



Memorandum

AGENDA ITEM 5

DATE: February 21, 2024
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 3/12/2024 Board Meeting: Adopt the 2023 Prop L 5-Year Prioritization Program for Transportation Demand Management and Amend the Prop L Strategic Plan Baseline

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the 2023 Prop L 5-Year Prioritization Program (5YPP) for Transportation Demand Management (TDM)</p> <p>Amend the Prop L Strategic Plan Baseline</p> <p>SUMMARY</p> <p>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. The Board has adopted 19 5YPPs to date. We are now recommending adoption of the 5YPP for Transportation Demand Management. This 5YPP features one project - The TDM Strategic Plan update, which will draw on best practices and current, post-pandemic data to identify TDM priority projects and programs to fund over the next five years, and a placeholder to fund recommendations from the TDM Strategic Plan. Additional details on the TDM Strategic Plan are in the memo below and in the enclosed 5YPP. The recommended 5YPP does not require advancement of cash flow beyond the current Strategic Plan Baseline. The proposed Strategic Plan Baseline amendment would update programming and slightly delay cash flow to match the recommendation in the 5YPP.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: ____
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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 anticipation of the need to advance funds to accommodate the programming requests in the 5YPP. This approach provides a more realistic picture of financing costs for these five programs, which are among the largest programs in the Prop L Expenditure Plan, while ensuring we can meet other programs' requests for advancing funds.

Attachment 1 shows the status of the 28 5YPPs, including those which have been adopted thus far and those that are still under development.

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 Fiscal Year (FY) 2023/24 - FY 2027/28)
- Project Information Forms (e.g., scope, schedule, cost, funding)



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 and subsequent years, 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.

We are recommending adoption of the enclosed TDM 5YPP. Attachment 2 lists the two proposed projects with information such as a brief project description, amount of Prop L funds requested, proposed project phase, and fiscal year of programming, and Attachment 3 summarizes leveraging. The enclosed 5YPP contains more detail, including the project information forms.

Transportation Demand Management 5YPP. The first Prop L TDM 5YPP offers a timely opportunity to update the 2017-2020 San Francisco TDM Plan to reflect post-pandemic travel patterns and factors and to provide a roadmap to guide the use of Prop L funding and other funding prioritized by the Transportation Authority for TDM projects over the next five years. The recommended 5YPP includes just one project, the TDM Strategic Plan update to be co-led by the Transportation Authority and the San Francisco Municipal Transportation Authority, with a working group composed city and regional stakeholders such as BART and Caltrain. The TDM Strategic Plan Update will utilize data from the underway TDM Market Analysis, with newly collected, post-pandemic travel data from a nine-county Bay Area travel diary survey that Prop K sales tax is helping to fund. We are recommending \$148,000 in Prop L funds for the TDM Strategic Plan update and there is a concurrent allocation request proceeding to the Board under a separate agenda item. We recommend programming the remaining \$1.56 million in Prop L funds available for TDM in this 5YPP period to a Fiscal Year 2024/25 placeholder for projects recommended in the TDM Strategic Plan Update. The placeholder would allow for funds to potentially be allocated to TDM projects prior to completion of the TDM Strategic Plan update, which are described in Attachment 2 and the enclosed 5YPP. These include a requirement that the project be consistent with emerging recommendations from the Strategic Plan.

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 programming to eligible project costs. Adoption of the Transportation Demand Management 5YPP does not require advancement of funds beyond the current baseline, as amended. Rather, we are changing programming to match the 5YPP and delaying cash flow to match the recommendation.

Attachment 4 summarizes the sources and uses for the Baseline as amended and adopted in February 2024 and Attachment 5 shows the proposed programming and cash flow by program by fiscal year, reflecting the recommended TDM 5YPP.

Next Steps. We are working with project sponsors to develop the remaining seven 5YPPs and anticipate bringing them to the Board for adoption in the coming months, followed by adoption of the final Prop L 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 February 28, 2024, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - List of the 28 Programs in the Prop L Expenditure Plan
- Attachment 2 - Transportation Demand Management 5YPP List of Projects
- Attachment 3 - Transportation Demand Management 5YPP Program Summary: Fund Leveraging
- Attachment 4 - Prop L Strategic Plan Baseline as Amended Sources and Uses
- Attachment 5 - Strategic Plan Baseline as Amended - Programming & Cash Flow by FY
- Enclosure: Draft 2023 Prop L Transportation Demand Management 5 Year Prioritization Program

Prop L's 28 Programs

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

Approved

Proposed for approval in March 2024

Under development

*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

Attachment 2

Transportation Demand Management 5-Year Prioritization Program - List of Projects

#	Program	Project Name: Sponsor	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
1	Transportation Demand Management	TDM Strategic Plan Update: SFCTA and SFMTA	Transportation Demand Management (TDM) is a strategic set of projects, programs, and policies to increase travel choices and shift when and how people travel to maximize the efficiency and effectiveness of the transportation system and to encourage the use of sustainable modes like walking, biking, and transit. This project will update the 2017-2020 San Francisco TDM Plan, which developed a list of measures to change travel behavior. The TDM Strategic Plan Update will define TDM priorities and guide what will be funded with Prop L and other fund programs over the next five years. The TDM Strategic Plan Update will utilize data from the underway TDM Market Analysis, with newly collected, post-pandemic travel data from a nine-county Bay Area travel diary survey that Prop K sales tax is helping to fund. This effort is being co-led by the Transportation Authority and SFMTA, with a working group composed city and regional stakeholders. The plan is expected to be completed in June 2025.	Citywide	Planning	\$148,000	FY24
2		Implementation of TDM Strategic Plan Recommendations Placeholder: TBD	This is a placeholder for projects recommended in the TDM Strategic Plan Update, anticipated to be completed by June 2025. The Transportation Authority may consider allocating funds from this placeholder prior to completion of the TDM Strategic Plan Update under the following considerations: - Project scores well against the TDM SYPP Prioritization Criteria, including supporting mode shift and/or time shift and demonstrated cost effectiveness; and - Project is consistent with emerging recommendations from the TDM Strategic Plan Update.	TBD	TBD	\$1,555,000	FY25

Attachment 3

Transportation Demand Management 5-Year Prioritization Program Summary

#	Program	Programming Amount Requested in 5YPP	Amount of Prop L Cash Flow Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
1	Transportation Demand Management	\$1,703,000	\$0	87.3%	0.0%	<p>The TDM Strategic Plan Update will identify and prioritize TDM projects and programs that show the greatest potential to be effective (including cost effective) in this post-pandemic recovery environment. The plan will guide San Francisco's TDM priorities to be funded by Prop L, TFCA, other Transportation Authority prioritized fund sources, and discretionary grants. While the plan does not leverage other funds due to a relative lack of sources for such planning efforts, the plan will help position recommended TDM projects to be competitive for other discretionary grants. We will evaluate specific projects for leveraging when we receive allocation requests.</p>

Attachment 4: Prop L Strategic Plan Baseline Amendment Sources and Uses (2.20.24)

SOURCES		USES	
	(YOES\$)		(YOES\$)
Sales Tax Revenue	\$4,674.6 M	Funds Available for Projects	\$3,029.8 M
Investment Income	\$4.5 M	Long Term Bond Principal	\$973.9 M
Long Term Bond Proceeds	\$765.6 M	Financing Costs	\$674.9 M
Loans - Yerba Buena Island Capital Projects	\$126.8 M	Capital Reserve	\$468.1 M
TOTAL	\$5,571.5 M	Program Administration and Operating Costs	\$304.6 M
		Loans - Yerba Buena Island Capital Projects	\$120.2 M
		TOTAL	\$5,571.5 M

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
 Pending March 2024 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															
200	Muni Reliability and Efficiency Improvements	\$ 6,045,100	\$ 6,142,878	\$ 6,241,124	\$ 6,340,980	\$ 6,443,285	\$ 6,548,040	\$ 6,657,250	\$ 6,770,920	\$ 6,890,150	\$ 7,015,000	\$ 7,145,600	\$ 7,282,100	\$ 7,424,750	\$ 7,573,700
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,045,100	\$ 6,142,878	\$ 6,241,124	\$ 6,340,980	\$ 6,443,285	\$ 6,548,040	\$ 6,657,250	\$ 6,770,920	\$ 6,890,150	\$ 7,015,000	\$ 7,145,600	\$ 7,282,100	\$ 7,424,750	\$ 7,573,700
202	Muni Rail Core Capacity	\$ 2,748,228	\$ 2,792,200	\$ 2,836,875	\$ 2,882,264	\$ 2,928,593	\$ 2,977,091	\$ 3,026,760	\$ 3,077,605	\$ 3,128,911	\$ 3,181,875	\$ 3,236,602	\$ 3,293,292	\$ 3,352,047	\$ 3,413,077
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,748,228	\$ 2,792,200	\$ 2,836,875	\$ 2,882,264	\$ 2,928,593	\$ 2,977,091	\$ 3,026,760	\$ 3,077,605	\$ 3,128,911	\$ 3,181,875	\$ 3,236,602	\$ 3,293,292	\$ 3,352,047	\$ 3,413,077
II. BART															
202	BART Core Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
III. Caltrain															
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
202	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL MAJOR CAPITAL PROJECTS		\$ 8,793,331	\$ 8,935,078	\$ 9,077,999	\$ 9,233,244	\$ 9,372,778	\$ 9,526,081	\$ 9,683,519	\$ 9,845,311	\$ 10,017,061	\$ 10,197,911	\$ 10,388,702	\$ 10,589,392	\$ 10,799,747	\$ 11,019,400
B. TRANSIT MAINTENANCE AND ENHANCEMENTS															
I. Transit Maintenance, Rehabilitation, and															
200	Muni Maintenance	\$ 22,000,000	\$ 22,500,000	\$ 23,000,000	\$ 23,500,000	\$ 24,000,000	\$ 24,500,000	\$ 25,000,000	\$ 25,500,000	\$ 26,000,000	\$ 26,500,000	\$ 27,000,000	\$ 27,500,000	\$ 28,000,000	\$ 28,500,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 22,000,000	\$ 22,500,000	\$ 23,000,000	\$ 23,500,000	\$ 24,000,000	\$ 24,500,000	\$ 25,000,000	\$ 25,500,000	\$ 26,000,000	\$ 26,500,000	\$ 27,000,000	\$ 27,500,000	\$ 28,000,000	\$ 28,500,000
207	BART Maintenance	\$ 1,923,260	\$ 1,954,640	\$ 1,986,020	\$ 2,017,400	\$ 2,048,780	\$ 2,080,160	\$ 2,111,540	\$ 2,142,920	\$ 2,174,300	\$ 2,205,680	\$ 2,237,060	\$ 2,268,440	\$ 2,299,820	\$ 2,331,200
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,923,260	\$ 1,954,640	\$ 1,986,020	\$ 2,017,400	\$ 2,048,780	\$ 2,080,160	\$ 2,111,540	\$ 2,142,920	\$ 2,174,300	\$ 2,205,680	\$ 2,237,060	\$ 2,268,440	\$ 2,299,820	\$ 2,331,200
208	Caltrain Maintenance	\$ 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	\$ 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
209	Ferry Maintenance	\$ 274,823	\$ 274,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 317,875	\$ 323,155	\$ 328,530	\$ 333,905	\$ 339,280
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 274,823	\$ 274,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 317,875	\$ 323,155	\$ 328,530	\$ 333,905	\$ 339,280
II. Transit Enhancements															
210	Transit Enhancements	\$ 1,593,972	\$ 1,619,474	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,438	\$ 1,784,900	\$ 1,815,109	\$ 1,846,065	\$ 1,877,778	\$ 1,910,248	\$ 1,943,475	\$ 1,977,460
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,593,972	\$ 1,619,474	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,438	\$ 1,784,900	\$ 1,815,109	\$ 1,846,065	\$ 1,877,778	\$ 1,910,248	\$ 1,943,475	\$ 1,977,460
211	Bayview Caltrain Station	\$ 1,484,043	\$ 1,497,788	\$ 1,511,912	\$ 1,526,422	\$ 1,541,304	\$ 1,556,565	\$ 1,572,204	\$ 1,588,219	\$ 1,604,609	\$ 1,621,374	\$ 1,638,513	\$ 1,656,026	\$ 1,673,913	\$ 1,692,174
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,484,043	\$ 1,497,788	\$ 1,511,912	\$ 1,526,422	\$ 1,541,304	\$ 1,556,565	\$ 1,572,204	\$ 1,588,219	\$ 1,604,609	\$ 1,621,374	\$ 1,638,513	\$ 1,656,026	\$ 1,673,913	\$ 1,692,174
212	Mission Bay Ferry Landing	\$ 274,823	\$ 274,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 317,875	\$ 323,155	\$ 328,530	\$ 333,905	\$ 339,280
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 274,823	\$ 274,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 317,875	\$ 323,155	\$ 328,530	\$ 333,905	\$ 339,280
213	Next Generation Transit Investments	\$ 1,209,220	\$ 1,228,548	\$ 1,248,225	\$ 1,268,196	\$ 1,288,737	\$ 1,309,920	\$ 1,331,844	\$ 1,354,515	\$ 1,377,941	\$ 1,402,128	\$ 1,427,076	\$ 1,452,785	\$ 1,479,255	\$ 1,506,486
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,209,220	\$ 1,228,548	\$ 1,248,225	\$ 1,268,196	\$ 1,288,737	\$ 1,309,920	\$ 1,331,844	\$ 1,354,515	\$ 1,377,941	\$ 1,402,128	\$ 1,427,076	\$ 1,452,785	\$ 1,479,255	\$ 1,506,486
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		\$ 33,760,642	\$ 34,368,811	\$ 35,023,900	\$ 35,737,284	\$ 36,511,304	\$ 37,346,081	\$ 38,242,519	\$ 39,201,713	\$ 40,224,714	\$ 41,313,514	\$ 42,469,392	\$ 43,694,627	\$ 45,000,720	\$ 46,399,160
C. PARATRANSIT															
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PARATRANSIT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. STREETS AND FREEWAYS															
I. Maintenance, Rehabilitation, and Replace															
215	Street Resurfacing, Rehabilitation and Maintenance	\$ 5,771,270	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,252,191	\$ 6,356,980	\$ 6,465,673	\$ 6,568,584	\$ 6,676,036	\$ 6,787,461	\$ 6,902,282	\$ 7,021,011	\$ 7,144,170
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 5,771,270	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,252,191	\$ 6,356,980	\$ 6,465,673	\$ 6,568,584	\$ 6,676,036	\$ 6,787,461	\$ 6,902,282	\$ 7,021,011	\$ 7,144,170
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	\$ 1,168,900	\$ 1,188,257	\$ 1,207,999	\$ 1,228,144	\$ 1,248,701	\$ 1,269,680	\$ 1,291,091
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,044,327	\$ 1,061,036	\$ 1,078,012	\$ 1,095,260	\$ 1,113,017	\$ 1,131,295	\$ 1,149,918	\$ 1,168,900	\$ 1,188,257	\$ 1,207,999	\$ 1,228,144	\$ 1,248,701	\$ 1,269,680	\$ 1,291,091

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
 Pending March 2024 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	\$ 2,500,000	\$ 2,750,000	\$ 3,250,000	\$ 4,000,000	\$ 5,272,388	\$ 5,325,000	\$ 5,411,000	\$ 5,501,000	\$ 5,593,000	\$ 5,693,000	\$ 5,750,000	\$ 5,800,000	\$ 5,850,000	\$ 5,900,000		
		\$ 597,785	\$ 597,034	\$ 433,024	\$ 381,477	\$ 344,324	\$ 342,475	\$ 317,491	\$ 291,822	\$ 261,113	\$ 182,444	\$ 69,374	\$ -	\$ -	\$ -	\$ -	
		\$ 5,097,785	\$ 3,257,034	\$ 3,683,024	\$ 4,381,477	\$ 5,636,212	\$ 5,667,475	\$ 5,728,491	\$ 5,792,822	\$ 5,854,113	\$ 5,832,444	\$ 5,693,374	\$ -	\$ -	\$ -	\$ -	
218	Safer and Complete Streets	\$ 7,000,000	\$ 7,250,000	\$ 7,750,000	\$ 8,500,000	\$ 8,850,919	\$ 8,950,000	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,567,974	\$ 1,492,746	\$ 1,492,856	\$ 1,342,978	\$ 1,297,864	\$ 1,218,908	\$ 1,080,174	\$ 799,945	\$ 543,696	\$ 312,364	\$ 120,245	\$ -	\$ -	\$ -	\$ -	
		\$ 8,567,974	\$ 8,742,746	\$ 9,242,856	\$ 9,842,978	\$ 10,148,783	\$ 10,168,908	\$ 8,080,174	\$ 799,945	\$ 543,696	\$ 312,364	\$ 120,245	\$ -	\$ -	\$ -	\$ -	
219	Curb Ramps	\$ 1,899,972	\$ 1,619,474	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 140,949	\$ 138,233	\$ 134,831	\$ 130,787	\$ 129,471	\$ 116,250	\$ 108,443	\$ 99,942	\$ 89,835	\$ 47,433	\$ 13,377	\$ -	\$ -	\$ -	\$ -	
		\$ 1,758,961	\$ 1,479,241	\$ 1,510,556	\$ 1,540,926	\$ 1,569,345	\$ 1,610,463	\$ 1,646,695	\$ 1,684,158	\$ 1,723,774	\$ 1,903,242	\$ 47,433	\$ -	\$ -	\$ -	\$ -	
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 213,072	\$ 208,469	\$ 202,854	\$ 195,432	\$ 186,292	\$ 175,210	\$ 134,453	\$ 98,292	\$ 65,397	\$ 35,003	\$ 11,655	\$ -	\$ -	\$ -	\$ -	
		\$ 1,312,363	\$ 1,325,349	\$ 1,337,604	\$ 1,348,338	\$ 1,357,889	\$ 1,364,146	\$ 1,346,658	\$ 98,392	\$ 65,397	\$ 35,003	\$ 11,655	\$ -	\$ -	\$ -	\$ -	
221	Vision Zero Ramps	\$ 439,717	\$ 446,753	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 104,440	\$ 102,262	\$ 99,993	\$ 95,738	\$ 78,124	\$ 61,323	\$ 45,707	\$ 31,859	\$ 19,452	\$ 8,534	\$ 112	\$ -	\$ -	\$ -	\$ -	
		\$ 544,157	\$ 549,014	\$ 553,293	\$ 556,900	\$ 78,124	\$ 61,323	\$ 45,707	\$ 31,859	\$ 19,452	\$ 8,534	\$ 112	\$ -	\$ -	\$ -	\$ -	
222	Managed Lanes and Express Bus	\$ 549,444	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 549,444	\$ 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	\$ 1,250,745	\$ 1,345,845	\$ 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	\$ 1,250,745	\$ 1,345,845	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -	
TOTAL STREETS AND FREEWAYS		\$ 21,097,823	\$ 21,783,083	\$ 22,971,612	\$ 24,643,193	\$ 26,014,820	\$ 26,361,989	\$ 23,484,535	\$ 15,590,394	\$ 15,849,269	\$ 12,334,480	\$ 9,934,844	\$ 9,649,198	\$ -	\$ -		
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGE		\$ 23,884,568	\$ 24,391,516	\$ 25,419,346	\$ 26,678,007	\$ 28,207,744	\$ 28,416,849	\$ 25,977,384	\$ 17,002,678	\$ 16,897,890	\$ 12,952,851	\$ 9,618,759	\$ 9,649,198	\$ -	\$ -		
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	\$ -	\$ -	\$ -	
225	Neighborhood Transportation Program	\$ 2,253,547	\$ 2,289,604	\$ 2,326,237	\$ 2,363,456	\$ 2,401,274	\$ 2,441,215	\$ 2,481,402	\$ 2,522,348	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 295,756	\$ 285,794	\$ 281,860	\$ 271,682	\$ 259,104	\$ 243,957	\$ 224,471	\$ 208,546	\$ 140,183	\$ 78,678	\$ 28,045	\$ -	\$ -	\$ -	\$ -	
		\$ 2,549,304	\$ 2,579,398	\$ 2,608,098	\$ 2,635,138	\$ 2,660,879	\$ 2,685,172	\$ 2,707,973	\$ 2,730,894	\$ 140,183	\$ 78,678	\$ 28,045	\$ -	\$ -	\$ -	\$ -	
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	\$ 2,583,849	\$ 2,626,606	\$ 2,824,283	\$ 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	\$ 2,583,849	\$ 2,626,606	\$ 2,824,283	\$ 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	\$ 1,250,745	\$ 1,345,845	\$ 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	\$ 1,250,745	\$ 1,345,845	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -	
228	Citywide / Medial Planning	\$ 549,444	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 549,444	\$ 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	\$ 7,315,543	\$ 7,432,612	\$ 7,551,631	\$ 7,673,062	\$ 7,799,978	\$ 7,928,381	\$ 8,059,211	\$ 8,228,441	\$ 6,956,252	\$ 6,263,230	\$ 6,379,465	\$ -	\$ -		
TOTAL PROP L STRATEGIC PLAN		\$ 70,835,816	\$ 72,402,497	\$ 74,325,122	\$ 76,510,711	\$ 78,938,992	\$ 78,303,210	\$ 75,790,388	\$ 67,245,678	\$ 70,411,651	\$ 63,860,242	\$ 61,614,572	\$ 61,761,665	\$ -	\$ -		
Prop. K Related Cashflow (since 7/1/22)		\$ 15,024,927	\$ 14,700,511	\$ 14,275,716	\$ 13,739,131	\$ 13,082,832	\$ 12,297,966	\$ 11,297,052	\$ 10,476,568	\$ 9,371,782	\$ 8,084,892	\$ 6,357,320	\$ 1,834,777	\$ -	\$ -		
summary:		\$ 15,024,927	\$ 14,700,511	\$ 14,275,716	\$ 13,739,131	\$ 13,082,832	\$ 12,297,966	\$ 11,297,052	\$ 10,476,568	\$ 9,371,782	\$ 8,084,892	\$ 6,357,320	\$ 1,834,777	\$ -	\$ -		

¹This 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.