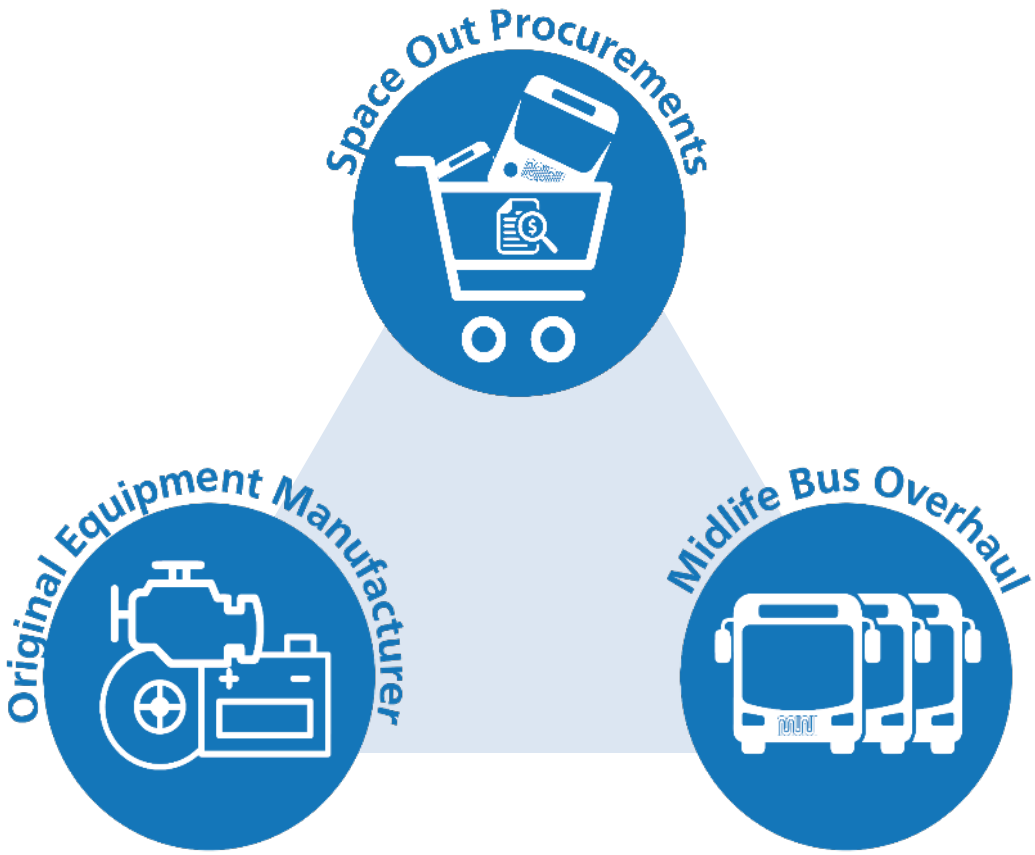
San Francisco Transportation Sector GHG Emissions, 2019



.02% of transportation emissions are attributable to Muni fleet

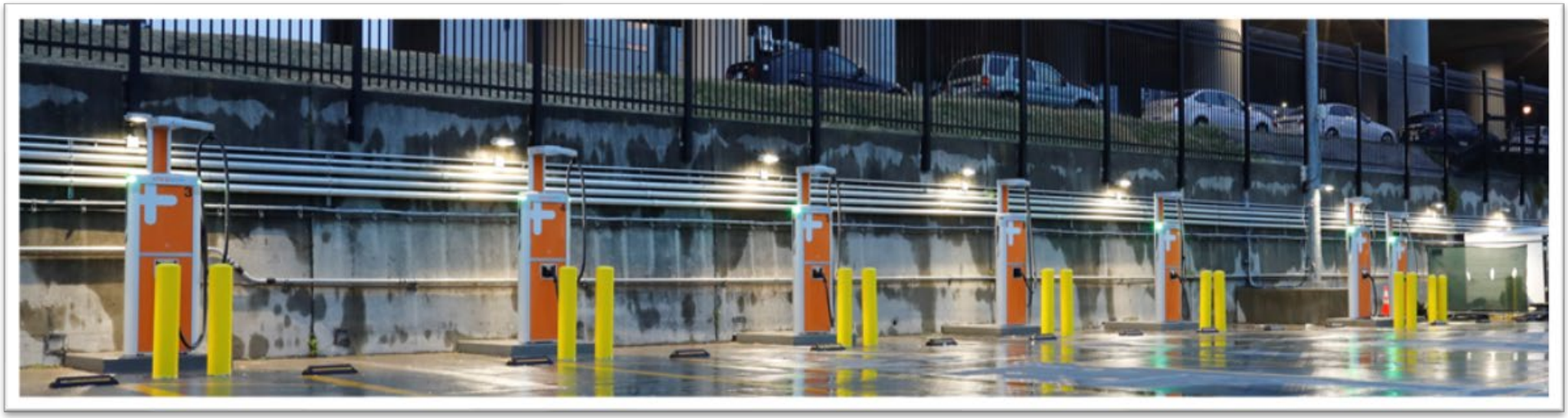
SFMTA's Approach to Fleet Management

- Maintain consistent fleet average age
- Performance-based procurements
- Uphold robust maintenance standards and midlife investments
- Align with city's sustainability goals



Progress Made: Battery Electric Bus Pilot

Progress Made: Charging Stations



Challenges, Lessons Learned

Timeline challenges

- Set back by the pandemic
- Facility upgrades take longer than expected
- Dependent on PG&E

Funding challenges

- Failure of Prop A (General Obligation Bond)
- Mixed record getting federal grants for costly infrastructure
- Cost of battery-electric-buses 30% higher than hybrid

Outcome: Our facility upgrades are not keeping up with our vehicle replacement needs

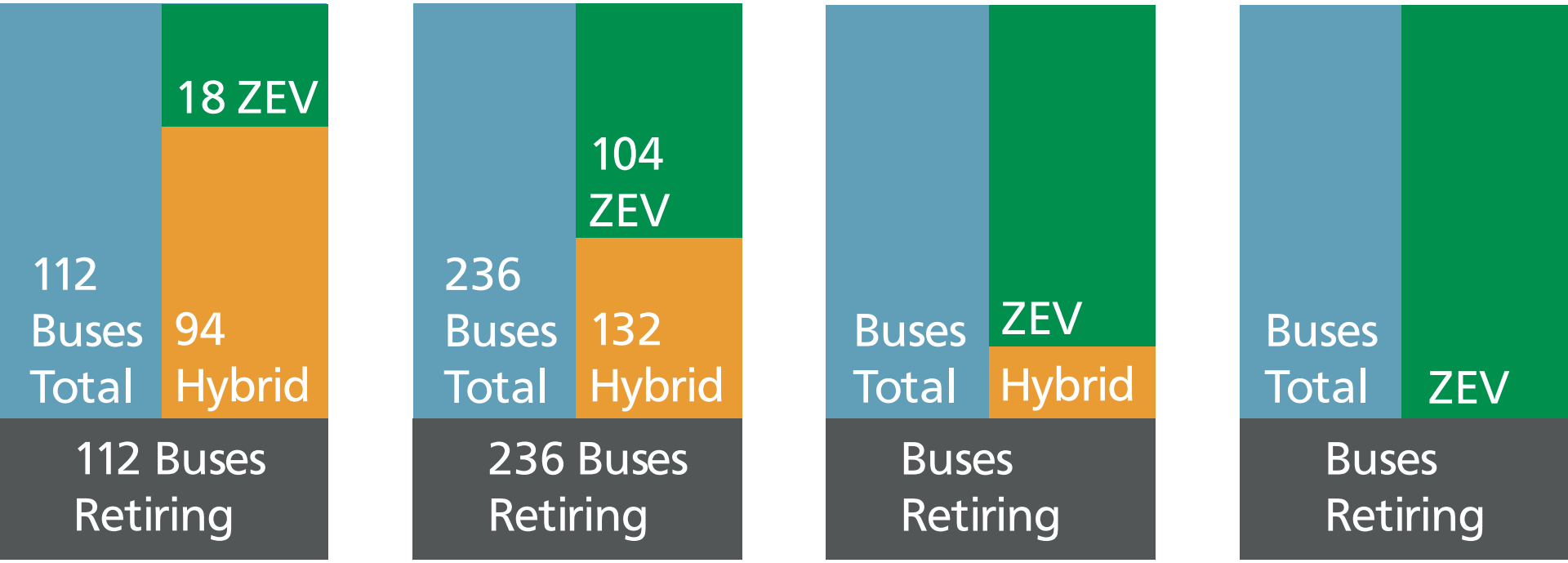
Next Steps

- Designate Potrero rebuild as trolley hub and continue to invest in trolley buses (*60ft trolley buses will be temporarily stored during construction*)
- Buy a combination of hybrids and electrics through 2030 - battery electric buses increase at pace of facility upgrades and available funding

Facility	BEB Capacity	Date	Funding Status
Woods	Increase from 12 to 24 chargers	2025	Fully funded
Islais Creek	Add 6 chargers	2026	Fully funded
Kirkland	Up to 100 chargers	2028	Minimal funding

- Update SFMTA Zero-Emissions Bus Policy to include trolley buses and extend 100% zero emission target date to 2040 (to match CARB)
- Apply for 2026-2028 partial exemption from CARB

Bus Procurement Schedule



Islais + Woods BEB Pilot

Marin Upgrade

Potrero Rebuild

Kirkland BEB Conversion

IC BEB Conversion

Presidio Conversion

Woods Rebuild

Proposed Procurement Plan

FY 25/26 - 112 hybrid electric buses need to be replaced

Procure both hybrid and battery-electric buses in 2025/2026

- 12 40 ft Battery Electric Buses
- 6 60 ft Battery Electric Buses
- 94 40 ft Hybrid Buses

FY 27-29 procurement will also require a combination of hybrid and battery electric buses

Procurement Schedule

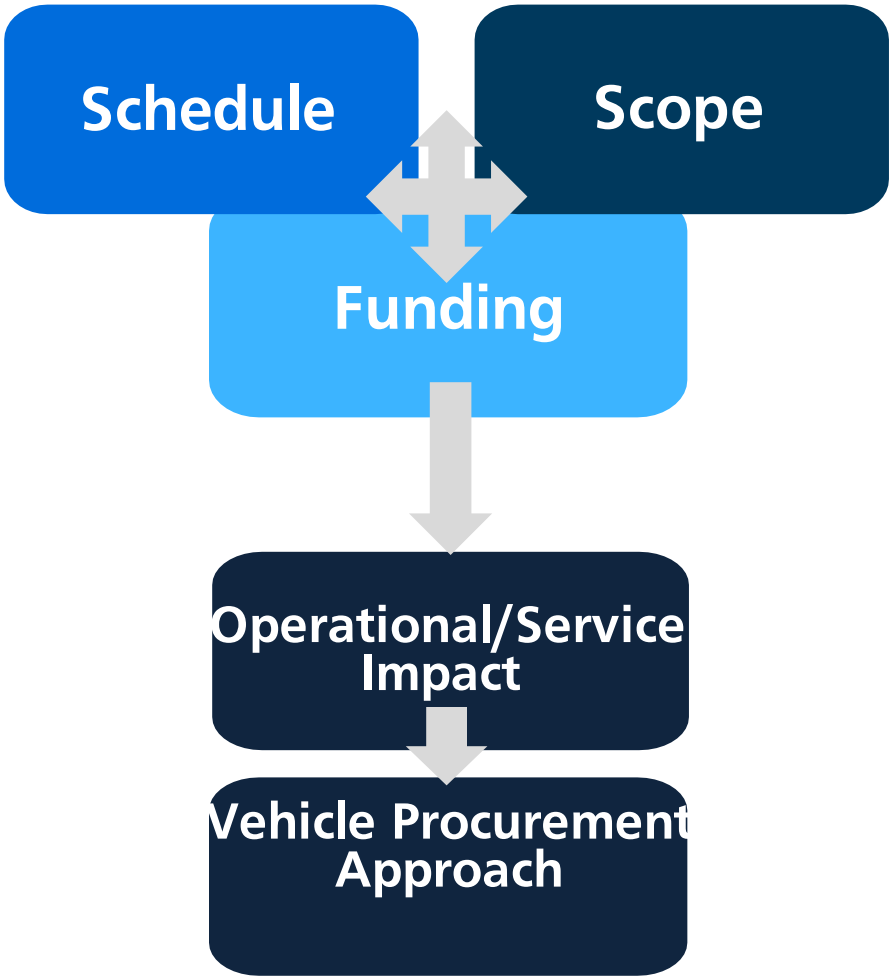
Fiscal Year	Motor Coach Procurement				Total Procured
	40' Hybrid	60' Hybrid	40' BEB	60' BEB	
2025	47		12	3	62
2026	47			3	50
2027		48			48
2028		79	11		90
2029		5	45		50
2030			48		48

All procurements shown are hybrid replacement procurements.

Impact On Our Workforce

- Transition to zero-emissions vehicles won't result in job loss
- Minimal training needed to transition staff
- Expanded workforce for infrastructure maintenance

Labor Task	Union
BEB Maintenance	Local 1414
Trolley Maintenance	IBEW Local 6
Overhead & Charging Infrastructure	IBEW Local 6
Electronic Component Repair	IBEW Local 6



The Building Progress is a "pay-go" program, and with planning, design, construction and funding advocacy occurring simultaneously.

Funding and subsequent impact on schedule, delivery and cost (due to escalation) are risks that to date we have managed but remain.

Vehicle procurement approach therefore must be adaptable as we manage these risks.

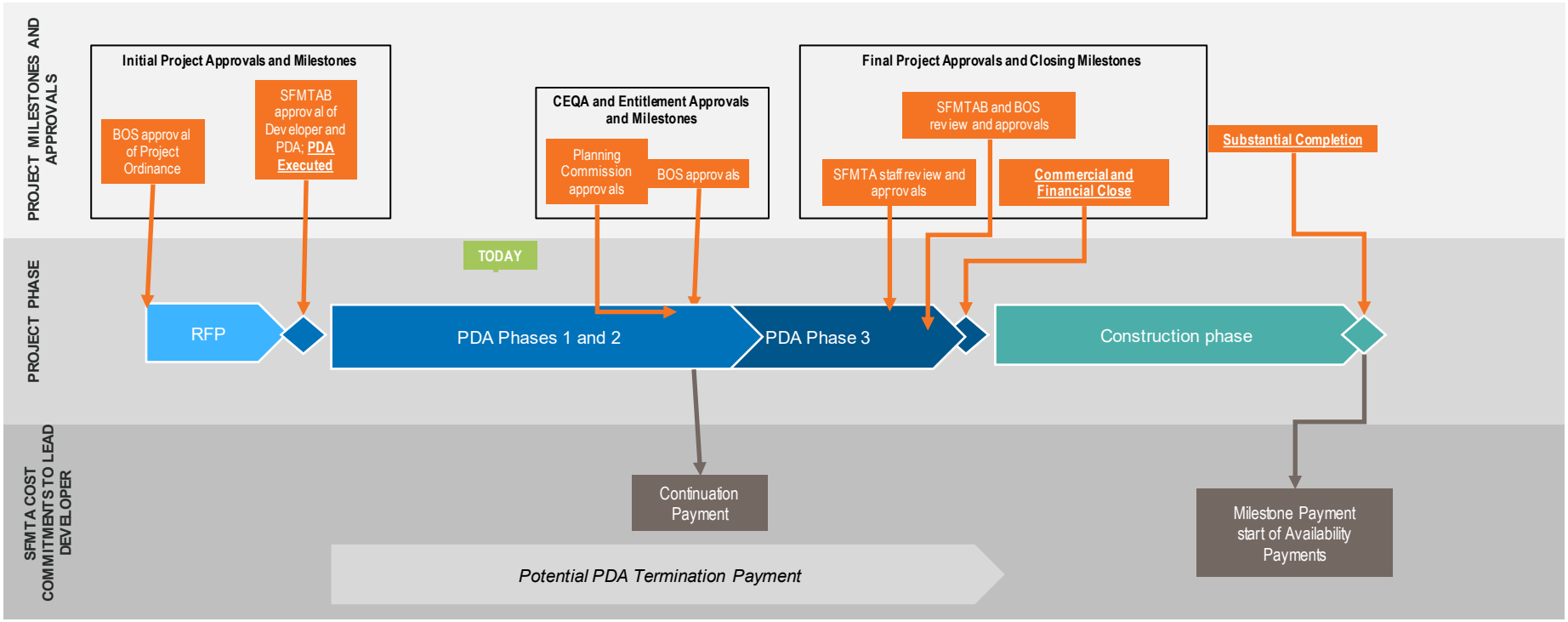

Thank you.

SFMTA

APPENDIX

Potrero Schedule

The project is currently on-schedule, and the **critical path is advancing 100% schematic design, CEQA environmental requirements and land use entitlements/zoning**. A key focus for the project team is to keep the project on schedule.



Active engagement has been a foundational principal of this project – SFMTA goes to the communities where they are and works with our partners, including the Potrero Working Group since 2018, with PNC joining in Nov. 2022:

- Potrero Working Group meetings monthly
- Community Listening Sessions (ongoing)
- Pre-Application Meeting (December 13, 2022)
- District 9 Beautification Day (February 11, 2023)
- In-Reach Meetings (March 14 and May 26, 2023)
- Open House (March 18, 2023)
- Civic Design Review (March 20, 2023)
- KQED Fest (April 28, 2023)
- Virtual Public Meeting (May 17, 2023)
- Carnaval San Francisco (May 27-28, 2023)
- Survey on Open Decision Points (March – May)
- In-Reach Events (Sept 19, 2023)
- Community Open House (Sept 20, 2023)

PNC uniquely combines **global leadership in infrastructure development with local expertise** – all with a commitment to innovation, efficiency, and community inclusion.

Plenary

Infrastructure Developer and Workforce Housing Developer

- Plenary Americas is a US-based company with US headquarters in Los Angeles.
- Portfolio of 59 public-private-partnership projects in North America. Total value of over $17.3 billion. ~120 people who are responsible for managing the business in the US and Canada.
- Predevelopment experience including design, CEQA, permitting, stakeholder engagement.

meda

YCD

TCDC

Affordable Housing Developer

- Experience developing affordable housing in San Francisco (Casa Adelante – 2060 Folsom, 1990 Folsom, 1296 Shotwell, Alice Griffith Apartments)
- Invested in enhancing the capacity of Black-led and Latin-led neighborhood rooted organizations in direct response to historic racial injustices committed against BIPOC communities.

IBI

Y.A.studio

Design Team

- 30+ years in architecture and design industry in infrastructure (Salt Lake City Intermodal Hub, GoRaleigh Operations and Maintenance Facility, GRT Northfield Drive Bus Facility, Hamilton Transit Maintenance Storage Facility)
- 23+ years of affordable housing (Casa Adelante, Hope SF Potrero Hill, The Avery, Parcel Q).

PLANT

THE ALLEN GROUP, LLC

WT

D&A COMMUNICATIONS

Consultants

- 30+ years of Bay Area commercial construction experience (100 Van Ness, UCSF – Clinical Science Building, Pier 70 – Horizonal Improvements + Public Realm)
- 19+ years of facilities maintenance and operational management experience
- 35+ years of Bay Area communications consulting

MARIPOSA STREET

PERSPECTIVE

BRYANT STREET

PERSPECTIVE

17TH STREET

PERSPECTIVE

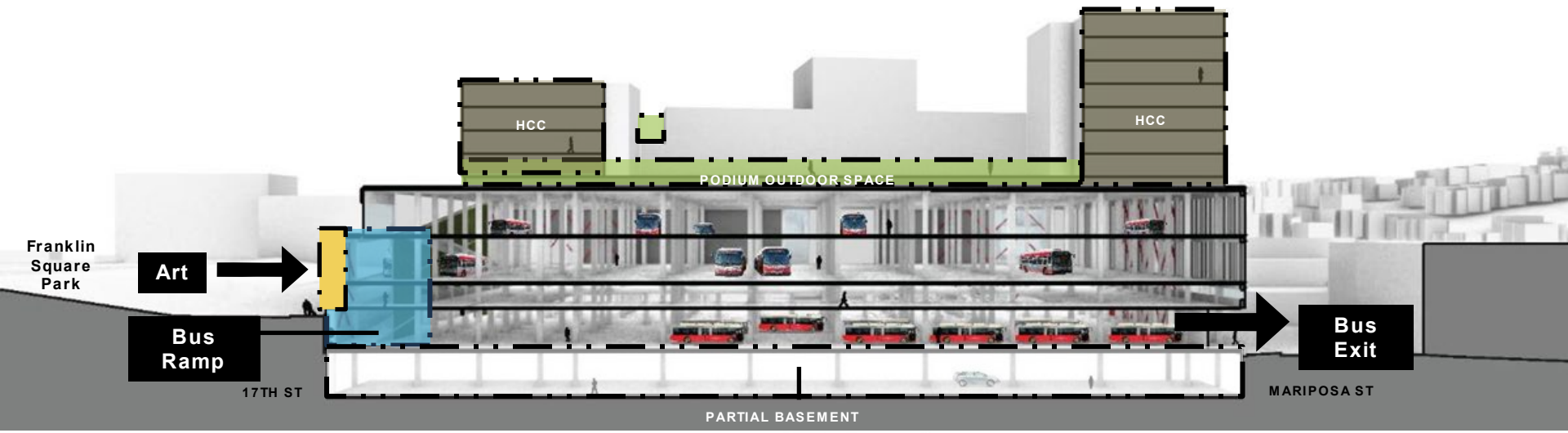
HAMPSHIRE STREET

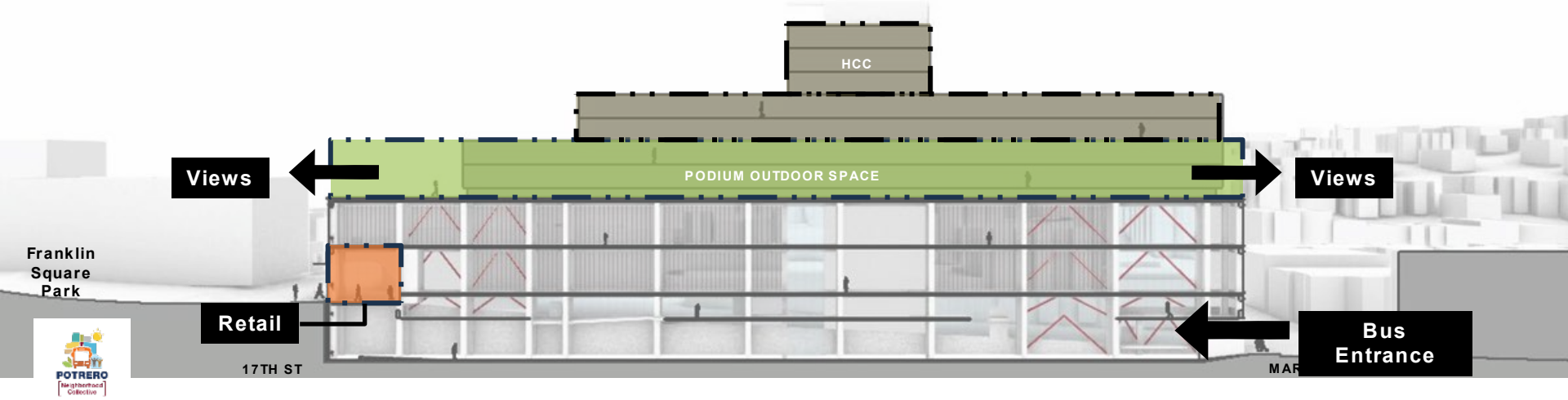
PERSPECTIVE

YORK STREET

PERSPECTIVE

SECTIONS


HCC
HCC
PODIUM OUTDOOR SPACE
Franklin Square Park
Art
Bus Ramp
Bus Exit
17TH ST
MARIPOSA ST
PARTIAL BASEMENT


HCC
Views
PODIUM OUTDOOR SPACE
Views
Franklin Square Park
Retail
Bus Entrance
17TH ST
MAR


SFMTA, RETAIL AND PUBLIC RESTROOM
ENTRY
ENTRY
27

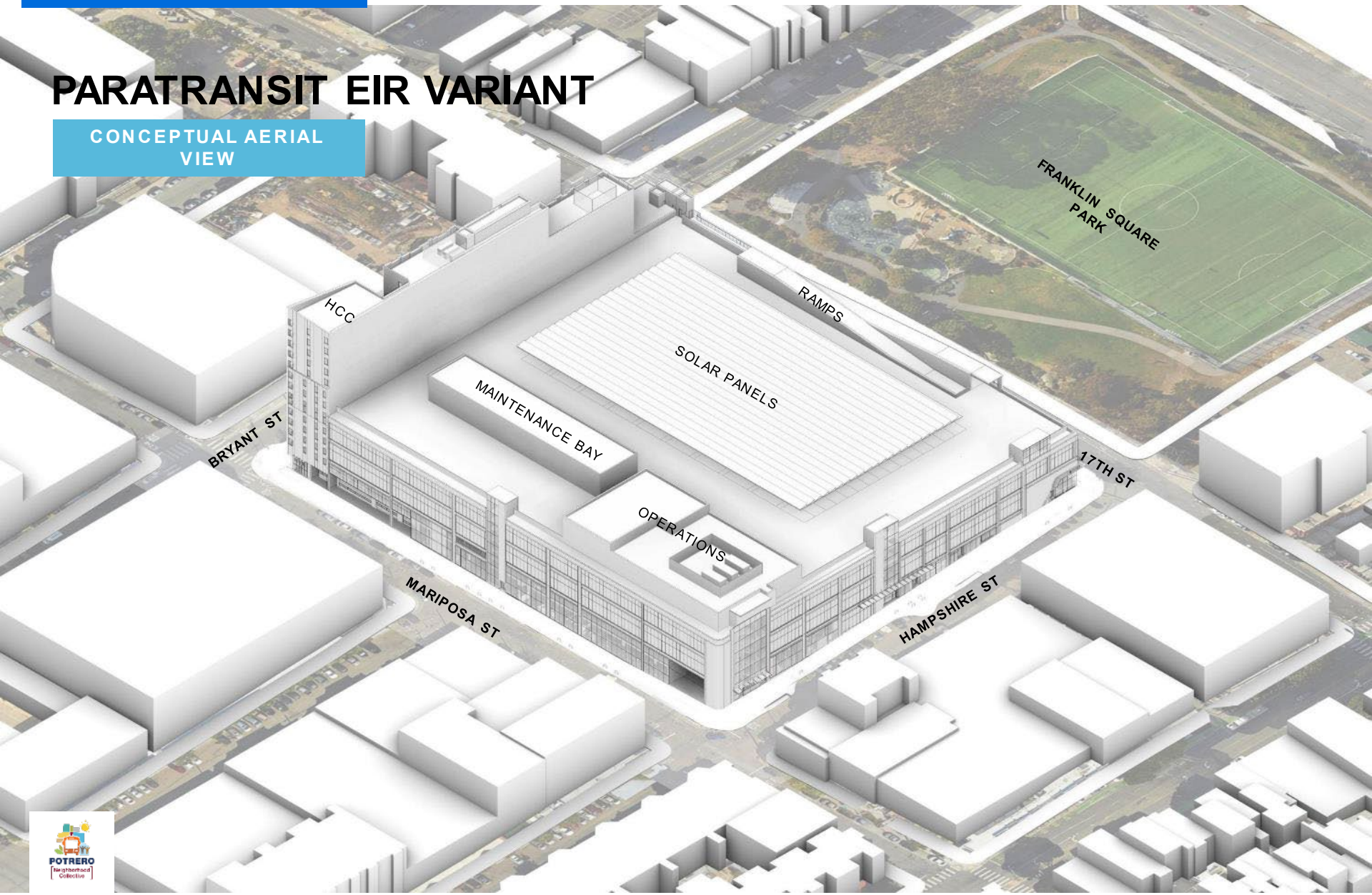
RESIDENTIAL

ENTRY

PODIUM

PARATRANSIT EIR VARIANT

CONCEPTUAL AERIAL VIEW



Role of Trolley Buses

Trolleys are an important part of the SFMTA's ZEV Program

In Motion Charging are promising – currently conducting a pilot and planning to upgrade our existing fleet

100% Trolleys are not the best fit due to:

- Only one manufacturer available and they may not continue to build (also impacts parts/ support)
- State of good repair needs for trolley network should be prioritized over expansion (e.g., most substations are past their useful life)
- Public concerns over new overhead wires
- Facility challenges mirror BEB
- Still working on reliable process for going on/off wire