



Agenda

COMMUNITY ADVISORY COMMITTEE Meeting Notice

DATE: Wednesday, September 27, 2022, 6:00 p.m.

LOCATION: Hearing Room, SFCTA Offices

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

Meeting ID: 815 2157 3422

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833 548 0282

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PUBLIC COMMENT DURING THE MEETING:

To make public comment on an item, when the item is called, members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

MEMBERS: Kevin Ortiz (Chair), Kat Seigal (Vice Chair), Sara Barz, Rosa Chen, Najuwanda Daniels, Mariko Davidson, Sean Kim, Jerry Levine, 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 6, 2023 Meeting – **ACTION*** **page 5**
4. Community Advisory Committee Vacancy – **INFORMATION**
The Community Advisory Committee (CAC) currently has one vacancy for the District 6 representative. Applications for the CAC can be submitted through the Transportation Authority's website at www.sfcta.org/cac. The Board will appoint a candidate to the CAC at a future Board meeting. Neither staff nor CAC members can make recommendations regarding CAC appointments.
5. State and Federal Legislation Update – **INFORMATION*** **page 13**

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*** **page 19**
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*** **page 41**
Projects: BART: BART Next Generation Fare Gates (\$12,525,000). SFCTA: Vision Zero Ramp Intersection Study Phase 3 (\$150,000). SFPW: Tree Planting and Establishment (\$1,000,000). Multi-Agency: Inner Sunset Multimodal Safety and Access Study [NTIP Planning (SFCTA \$265,000; SFMTA \$85,000), and Walter U Lum Place Public Space Study [NTIP Planning] (SFCTA \$236,000, SFMTA \$114,000).
8. Adopt a Motion of Support to Approve San Francisco's Program of Projects for the 2024 Regional Transportation Improvement Program, with Conditions – **ACTION*** **page 123**
Projects: MTC: Planning, Programming and Monitoring (\$188,000). SFCTA: Planning, Programming and Monitoring (\$927,000). SFMTA: New Flyer Midlife Overhaul - Phase III (\$45,569,000, which includes \$10,642,000 proposed to be reprogrammed from SFMTA's Train Control Upgrade - Phase 3 N Judah project).
9. San Francisco Municipal Transportation Agency Paratransit Fleet Electrification Update - **INFORMATION*** **page 153**



Other Items

10. 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.

11. Public Comment

12. Adjournment

*Additional Materials

Next Meeting: October 25, 2023

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

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26 or 99 (depending on your provider). Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

If any materials related to an item on this agenda have been distributed to the Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; (415) 252-3100; www.sfethics.org.

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DRAFT MINUTES

Community Advisory Committee

Wednesday, September 6, 2023

1. Committee Meeting Call to Order

Chair Ortiz called the meeting to order at 6:04 p.m.

CAC members present at Roll: Sara Barz, Rosa Chen, Najuawanda Daniels, Sean Kim, Jerry Levine, Rachael Ortega, Kevin Ortiz, and Kat Siegal (8)

CAC Members Absent at Roll: Mariko Davidson (1) (entered during item 2)

2. Chair's Report - INFORMATION

Chair Ortiz thanked Eric Rozell for his service to the CAC as the District 6 representative. Next, Chair Ortiz announced that it was Bay Area Transit Month and that there was a series of events scheduled throughout the month. He then reported that Caltrain would be hosting a public tour of their new electric train at the San Francisco Caltrain station at 700 4th Street on September 23rd. He then moved on to a state legislation update, announcing that AB 645 (Friedman), which would authorize a pilot for speed safety cameras, was still in play in the current legislative session, but that SB 532 (Wiener), which have temporarily raised Bay Area bridge tolls to help fund transit operations, would not be moving forward this year as the Senator wanted time to work with stakeholders to explore various proposals to help stabilize transit's financial status. Finally, he gave a preview of the Vision Zero items that would be heard at the September 26th Transportation Authority Board meeting.

During public comment, Edward Mason stated that it was also Rail Safety Month.

Consent Agenda

3. Approve the Minutes of the July 26, 2023 Meeting - ACTION*

4. Community Advisory Committee Vacancies - INFORMATION

There was no public comment on the Consent Agenda.

Vice Chair Siegal moved to approve the Consent Agenda, seconded by Member Levine.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Barz, Chen, Daniels, Davidson, Kim, Levine, Ortega, Ortiz, and Siegal (9)

End of Consent Agenda

5. Adopt a Motion of Support to Release \$4,687,100 in Previously Allocated Sales Tax Funds, with Conditions, to the Transbay Joint Powers Authority for



Downtown Rail Extension Engineering Development and Procurement Preparation – ACTION *

Jesse Koehler, Rail Program Manager, presented the item per the staff memorandum.

During public comment, Edward Mason noted the inclusion of level boarding retrofits in The Portal project definition. He expressed concern regarding the need to modify the Caltrain fleet to serve The Portal's stations and concern regarding the inability to identify a common platform height for the corridor.

Roland Lebrun noted the impact of the High-Speed Rail Authority's vehicle specifications on platform heights for the system. He encouraged the CAC to approve the item, and he said that the governance recommendations were needed to keep the project on track.

Gerald Cauthen said that the project was at risk because of bureaucracy. He said that the project's organizational structure was more complicated than the Central Subway. He cautioned against spending too much time explaining the project to others and there needed to be a focus on getting the project done.

Vice Chair Siegal moved to approve the item, seconded by Member Ortega.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Daniels, Davidson, Kim, Ortega, Ortiz, and Siegal (8)

Abstain: CAC Member Levine (1)

6. Adopt a Motion of Support to Accept the Transportation Capital Projects Delivery Study – ACTION*

Carl Holmes, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Mr. Holmes noted that subsequent to the July CAC meeting, staff met with Members Kim, Ortega, and Chair Ortiz to walk through what was in the Capital Projects Delivery Study, answer questions and listen to their concerns. He appreciated the time they took to dive into the report.

During public comment, Edward Mason stated that the study was missing a designated, certified project manager role. He said that he would feel more comfortable having certified project managers overseeing capital project delivery. He also stated it was important to have transparency when reporting the bad news.

Chair Ortiz thanked Mr. Holmes and Transportation Authority staff for meeting with CAC Members and for the robust conversations on procurement and issues when it came to project delivery challenges.

Member Ortega expressed appreciation to the staff for taking the time to discuss this item and stated that she agreed with what the study was trying to accomplish. Member Ortega still had outstanding questions on topics like city procurement practices and was advised they should be directed to the City and Mayor's office. Member Ortega said she believed the study was a good step in the right direction that would improve transportation project delivery across the city.



Member Kim stated his primary concern was the economic impact on small businesses but understood that question was out of the scope of the study. He also asked whether the Capital Project Management Oversight office would be an independent organization. He pointed out that the study lacked specifics for how its feedback would be incorporated into projects. He hoped the tools and powers of the office would be described and established in the later study.

Member Barz noted that one of the study's first key findings was the need to streamline city department decision making. She questioned how creating a new department would help do that.

Mr. Holmes explained the idea was for the City Administrator's Office to be a neutral party which would be able to get multiple departments together quickly and would be able to help prioritize the work. He gave the example of the Transportation Authority delivering a project on Yerba Buena Island where there were utilities that have to be installed, moved or rerouted. The Transportation Authority would have to work with SFPUC and SFMTA to do this so now there were really three agencies delivering projects, each managing their own staff, and prioritizing their own projects. The City Administrator's Office does not own projects and therefore would be able to remain neutral and avoid perceived conflicts of interest while also being a respected agency.

Member Barz appreciated the response and noted that the report identified The Portal Project delivery phase as a potential pilot project and asked what would change if it were selected as a pilot program.

Mr. Holmes stated it was not about what would change, but rather improving collaboration by including it under the purview of the City Administrators Office. He said there were already six agencies working together on this project, so it was about utilizing the available resource to support project delivery.

Member Levine stated he was trying to get a sense of the power that the office would have and noted it seemed as if they would be operating as more of an arbitrator than a decision-making body. He stated that it sounded like the decisions were still going to lie in the hands of the lead agency and this new entity might not have the power to make decisions.

Mr. Holmes responded by saying he would not underestimate the power of the City Administrator's Office to step in if entities were not able to reach agreement. He agreed that the City Administrator's Office would act mostly as an arbitrator but at some point, decisions would need to be made and he would not underestimate the City Administrator's Office power to make that decision.

Member Levine asked if authority would be written into city regulations or the charter.

Mr. Holmes stated that he wouldn't presume how the CMPO would be set up but thought the City Administrator's Office would do whatever was necessary to get the right information and facilitate decision-making knowing there would be pressure to produce the right results.

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

The item was approved by the following vote:



Ayes: CAC Members Barz, Chen, Daniels, Davidson, Kim, Levine, Ortega, Ortiz, and Siegal (9)

7. Adopt a Motion of Support to Adopt the Treasure Island Supplemental Transportation Study [NTIP Planning] Final Report - ACTION*

Rachel Hiatt, Deputy Director for Planning, presented the item per the staff memorandum.

During public comment, Edward Mason requested that new bus shelters be placed so that they protect waiting passengers from the prevailing winds which he said were strong on the island at times.

Roland Lebrun added that shelters should be placed to protect waiting passengers from speeding vehicles by placing them near barriers such as trees or light poles.

Vice Chair Siegal observed that the new SFMTA shelters do not offer as much weather protection as the old shelters, and this needed more exploration as there was more extreme weather on the Island. She also proposed that the SFMTA 25 route was a good candidate for a free fare pilot and expressed interest in a financial analysis of this.

Ms. Hiatt noted that the Treasure Island Mobility Management Program was charged with providing a subsidized transit pass for Island residents, which would provide unlimited transit access to the three modes serving the Island. She explained that the amount of subsidy had yet to be determined but potentially could be fully subsidized.

Member Barz supported the idea of exploring a free fare for the 25 route relative to the administrative cost of a pass program. Regarding microtransit, Member Barz asked whether the study considered any models other than the Bayview Community Shuttle.

Ms. Hiatt responded that the community wanted to have one-seat rides to more mainland destinations particularly during evenings and weekends, and that microtransit was a way to identify frequent mainland destinations prior to a new fixed route SFMTA service being introduced later in the development.

Member Barz expressed that the Silicon Valley Hopper, a microtransit service in Sunnydale, had been successful and suggested looking at that as a model.

Chair Ortiz seconded the idea of exploring a fare free route 25 and expressed that Treasure Island was a true transit desert, and that improvements should not only make the 25 free but should improve the quality and reliability of service.

Vice Chair Siegal moved to approve the item, seconded by Member Kim.

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Daniels, Davidson, Kim, Levine, Ortega, Ortiz, and Siegal (9)

8. Adopt a Motion of Support to Increase the Amount of Professional Services Contract with WMH Corporation by \$350,000, to a Total Amount Not to Exceed \$3,050,000 for the Design Phase and Caltrans Right-of-Way Approval for the Yerba Buena Island Hillcrest Road Improvement Project – ACTION*



Items 8 and 9 were called together.

9. Adopt a Motion of Support to Approve a Two-Year Professional Services Contract with WSP USA Inc. in an Amount Not to Exceed \$4,300,000 for Construction Management Services for the Yerba Buena Island Hillcrest Road Improvement Project; and Approve a Two-Year Professional Services Contract with GHD in an Amount Not to Exceed \$1,200,000 for Construction Management Services for the Torpedo Building Preservation Project and Pier E-2 Phase 2 Project – ACTION*

Carl Holmes, Deputy Director for Capital Projects, and Mike Tan, Senior Engineer, presented the Items 8 and 9 per staff memorandum.

During public comment, Roland Lebrun stated that he had hoped that Hillcrest Road would be more curved, rather than 90 degrees. He was concerned because this is where the future Link21 Transbay Tube shaft would be located. He said the shaft would be 50-60' in diameter and he requested that staff keep this in mind as they designed these projects.

Member Ortega stated that she was concerned about the stop sign immediately before the merge getting on the Bay Bridge heading towards San Francisco leaving the island. She stated anecdotally that it was a dangerous situation, especially at night. She was wondering if that would be addressed as a part of this project.

Mr. Tan stated that the project was not directly working on the on/off ramps, rather the road leading up to the ramps.

Mr. Holmes confirmed that the merge was not a part of this project as it was more a bridge function, but said he would follow up with Caltrans to see if anything could be done. He opined that there may be limitations given the width of the bridge.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Chen, Daniels, Davidson, Kim, Levine, Ortega, Ortiz, and Siegal (9)

10. Autonomous Vehicle Update - INFORMATION*

Jean Paul Velez, Principal Transportation Planner, presented the item per staff memorandum.

During public comment, Edward Mason stated that in 2016 a Google car got in a crash with a Valley Transportation Authority bus. He stated that the research and development costs for AVs was getting passed onto the city residents. He stated that the City should charge an oversight fee to create some local control.

Roland Lebrun asked if Tesla was on staff's radar as Tesla had more advanced technology than Waymo and Cruise.

Member Levine stated that he was concerned because AVs were supposed to reduce accidents but that was not happening. He stated that the City was powerless to regulate these companies and that the CAC should support the effort to gain more local control over AVs. Member Levine suggested that since control was at the state level, the Transportation Authority should consider having it as an item in their state



legislative program.

Member Barz asked whether the City had explored the option of a voluntary permit program similar to the commuter shuttle bus program.

Mr. Velez responded that they had not, but it could be explored further.

Member Ortega stated that AVs should be held to a higher standard than human drivers. However, she stated that the bad driving behavior displayed by AVs was also displayed by many human drivers and said the lack of overall enforcement was troubling. She stated that some of the accidents involving AVs were caused by a human driver. She asked what the City was going to do about bad human driving behavior.

Mr. Velez stated that AV companies do not yet have enough vehicle miles traveled to make a statistically sounds comparison between the safety data of AVs and human drivers.

Vice Chair Siegal stated that while the City had no power to regulate, the SFMTA controlled the right of way and that some streets had vehicle restrictions. She asked whether this could be an avenue to limit where AVs could operate in the city.

Mr. Velez responded in the negative.

Chair Ortiz asked if there had been any exploration into levying fines on AV companies for interfering with emergency response.

Mr. Velez stated that there was no path to issuing fines but that could be created in the future through the legislative process.

Chair Ortiz stated that the Teamsters had gotten creative by trying to block all new charging stations. Chair Ortiz asked whether AV companies could be charged an impact fee. He also asked if there was an estimate of the total job loss brought on by the AV industry.

Mr. Velez responded that there was a study available on the latter topic.

Chair Ortiz asked if the State government representatives had weighed in publicly yet.

Mr. Velez responded that yes, but that it had been a more recent event.

Chair Ortiz recommended that the Transportation Authority reach out to Speaker Emeritus Pelosi's office and/or explore the possibility of federal regulation.

Other Items

11. Introduction of New Business - INFORMATION

Member Kim stated that an economic impact report on the proposed SFMTA parking meter extension was scheduled to be released in September. He requested a presentation on this report when it was released.

Vice Chair Siegal requested an estimate of how much it would cost to make the SFMTA 25 bus line free for all riders, relative to the cost of the proposed transit subsidy programs proposed as a part of the development on Treasure and Yerba



Buena Islands. She also requested performance data for the 25 line compared to other bus lines in the city.

Chair Ortiz formed a subcommittee on autonomous vehicles. Member Ortega and Vice Chair Siegal volunteered to join the subcommittee.

During public comment, Edward Mason alerted the CAC to the SFMTA Board meeting the following day where parking meters were the second item on the agenda.

12. Public Comment

During public comment, Edward Mason stated that his documentation of commuter bus violations was very limited as he was tied to one location at a time. Commuter buses were committing violations all along their routes, not just where he documented them. He said given the ridership levels, most were net contributors to pollution.

Roland Lebrun stated that he was working on two letters that he would be sharing soon. The first was on Caltrain's electric multiple unit (EMU) train set. He stated that the Caltrain prototype was not a true EMUs and cost 10 times more than a battery electric locomotive. The second letter was on High-Speed Rail procurement. He stated that High-Speed Rail should have followed a recommendation from 2017 to use bilevel trains that are compatible with Caltrain level boarding platforms.

13. Adjournment

The meeting was adjourned at 8:16 p.m.

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San Francisco County Transportation Authority
Agenda Item 5

State Legislation - September 2023

(Updated September 22, 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 has until October 14, 2023 to sign or veto bills, or take no action and the bill then becomes law.

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 09/22/2023)
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.	<i>Chapters</i>
	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.	<i>Enrolled</i>
	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.	<i>Enrolled</i>
	AB 645 Friedman D	Vehicles: speed safety system pilot program. Establish a pilot safety program, including limited authorization of speed safety cameras.	<i>Enrolled</i>

San Francisco County Transportation Authority
Agenda Item 5

	SB 532 Wiener D	<p>San Francisco Bay area toll bridges: toll increase: transit operating expenses.</p> <p>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.</p>	<p>Assembly Appropriations</p> <p>Bill held by author to allow additional discussion with Bay Area legislators and other stakeholders. See attached press release from Senator Wiener's office. Can be taken up next year.</p>
Watch	AB 6 Friedman D	<p>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program (SCCP) reduction of greenhouse gas emissions.</p> <p>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.</p>	<p>Senate Transportation</p> <p>Bill held by author. Can be taken up next year.</p>
	AB 7 Friedman D	<p>Transportation: planning: project selection processes.</p> <p>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.</p>	<p><i>Senate Inactive</i></p> <p>Can be taken up next year.</p>
	AB 761 Friedman D	<p>Local finance: enhanced infrastructure financing districts (was formerly Transit Transformation Task Force).</p> <p>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.</p> <p>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.</p>	<p><i>Senate Rules</i></p> <p>Gutted and amended. Bill to be removed from watch list.</p>

San Francisco County Transportation Authority
Agenda Item 5

Oppose Unless Amended	AB 825 Bryan (D)	<p>Vehicles: bicycles on sidewalks.</p> <p>Authorizes the use of bicycles on sidewalks statewide unless the adjacent street has a striped or separated bicycle facility.</p> <p>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.</p>	<i>Enrolled</i>
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¹Under 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.

Attachment 1: Senator Wiener press release - SB 532 (August 21, 2023)

**FOR IMMEDIATE RELEASE**

August 21, 2023

Contact: Erik Mebust, erik.mebust@sen.ca.gov, (607) 544-4435**Senator Wiener and Assemblymember Wilson Announce Next Steps for Bay Area Transit Funding Proposal**

SACRAMENTO – Senator Scott Wiener (D-San Francisco) and Assemblymember Lori Wilson (D-Suisun City) announced a pause on SB 532, Senator Wiener’s legislation to enact a temporary \$1.50 increase to the toll on Bay Area bridges to fund public transportation and avoid service cuts. Instead of continuing through the legislative process this year, Senator Wiener and Assemblymember Wilson will convene a working group of Bay Area legislators over the fall to determine what transit funding proposals to pursue in the next legislative session to place Bay Area transit agencies on a more secure fiscal footing and avoid service cuts. Proposals that this working group will consider may include allocations from the state budget, temporary bridge toll increases, a regional transit funding measure, and other ideas.

Coming out of the pandemic, Bay Area public transportation agencies are recovering ridership and fare revenue, but not quickly enough to make up for the end of federal emergency relief. As a result, if nothing is done, transit systems will have no choice but to cut service. Transit service cuts would be devastating to the Bay Area’s economic recovery, sustainability, and quality of life. After months of advocacy from a diverse coalition of business groups, labor organizations, transit advocates, and environmentalists, this year’s state budget included \$400 million in new operational funding for Bay Area public transportation - an important step that still falls far short of the estimated \$2.5 billion Bay Area transit operational shortfall over the next 5 years. To help fill the gap, Senator Wiener introduced SB 532 - The Safe, Clean, and Reliable Bay Area Public Transportation Emergency Act - to help transit agencies avert near-term financial shortfalls and service cuts, which are expected to begin near the end of 2024 if nothing is done.

Since the introduction of SB 532, it has become apparent that there is significant support for the bill among the Bay Area legislative delegation but also significant opposition. Given this division among Bay Area legislators, Senator Wiener and Assemblymember Wilson have determined that the best course is to pause the process and engage in dialogue over the fall, so

that when the Legislature reconvenes in January, the Bay Area delegation has agreed upon goals and strategies.

“Public transportation is part of the Bay Area’s lifeblood and essential to our region’s future. We have a responsibility to do everything in our power to avoid debilitating service cuts, which would hamper our economic recovery and deeply harm the many Bay Area residents who rely on transit to get to work, school, the doctor, and other critical needs,” **said Senator Wiener**. “When the state budget process failed to yield enough funding to cover the funding shortfalls brought on by the pandemic, I introduced SB 532 as an eleventh hour effort to fill the rest of the need. While there was not enough time to reach a consensus on how to solve this looming problem, we made substantial progress on a solution. I will continue to make transit operations funding a major priority, and I look forward to continuing those discussions into the Fall. If a consensus emerges on a path forward that includes a future regional transit funding measure to generate ongoing funds so that all people have access to reliable, affordable transportation, I also look forward to taking a leadership role in developing and passing authorizing legislation.”

“Increasing tolls can be a significant burden to Bay Area commuters who are already dealing with high cost of living, inflation, and other expenses. From an equity perspective, tolls can have substantial repercussions especially for those where public transit is not a viable option.” **said Assemblymember Wilson**. “Californians deserve consistent and reliable public transportation. We need to invest in our public transit agencies in a thorough and comprehensive manner. We need to ensure there is accountability and verifiable data collection so that our proposed solutions are evidence-based and defensible to those being asked to bear the burden of this investment. I look forward to facilitating these discussions along with Senator Wiener in the Fall with interested members of the Bay Area Caucus.”

Read more about the transit fiscal cliff here:

- [Unpacking the State’s Transit Budget: A Huge Victory, But an Unfinished Fight](#) - by SPUR
- [California’s \\$3.1 Billion Transit Bailout Forces Trade-Offs](#) - by Bloomberg’s Eliyahu Kamisher, Nadia Lopez, and Skylar Woodhouse
- EDITORIAL: [Gavin Newsom can’t just let California’s public transit systems collapse](#) - by the SF Chronicle Editorial Board
- [Why California public transit is at a pivotal moment](#) - by CalMatters’s Sameea Kamal

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Memorandum

AGENDA ITEM 6

DATE: September 22, 2023
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 10/17/2023 Board Meeting: Adopt Eight 2023 Prop L 5-Year Prioritization Programs and Amend the Prop L Strategic Plan Baseline

RECOMMENDATION

Information Action

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

- BART Core Capacity
- BART Maintenance, Rehabilitation, and Replacement
- Caltrain Maintenance, Rehabilitation, and Replacement
- Ferry Maintenance, Rehabilitation, and Replacement
- Bayview Caltrain Station
- Curb Ramps
- Tree Planting
- Vision Zero Ramps

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 four rounds. In July, the Board adopted the first round comprised of just four 5YPPs with time sensitive needs for allocation of funds. This second round consists of eight 5YPPs. Project sponsors have submitted allocation requests (part of a separate item on this agenda) that are conditioned upon approval of three of the subject 5YPPs. We are recommending concurrent adoption of an amendment to the Strategic Plan Baseline to incorporate the recommended programming and cash flow for the five-year project lists in the subject 5YPPs. The Strategic Plan Baseline already advanced funding BART Core Capacity and Caltrain

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



<p>Maintenance. We recommend advancing cash flow (i.e., project reimbursement) in all of the other 5YPPs in this round with the exception of the Ferry Maintenance 5YPP, which proposes cash flow consistent with the Baseline's pay-go baseline level. This results in a 4.7% (\$30.9 million) increase in debt costs compared to the baseline. We will bring the remaining 5YPPs to the Board for approval in November 2023 and in early 2024, followed by adoption of the final 2023 Strategic Plan.</p>	
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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 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.

In July 2023, the Board approved the first round of 5YPPs including Paratransit, Street Resurfacing, Pedestrian and Bicycle Facility Maintenance, and Neighborhood Transportation Program. 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 2 5YPPs. We are recommending adoption of the eight enclosed 5YPPs. Attachment 2 lists all the proposed projects sorted by Expenditure Plan 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 expenditures) 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.

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.

As noted above, in this second round of 5YPPs, we recommend advancing funds as requested by sponsors in five of the eight 5YPPs. This results in a 4.7% (\$30.9 million) increase in estimated debt costs over the 30-year Expenditure Plan period compared



to the Baseline, as amended. Attachment 5 shows the programming and cash flow flow by program by fiscal year for the proposed Strategic Plan Baseline Amendment to incorporate the subject 5YPPs.

Next Steps. We are working with project sponsors to develop the remaining 15 5YPPs and anticipate bringing them to the Board for adoption in two groups, in November and early 2024, followed by adoption of the final 2023 Prop L Strategic Plan. At SFMTA's request, the next round of 5YPPs will include Muni Maintenance and Safer and Complete Streets.

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 September 27, 2023 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - List of the 28 Programs in the Prop L Expenditure Plan
 - Attachment 2 - Round 2 5YPPs List of Projects by Expenditure Plan Program
 - Attachment 3 - Round 2 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 (8)

Prop L's 28 Programs

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

Approved Round 1

Anticipated Round 2

Anticipated Round 3

Round TBD

No 5YPP required since program has no Priority 1 sales tax funds



San Francisco
County Transportation
Authority

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

#	Program	Project Sponsor: Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
1	BART Core Capacity	BART: Fleet of the Future Vehicle Procurement (54 expansion cars)	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 306 planned additional cars.	Citywide	Construction	\$35,296,000	FY24
2	BART Maintenance, Rehabilitation, and Replacement	BART: Next Generation Fare Gates	Requested Prop L funds for the Next Generation Fare Gates Project will upgrade BART fare gates at all eight stations in San Francisco. This effort is a part of a larger \$90 million capital project to replace all ~715 fare gates throughout the BART system. The existing fare gates have reached the end of their useful life and have consistently been identified by BART riders and community stakeholders as a priority for replacement. The new gates will increase reliability, access, and improve ridership experience and will reduce maintenance costs.	3, 5, 6, 8, 9, 11	Construction	\$12,525,000	FY24

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

#	Program	Project Sponsor: Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
3	Caltrain Maintenance, Rehabilitation, and Replacement	PCJPB: Right of Way Fencing	This project will install approximately 90.4 miles of winglets, implemented in phases, onto Caltrain fencing along the railroad corridor as part of a series of improvement intended to enhance safety, including suicide prevention.	Citywide	Construction	\$462,000	FY24
4		PCJPB: State of Good Repair Maintenance of Way Track - Track Equipment FY 24	This project will support the purchase of critical track Maintenance-of-Way equipment to keep the track in a state of good repair. Renovating the infrastructure at or around the tracks improves the reliability and the safety of operations, and reduces the risk of harm and limits the impact to the customers and employees in case of an incident.	Citywide	Construction	\$2,113,000	FY24
5		PCJPB: Stations State of Good Repair FY 24	This project will make various upgrades/repairs to Caltrain Stations, which may include the 4th & King and 22nd Street Stations. Maintenance of stations improves customer and employee safety on the system and makes Caltrain a more attractive option for travel. Keeping the station areas in optimal condition contributes to on-time arrivals/departures to/from the stations.	Citywide	Construction	\$1,227,000	FY24
6		PCJPB: Next Generation Visual Messaging Sign FY 24	This project will install visual messaging signs and passenger information systems for Caltrain stations, which may include the 4th & King and 22nd Street Stations. The project improves the customer experience, safety for customers and employees, and security around the facilities, as these systems are used to share safety information with passengers.	Citywide	Construction	\$1,200,000	FY24
7		PCJPB: Next Generation Visual Messaging Sign FY 25		Citywide	Construction	\$2,400,000	FY25
8		PCJPB: State of Good Repair Maintenance of Way Track FY 25	This program covers the work required to keep the Caltrain railroad in a state of good repair. The type and scope of work scheduled for each year is based upon the condition of the railroad, which is determined through inspections and tests performed throughout the previous year. This project makes the transit system a safer travel option by reducing the risk of failure of infrastructure components. Work may include activities such as replacement of rail, crossies and special track components, and track surfacing.	Citywide	Construction	\$2,600,000	FY25
9		PCJPB: SF Local Capital Match Placeholder	This is a placeholder for ongoing maintenance programs on the Caltrain Corridor between the 4th & King Station in San Francisco County and Control Point Lick, at Milepost 51.6, in Santa Clara County. Caltrain may use funding to rehabilitate rolling stock, signal systems and communications, stations and facilities, and track and structures.	Citywide	TBD	\$5,000,000	FY26
10		PCJPB: SF Local Capital Match Placeholder		Citywide	TBD	\$5,000,000	FY27
11		PCJPB: SF Local Capital Match Placeholder		Citywide	TBD	\$5,000,000	FY28
12	Ferry Transit Maintenance, Rehabilitation, and Replacement	PORT: Ferry Gate B - Repairs and Retrofitting	This project will replace and retrofit the Gate B ferry float, which is adjacent to the San Francisco Ferry Building, with new corrosion-resistant ballast tank hatches, hydraulic lift assemblies, and electrical control systems. This project will retrofit and repair the floating passenger loading deck to ensure safe and reliable ferry access for passengers.	3	Construction	\$473,000	FY25

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

#	Program	Project Sponsor: Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
13	Bayview Caltrain Station	TBD: Bayview Caltrain Station PA/ED	This project will complete preliminary design and environmental clearance for a Caltrain station in the Bayview. The specific preferred location is currently being developed in a pre-environmental planning and conceptual engineering study led by the SFCTA.	10	Environmental	\$2,000,000	FY25
14		TBD: Bayview Caltrain Station PS&E	This project will complete final design for a new Caltrain station in the Bayview. The specific preferred location is currently being developed in a pre-environmental planning and conceptual engineering study led by the SFCTA.	10	Design	\$1,800,000	FY27
15		SFPW: Quint-Jerrold Connector Road ROW	The Quint-Jerrold Connector Road will link Quint Street, just north of Oakdale Avenue, to Jerrold Avenue via a new road along a former Union Pacific Rail Road right-of-way to the west of the Caltrain tracks. The road will restore access eliminated by the construction of a Caltrain berm. This is a Legacy Project carried forward from the Prop K Expenditure Plan.	10	Right of Way	\$2,086,000	FY24
16		SFPW: Quint-Jerrold Connector Road PS&E		10	Design	\$2,644,000	FY25
17	Curb Ramps	SFPW: Curb Ramps	San Francisco Public Works' Curb Ramp program meets the City's obligations under federal and state accessibility statutes, regulations, and policies to provide sidewalks and crosswalks that are readily and easily usable by people with disabilities. The Curb Ramp program, driven by requests from the community, creates accessible and safer routes of travel to various locations within the public right-of-way.	Citywide	Construction	\$575,000	FY24
18		SFPW: Curb Ramps		Citywide	Construction	\$1,100,000	FY25
19		SFPW: Curb Ramps		Citywide	Construction	\$1,155,000	FY26
20		SFPW: Curb Ramps		Citywide	Construction	\$1,212,000	FY27
21		SFPW: Curb Ramps		Citywide	Construction	\$1,275,000	FY28
22	Tree Planting	SFPW: Tree Planting	This program funds street tree planting and establishment. Public Works and community partners will plant and water 2,050 trees over the next five years with these funds, focusing on neighborhoods with the lowest canopy coverage. With the passage of Proposition E in 2016, Public Works has set-aside funding to maintain street trees in the public right-of-way.	Citywide	Construction	\$1,000,000	FY24
23		SFPW: Tree Planting		Citywide	Construction	\$1,050,000	FY25
24		SFPW: Tree Planting		Citywide	Construction	\$1,100,000	FY26
25		SFPW: Tree Planting		Citywide	Construction	\$1,160,000	FY27
26		SFPW: Tree Planting		Citywide	Construction	\$1,220,000	FY28

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

#	Program	Project Sponsor: Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
27	Vision Zero Ramps	SFCTA: Vision Zero Ramps Intersection Study Phase 3	Building on work down in two prior planning studies focuses on SoMA freeway ramps, this project will identify 14 freeway ramps in the southeast and western parts of San Francisco and analyze their pedestrian safety conditions for near-term improvements to improve safety and connectivity along the City's High Injury Network. Improvements at these locations would improve safety, help maintain road infrastructure, close gaps in the pedestrian and bike networks, and improve connections to transit and key destinations.	7, 8, 9, 10, 11	Planning	\$150,000	FY24
28		TBD: Vision Zero Ramps Local Match Placeholder	This placeholder is intended to leverage discretionary grant funds to advance recommendations from previous planning efforts to boost safety and connectivity along the interfaces of San Francisco's freeway network with the city's pedestrian realm. Improvements at these locations would improve safety, help maintain road infrastructure, close gaps in the pedestrian and bike networks, and improve connections to transit and key destinations. Funds may also support further planning to revisit areas targeted for longer-term improvements.	TBD	TBD	\$90,000	FY26
29		TBD: I-280 NB Geneva Ave Off-ramp Improvement	The I-280 Northbound Geneva Avenue Off-Ramp experiences traffic queuing issues due to its proximity to the Balboa Park BART station, MUNI station, high schools, and City College of SF. The queue often backs up to the mainline freeway during rush hours which results in rear-end collisions. To improve traffic circulation and pedestrian safety, this project will upgrade the existing Caltrans signals at the ramp intersections with longer mast arms poles and install vehicle detection equipment. The new traffic signals may include elements of Intelligent Transportation Systems that allow the signal controller to adjust the phase times to respond to traffic demand.	11	Environmental	\$200,000	FY24
30		TBD: I-280 NB Geneva Ave Off-ramp Improvement	The I-280 Northbound Geneva Avenue Off-Ramp experiences traffic queuing issues due to its proximity to the Balboa Park BART station, MUNI station, high schools, and City College of SF. The queue often backs up to the mainline freeway during rush hours which results in rear-end collisions. To improve traffic circulation and pedestrian safety, this project will upgrade the existing Caltrans signals at the ramp intersections with longer mast arms poles and install vehicle detection equipment. The new traffic signals may include elements of Intelligent Transportation Systems that allow the signal controller to adjust the phase times to respond to traffic demand.	11	Design	\$350,000	FY27
31		SFCTA: I-280 SB Ocean Ave Off-ramp Realignment	The I-280 Ocean Avenue Off-Ramp Realignment Project will realign the existing Southbound Ocean Avenue Off-Ramp from a free flow right turn to a signalized T-intersection to improve safety for people who walk and bike. The project area supports a high volume of pedestrian traffic due to the vicinity of the Balboa Park BART and Muni stations, and pedestrian destinations such as City College of SF, Lick-Wilmerding High School, Balboa Park and neighborhood retail along Ocean Avenue. The project team is working closely with Caltrans, SFMTA, and City College of SF to advance this project.	7	Design	\$650,000	FY24
32		SFMTA: 13th Street Protected Bike Lanes	The 13th Street Safety Project is proposed along 13th Street between Folsom Street and Valencia Street. To address traffic safety challenges along the corridor, the SFMTA is developing a series of transportation improvements that include protected bike facilities, bike boxes, bicycle signals, traffic signal upgrades and modifications, curb modifications, and travel lane removal to make the corridor more safe, comfortable, and accessible for all road users. The elements of this project to be funded from the Vision Zero Ramps program are recommendations from the Transportation Authority's SoMa Freeway Ramp Intersection Safety Study Phase 2 (2019).	6, 9	Construction	\$1,000,000	FY24

**Attachment 3
Round 2 5-Year Prioritization Programs Summary by Program**

#	Program	Amount Requested in 5YPP	Amount of Prop L Funds Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
1	BART Core Capacity	\$35,296,000	\$25.9 million (advanced in Baseline)	97.2%	81% for this project; 97.7% anticipated for Core Capacity Program as a whole	The Transportation Authority advanced funds in the Prop L Strategic Plan Baseline to allow BART to exercise a time sensitive option on its railcar replacement contract. Alameda County Transportation Commission (ACTC) is contributing a like amount of funds in this 5YPP period for this vehicle procurement contract option. Contra Costa County Transportation Authority has not yet secured funding for the Core Capacity Project, but is considering a \$100 million commitment (same as ACTC and SFCTA) in a future sales tax ballot measures (currently under consideration for 2028).
2	BART Maintenance, Rehabilitation, and Replacement	\$12,525,000	\$9,213,394	93.5%	86.0%	The Next Generation Fare Gates Project is BART's highest priority project. The requested funds for new faregates at all San Francisco stations are part of a larger \$90 million capital project to replace all ~715 fare gates throughout the BART system. We recommend advancing Prop L funds in this 5-year period for this project, which has secured significant funding to leverage Prop L, including from other BART counties, and BART already has executed a contract with a vendor and is ready to being installation with a prototype in West Oakland by year end.
3	Caltrain Maintenance, Rehabilitation, and Replacement	\$25,002,000	\$15.5 million (advanced in Baseline)	81.8%	24.1% for the projects in FY24 and FY25. This leveraging excludes project placeholders for FY26 28.	Prop L funds help to offset the City and County of San Francisco's local match contribution to Caltrain's capital budget. Each of the Joint Power Board counties (San Francisco, San Mateo, and Santa Clara) are expected to contribute the same amount of local match funding to Caltrain's annual capital maintenance budget rather than on a project by project basis. Prop L funds will be significantly leveraged by those member contributions, federal transit formula funds, and other fund sources. The Transportation Authority advanced funds for the Caltrain Maintenance program in the Baseline beyond the pay-as-you-go amounts to support Caltrain budgeting and corresponding commitments from funding partners in the three JPB counties.
4	Ferry Maintenance, Rehabilitation, and Replacement	\$473,000	\$0	65.0%	45.3%	

Attachment 3
Round 2 5-Year Prioritization Programs Summary by Program

#	Program	Amount Requested in 5YPP	Amount of Prop L Funds Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
5	Bayview Caltrain Station	\$8,530,000	\$4,175,332	73.0%	82.8%	The need for advancing funds is driven by the need to acquire right of way for the Quint-Jerrold Connector Road to leverage non-Prop L funding sources and avoid further cost escalation, and to keep momentum for the next phase of work for a Bayview Caltrain station. Prop L is being used for the early project development phases to develop project scopes and make them more competitive for discretionary funds for future phases. Both projects will need to extensively leverage non-Prop L funds in future phases, particularly the construction phase.
6	Curb Ramps	\$5,317,000	\$1,698,098	79.7%	79.3% in FY24; 14.3% in FY25-28	<p>The FY24 Curb Ramp project shows the General Fund amount for Curb Ramps with anticipated leveraging of 79.3%, which is consistent with expected leveraging in the Expenditure Plan. The following four years of programming have an average leveraging of 14.3% including state Transportation Development Act Article 3 funds that SFPW uses for designing the curb ramps that are constructed using Prop L funds. This leveraging amount may increase as future General Fund contributions are secured. We will reevaluate leveraging for Fiscal Years 2024/25 - 2027/28 at time of allocation.</p> <p>The need for advancing funds is due to SFPW's desire to maintain consistent Prop L annual funding levels as with Prop K. This level of funding is essential to support SFPW's construction of curb ramps, for which there are many outstanding requests.</p>

**Attachment 3
Round 2 5-Year Prioritization Programs Summary by Program**

#	Program	Amount Requested in 5YPP	Amount of Prop L Funds Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
7	Tree Planting	\$5,530,000	\$2,722,653	59.2%	53.9%	<p>In September 2023, SFPW was awarded \$12M in federal Inflation Reduction Act (IRA) funds from the US Department of Agriculture to plant and establish thousands of street trees in low-canopy disadvantaged communities over the next 5 years. With the award of this grant, Prop L leveraging for the Tree Planting program in this 5YPP period is anticipated to be 53.9%, just under the expected leveraging of 59.2% outlined in the Expenditure Plan. SFPW did not receive any General Fund support for the program in FY24. However, General Fund support is considered annually, so General Fund dollars may be programmed to Tree Planting in future fiscal years, and leveraging may exceed the Expenditure Plan expectations.</p> <p>The need for advancing funds is due to SFPW's desire to maintain the funding levels from Prop K. Maintaining this level of funding is essential to maintaining forward momentum towards implementing San Francisco's Urban Forest Plan. The funds will also leverage the federal IRA grant , mentioned above.</p>
8	Vision Zero Ramps	\$2,440,000	\$1,683,061	70.9%	94.7% average leveraging for proposed projects	<p>The anticipated leveraging for the proposed projects in this 5YPP exceeds the leveraging assumptions for the program. Given the small amount of Prop L funding in this program (\$10 million in 2020\$s) compared to potential costs for construction of the improvements, high leveraging is essential.</p> <p>We support the aggressive advancement of funds proposed. Given the small size of the program, it will have a very small impact on overall financing in the Prop L Strategic Plan. Further, Vision Zero Ramps projects are key to support 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. Additionally, the proposed projects are ready to move into the requested phase(s) on the timeline proposed, have good leveraging, and some need to comply with timely use of funds deadlines associated with state grants.</p>

Attachment 4: Prop L Strategic Plan Baseline Amendment Sources and Uses (09.22.23)

SOURCES	(YOES\$)	USES	(YOES\$)
Sales Tax Revenue	\$4,674.6 M	Funds Available for Projects	\$3,084.1 M
Investment Income	\$2.6 M	Long Term Bond Principal	\$1,075.2 M
Long Term Bond Proceeds	\$866.9 M	Financing Costs	\$684.9 M
Loans - Yerba Buena Island Capital Projects	\$126.8 M	Capital Reserve	\$401.9 M
TOTAL	\$5,670.9 M	Program Administration and Operating Costs	\$304.6 M
		Loans - Yerba Buena Island Capital Projects	\$120.2 M
		TOTAL	\$5,670.9 M

Attachment 5a: Amended 2023 Strategic Plan Baseline Programming Pending October 2023 Board Action

Table with columns: EP No., EP Line Item, Total Available Funds, Percent of Available Funds Spent on Financing, Total Programming & Interest Costs, and fiscal years from FY2022/23 to FY2038/39. Rows include categories like MAJOR CAPITAL PROJECTS, TRANSIT MAINTENANCE AND ENHANCEMENTS, and PARATRANSIT.

Attachment 5a:
Amended 2023 Strategic Plan Baseline Programming
Pending October 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	\$ 124,420,158	0.00%	Programming Interest Costs Total	\$ 124,256,712 \$ - \$ 124,256,712	\$ - \$ - \$ 946,173	\$ 1,892,347 \$ - \$ 1,892,347	\$ 1,892,347 \$ - \$ 1,892,347	\$ 1,892,347 \$ - \$ 1,892,347	\$ 1,892,347 \$ - \$ 1,892,347	\$ 4,154,271 \$ - \$ 4,154,271	\$ 4,220,739 \$ - \$ 4,220,739	\$ 4,288,271 \$ - \$ 4,288,271	\$ 4,354,622 \$ - \$ 4,354,622	\$ 4,426,593 \$ - \$ 4,426,593	\$ 4,497,418 \$ - \$ 4,497,418	\$ 4,569,376 \$ - \$ 4,569,376	\$ 4,642,486 \$ - \$ 4,642,486	\$ 4,716,765 \$ - \$ 4,716,765	\$ 4,792,233 \$ - \$ 4,792,233	\$ 4,868,909 \$ - \$ 4,868,909	
II. Safer and Complete Streets																						
218	Safer and Complete Streets	\$ 210,131,822	0.00%	Programming Interest Costs Total	\$ 208,637,942 \$ - \$ 208,637,942	\$ - \$ - \$ 1,597,981	\$ 3,195,963 \$ - \$ 3,195,963	\$ 3,195,963 \$ - \$ 3,195,963	\$ 3,195,963 \$ - \$ 3,195,963	\$ 3,195,963 \$ - \$ 3,195,963	\$ 6,975,253 \$ - \$ 6,975,253	\$ 7,086,858 \$ - \$ 7,086,858	\$ 7,200,248 \$ - \$ 7,200,248	\$ 7,311,169 \$ - \$ 7,311,169	\$ 7,432,501 \$ - \$ 7,432,501	\$ 7,551,421 \$ - \$ 7,551,421	\$ 7,672,245 \$ - \$ 7,672,245	\$ 7,795,002 \$ - \$ 7,795,002	\$ 7,919,722 \$ - \$ 7,919,722	\$ 8,046,439 \$ - \$ 8,046,439	\$ 8,175,182 \$ - \$ 8,175,182	
219	Curb Ramps	\$ 40,090,940	7.15%	Programming Interest Costs Total	\$ 36,586,133 \$ 2,866,594 \$ 39,452,727	\$ - \$ - \$ 575,000	\$ 1,100,000 \$ - \$ 1,100,000	\$ 1,155,000 \$ 4,567 \$ 1,159,567	\$ 1,212,000 \$ 21,992 \$ 1,233,992	\$ 1,275,000 \$ 56,028 \$ 1,331,028	\$ 1,338,599 \$ 97,731 \$ 1,436,329	\$ 1,360,016 \$ 86,696 \$ 1,446,712	\$ 1,381,776 \$ 88,841 \$ 1,470,617	\$ 1,403,156 \$ 117,347 \$ 1,520,503	\$ 1,426,347 \$ 119,177 \$ 1,545,524	\$ 1,449,168 \$ 142,997 \$ 1,592,165	\$ 1,472,355 \$ 139,648 \$ 1,612,002	\$ 1,495,912 \$ 140,542 \$ 1,636,454	\$ 1,519,847 \$ 142,388 \$ 1,662,235	\$ 1,544,164 \$ 167,127 \$ 1,711,291	\$ 1,568,871 \$ 162,091 \$ 1,730,962	
220	Tree Planting	\$ 27,648,924	15.14%	Programming Interest Costs Total	\$ 23,403,301 \$ 4,187,285 \$ 27,590,586	\$ - \$ - \$ 1,000,000	\$ 1,050,000 \$ 15,068 \$ 1,065,068	\$ 1,100,000 \$ 25,165 \$ 1,125,165	\$ 1,160,000 \$ 49,708 \$ 1,209,708	\$ 1,220,000 \$ 102,694 \$ 1,322,694	\$ 923,171 \$ 150,222 \$ 1,073,393	\$ 937,942 \$ 133,025 \$ 1,070,967	\$ 952,949 \$ 136,080 \$ 1,089,029	\$ 967,694 \$ 179,436 \$ 1,147,129	\$ 983,687 \$ 181,936 \$ 1,165,623	\$ 999,426 \$ 217,951 \$ 1,217,377	\$ 1,015,417 \$ 212,521 \$ 1,227,938	\$ 1,031,664 \$ 213,564 \$ 1,245,227	\$ 1,048,170 \$ 216,058 \$ 1,264,228	\$ 1,064,941 \$ 253,243 \$ 1,318,183	\$ 1,081,980 \$ 245,280 \$ 1,327,260	
III. Freeway Safety and Operational Improvements																						
221	Vision Zero Ramps	\$ 11,059,570	18.26%	Programming Interest Costs Total	\$ 8,644,347 \$ 2,019,459 \$ 10,663,806	\$ - \$ - \$ 2,000,000	\$ 90,000 \$ 28,193 \$ 128,193	\$ 350,000 \$ 36,600 \$ 386,600	\$ 350,000 \$ 47,878 \$ 397,878	\$ 350,000 \$ 67,545 \$ 417,545	\$ 369,269 \$ 73,811 \$ 443,079	\$ 375,177 \$ 65,344 \$ 440,521	\$ 381,180 \$ 66,827 \$ 448,006	\$ 387,075 \$ 88,095 \$ 475,170	\$ 393,475 \$ 89,300 \$ 482,775	\$ 399,770 \$ 106,952 \$ 506,722	\$ 406,167 \$ 104,263 \$ 510,429	\$ 412,665 \$ 104,750 \$ 517,415	\$ 419,268 \$ 105,950 \$ 525,218	\$ 425,976 \$ 124,156 \$ 550,132	\$ 432,792 \$ 120,229 \$ 553,021	
222	Managed Lanes and Express Bus	\$ 13,824,462	0.00%	Programming Interest Costs Total	\$ 13,806,301 \$ - \$ 13,806,301	\$ - \$ - \$ 105,130	\$ 210,261 \$ - \$ 210,261	\$ 210,261 \$ - \$ 210,261	\$ 210,261 \$ - \$ 210,261	\$ 210,261 \$ - \$ 210,261	\$ 461,586 \$ - \$ 461,586	\$ 468,971 \$ - \$ 468,971	\$ 476,475 \$ - \$ 476,475	\$ 483,847 \$ - \$ 483,847	\$ 491,844 \$ - \$ 491,844	\$ 499,713 \$ - \$ 499,713	\$ 507,708 \$ - \$ 507,708	\$ 515,832 \$ - \$ 515,832	\$ 524,085 \$ - \$ 524,085	\$ 532,470 \$ - \$ 532,470	\$ 540,990 \$ - \$ 540,990	
223	Transformative Freeway and Major Street Projects	\$ 27,648,924	0.00%	Programming Interest Costs Total	\$ 27,612,603 \$ - \$ 27,612,603	\$ - \$ - \$ 210,261	\$ 420,521 \$ - \$ 420,521	\$ 420,521 \$ - \$ 420,521	\$ 420,521 \$ - \$ 420,521	\$ 420,521 \$ - \$ 420,521	\$ 923,171 \$ - \$ 923,171	\$ 937,942 \$ - \$ 937,942	\$ 952,949 \$ - \$ 952,949	\$ 967,694 \$ - \$ 967,694	\$ 983,687 \$ - \$ 983,687	\$ 999,426 \$ - \$ 999,426	\$ 1,015,417 \$ - \$ 1,015,417	\$ 1,031,664 \$ - \$ 1,031,664	\$ 1,048,170 \$ - \$ 1,048,170	\$ 1,064,941 \$ - \$ 1,064,941	\$ 1,081,980 \$ - \$ 1,081,980	
TOTAL STREETS AND FREEWAYS		\$ 626,248,129	1.97%	Programming Interest Costs Total	\$ 610,649,238 \$ 12,329,609 \$ 622,978,847	\$ - \$ - \$ 9,391,546	\$ 10,655,092 \$ 51,627 \$ 10,706,718	\$ 10,909,092 \$ 83,946 \$ 11,093,038	\$ 11,768,092 \$ 157,256 \$ 11,925,348	\$ 10,840,092 \$ 309,459 \$ 11,149,551	\$ 20,868,983 \$ 436,147 \$ 21,305,130	\$ 21,202,886 \$ 386,390 \$ 21,589,276	\$ 21,542,132 \$ 395,435 \$ 21,937,567	\$ 21,874,960 \$ 521,649 \$ 22,396,609	\$ 22,236,995 \$ 529,136 \$ 22,766,131	\$ 22,592,786 \$ 634,137 \$ 23,226,923	\$ 22,954,270 \$ 618,578 \$ 23,572,847	\$ 23,321,538 \$ 621,848 \$ 23,943,386	\$ 23,694,682 \$ 629,340 \$ 24,324,022	\$ 24,073,797 \$ 737,914 \$ 24,811,711	\$ 24,458,977 \$ 714,958 \$ 25,173,935	
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																						
I. Transportation Demand Management																						
224	Transportation Demand Management	\$ 24,884,032	0.00%	Programming Interest Costs Total	\$ 24,851,342 \$ - \$ 24,851,342	\$ - \$ - \$ 189,235	\$ 378,469 \$ - \$ 378,469	\$ 378,469 \$ - \$ 378,469	\$ 378,469 \$ - \$ 378,469	\$ 378,469 \$ - \$ 378,469	\$ 830,854 \$ - \$ 830,854	\$ 844,148 \$ - \$ 844,148	\$ 857,654 \$ - \$ 857,654	\$ 870,924 \$ - \$ 870,924	\$ 885,319 \$ - \$ 885,319	\$ 899,484 \$ - \$ 899,484	\$ 913,875 \$ - \$ 913,875	\$ 928,497 \$ - \$ 928,497	\$ 943,353 \$ - \$ 943,353	\$ 958,447 \$ - \$ 958,447	\$ 973,782 \$ - \$ 973,782	
II. Transportation, Land Use, and Community Coordination																						
225	Neighborhood Transportation Program	\$ 56,680,294	11.23%	Programming Interest Costs Total	\$ 50,344,018 \$ 6,365,614 \$ 56,709,631	\$ - \$ - \$ 4,068,654	\$ 2,200,000 \$ 126,721 \$ 2,326,721	\$ 2,050,000 \$ 115,131 \$ 2,165,131	\$ 200,000 \$ 146,850 \$ 346,850	\$ 200,000 \$ 189,301 \$ 389,301	\$ 1,892,501 \$ 207,069 \$ 2,099,571	\$ 1,922,781 \$ 183,493 \$ 2,106,275	\$ 1,953,546 \$ 187,836 \$ 2,141,382	\$ 1,983,772 \$ 247,851 \$ 2,231,623	\$ 2,016,559 \$ 251,468 \$ 2,268,027	\$ 2,048,824 \$ 301,439 \$ 2,350,263	\$ 2,081,605 \$ 294,108 \$ 2,375,713	\$ 2,114,910 \$ 295,727 \$ 2,410,637	\$ 2,148,749 \$ 299,353 \$ 2,448,102	\$ 2,183,129 \$ 351,069 \$ 2,534,198	\$ 2,218,058 \$ 340,215 \$ 2,558,273	
226	Equity Priority Transportation Program	\$ 58,062,740	0.00%	Programming Interest Costs Total	\$ 57,986,466 \$ - \$ 57,986,466	\$ - \$ - \$ 441,548	\$ 883,095 \$ - \$ 883,095	\$ 883,095 \$ - \$ 883,095	\$ 883,095 \$ - \$ 883,095	\$ 883,095 \$ - \$ 883,095	\$ 1,938,660 \$ - \$ 1,938,660	\$ 1,969,678 \$ - \$ 1,969,678	\$ 2,001,193 \$ - \$ 2,001,193	\$ 2,032,157 \$ - \$ 2,032,157	\$ 2,065,743 \$ - \$ 2,065,743	\$ 2,098,795 \$ - \$ 2,098,795	\$ 2,132,376 \$ - \$ 2,132,376	\$ 2,166,493 \$ - \$ 2,166,493	\$ 2,201,157 \$ - \$ 2,201,157	\$ 2,236,376 \$ - \$ 2,236,376	\$ 2,272,157 \$ - \$ 2,272,157	
227	Development-Oriented Transportation	\$ 27,648,924	0.00%	Programming Interest Costs Total	\$ 27,612,603 \$ - \$ 27,612,603	\$ - \$ - \$ 210,261	\$ 420,521 \$ - \$ 420,521	\$ 420,521 \$ - \$ 420,521	\$ 420,521 \$ - \$ 420,521	\$ 420,521 \$ - \$ 420,521	\$ 923,171 \$ - \$ 923,171	\$ 937,942 \$ - \$ 937,942	\$ 952,949 \$ - \$ 952,949	\$ 967,694 \$ - \$ 967,694	\$ 983,687 \$ - \$ 983,687	\$ 999,426 \$ - \$ 999,426	\$ 1,015,417 \$ - \$ 1,015,417	\$ 1,031,664 \$ - \$ 1,031,664	\$ 1,048,170 \$ - \$ 1,048,170	\$ 1,064,941 \$ - \$ 1,064,941	\$ 1,081,980 \$ - \$ 1,081,980	
228	Citywide / Modal Planning	\$ 13,824,462	0.00%	Programming Interest Costs Total	\$ 13,806,301 \$ - \$ 13,806,301	\$ - \$ - \$ 105,130	\$ 210,261 \$ - \$ 210,261	\$ 210,261 \$ - \$ 210,261	\$ 210,261 \$ - \$ 210,261	\$ 210,261 \$ - \$ 210,261	\$ 461,586 \$ - \$ 461,586	\$ 468,971 \$ - \$ 468,971	\$ 476,475 \$ - \$ 476,475	\$ 483,847 \$ - \$ 483,847	\$ 491,844 \$ - \$ 491,844	\$ 499,713 \$ - \$ 499,713	\$ 507,708 \$ - \$ 507,708	\$ 515,832 \$ - \$ 515,832	\$ 524,085 \$ - \$ 524,085	\$ 532,470 \$ - \$ 532,470	\$ 540,990 \$ - \$ 540,990	
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		\$ 181,100,452	3.51%	Programming Interest Costs Total	\$ 174,600,730 \$ 6,365,614 \$ 180,966,343	\$ - \$ - \$ 5,014,828	\$ 4,996,173 \$ 126,721 \$ 5,122,894	\$ 3,942,347 \$ 115,131 \$ 4,057,478	\$ 2,092,347 \$ 146,850 \$ 2,239,197	\$ 2,092,347 \$ 189,301 \$ 2,281,647	\$ 6,046,773 \$ 207,069 \$ 6,253,842	\$ 6,143,521 \$ 183,493 \$ 6,327,014	\$ 6,241,817 \$ 187,836 \$ 6,429,653	\$ 6,338,394 \$ 247,851 \$ 6,586,245	\$ 6,443,152 \$ 251,468 \$ 6,694,620	\$ 6,546,242 \$ 301,439 \$ 6,847,681	\$ 6,650,981 \$ 294,108 \$ 6,945,089	\$ 6,757,396 \$ 295,727 \$ 7,053,123	\$ 6,865,514 \$ 299,353 \$ 7,164,867	\$ 6,975,362 \$ 351,069 \$ 7,326,431	\$ 7,086,967 \$ 340,215 \$ 7,427,182	
TOTAL PROP L STRATEGIC PLAN		\$ 3,287,457,063	9.88%	Programming Interest Costs Total	\$ 2,680,300,454 \$ 324,904,899 \$ 3,005,205,352	\$ - \$ - \$ 99,986,362	\$ 79,912,070 \$ 1,544,624 \$ 81,456,694	\$ 80,304,070 \$ 2,476,762 \$ 82,780,832	\$ 94,531,070 \$ 4,264,504 \$ 98,795,574	\$ 107,232,070 \$ 8,568,873 \$ 115,800,943	\$ 132,179,873 \$ 10,688,955 \$ 142,868,828	\$ 191,275,566 \$ 12,303,350 \$ 203,578,916	\$ 137,395,175 \$ 13,429,080 \$ 150,824,255	\$ 143,517,027 \$ 18,963,319 \$ 162,480,346	\$ 129,708,452 \$ 19,770,369 \$ 149,478,821	\$ 105,903,312 \$ 23,043,859 \$ 128,947,171	\$ 102,124,477 \$ 21,617,064 \$ 123,741,542	\$ 123,372,582 \$ 21,751,636 \$ 145,124,218	\$ 99,648,280 \$ 20,944,172 \$ 120,592,452	\$ 91,118,070 \$ 22,856,885 \$ 113,974,955	\$ 81,855,957 \$ 20,081,236 \$ 101,937,193	
Prop. K Related Programming (since 7/1/22)		\$ 432,351,601	84.51%	Programming Interest Costs Total	\$ 66,972,549 \$ 365,379,052 \$ 432,351,601	\$ 67,104,722 \$ 7,214,050 \$ 74,318,772	\$ (132,173) \$ 7,148,231 \$ 7,016,058	\$ - \$ 8,208,195 \$ 8,208,195	\$ - \$ 6,876,738 \$ 6,876,738	\$ - \$ 8,813,346 \$ 8,813,346	\$ - \$ 11,960,286 \$ 11,960,286	\$ - \$ 11,004,561 \$ 11,004,561	\$ - \$ 9,730,700 \$ 9,730,700	\$ - \$ 9,940,070 \$ 9,940,070	\$ - \$ 13,088,660 \$ 13,088,660	\$ - \$ 13,253,131 \$ 13,253,131	\$ - \$ 15,855,841 \$ 15,855,841	\$ - \$ 15,441,171 \$ 15,441,171	\$ - \$ 15,497,855 \$ 15,497,855	\$ - \$ 15,660,078 \$ 15,660,078	\$ - \$ 18,333,865 \$ 18,333,865	\$ - \$ 17,737,336 \$ 17,737,336

Attachment 5a:
Amended 2023 Strategic Plan Baseline Programming
Pending October 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 2,146,819	\$ 1,916,797	\$ 1,669,924	\$ 1,423,815	\$ 1,167,651	\$ 919,849	\$ 687,574	\$ 475,010	\$ 287,028	\$ 125,447	\$ 8,697	\$ -	\$ -	\$ -	\$ -
		\$ 2,146,819	\$ 1,916,797	\$ 1,669,924	\$ 1,423,815	\$ 1,167,651	\$ 919,849	\$ 687,574	\$ 475,010	\$ 287,028	\$ 125,447	\$ 8,697	\$ -	\$ -	\$ -	\$ -
III. Caltrain																
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 7,319,192	\$ 6,627,570	\$ 5,873,485	\$ 5,115,372	\$ 4,310,653	\$ 3,520,846	\$ 2,768,488	\$ 2,064,511	\$ 1,420,348	\$ 838,807	\$ 365,353	\$ 29,503	\$ -	\$ -	
		\$ 7,319,192	\$ 6,627,570	\$ 5,873,485	\$ 5,115,372	\$ 4,310,653	\$ 3,520,846	\$ 2,768,488	\$ 2,064,511	\$ 1,420,348	\$ 838,807	\$ 365,353	\$ 29,503	\$ -	\$ -	
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	\$ -	\$ -	
		\$ 9,466,011	\$ 8,544,368	\$ 7,543,409	\$ 6,539,186	\$ 5,478,304	\$ 4,440,695	\$ 3,456,062	\$ 2,539,521	\$ 1,707,376	\$ 964,254	\$ 374,049	\$ 29,503	\$ -	\$ -	
		\$ 18,260,342	\$ 17,479,407	\$ 16,621,408	\$ 15,762,430	\$ 14,851,082	\$ 13,967,386	\$ 13,139,581	\$ 12,382,832	\$ 11,713,493	\$ 11,731,046	\$ 11,508,679	\$ 11,370,775	\$ -	\$ -	
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																
I. Transit Maintenance, Rehabilitation, and																
206	Muni Maintenance	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 20,000,000	\$ 20,000,000	\$ 23,000,000	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 20,000,000	\$ -	\$ -	\$ -	
		\$ 270,626	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 30,270,626	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 20,000,000	\$ 20,000,000	\$ 23,000,000	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 20,000,000	\$ -	\$ -	\$ -	
207	BART Maintenance	\$ 1,923,760	\$ 1,954,540	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 699,507	\$ 698,731	\$ 644,666	\$ 557,149	\$ 464,967	\$ 375,002	\$ 289,836	\$ 210,819	\$ 139,435	\$ 76,136	\$ 26,687	\$ -	\$ -	\$ -	
		\$ 2,623,266	\$ 2,653,271	\$ 1,494,666	\$ 557,149	\$ 464,967	\$ 375,002	\$ 289,836	\$ 210,819	\$ 139,435	\$ 76,136	\$ 26,687	\$ -	\$ -	\$ -	
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,056,890	\$ 1,032,531	\$ 991,983	\$ 942,748	\$ 874,721	\$ 796,494	\$ 710,624	\$ 495,895	\$ 305,293	\$ 140,551	\$ 19,777	\$ -	\$ -	\$ -	
		\$ 6,056,890	\$ 6,032,531	\$ 5,991,983	\$ 5,942,748	\$ 5,874,721	\$ 5,796,494	\$ 5,710,624	\$ 495,895	\$ 305,293	\$ 140,551	\$ 19,777	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 415,272	\$ 414,894	\$ 408,869	\$ 399,832	\$ 350,105	\$ 281,197	\$ 216,087	\$ 155,836	\$ 101,621	\$ 53,819	\$ 16,982	\$ -	\$ -	\$ -	
		\$ 1,899,315	\$ 1,922,682	\$ 1,940,782	\$ 1,956,254	\$ 950,105	\$ 281,197	\$ 216,087	\$ 155,836	\$ 101,621	\$ 53,819	\$ 16,982	\$ -	\$ -	\$ -	
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		\$ 41,760,642	\$ 41,868,811	\$ 40,842,900	\$ 40,072,784	\$ 29,173,372	\$ 28,632,051	\$ 31,691,842	\$ 28,752,762	\$ 28,814,832	\$ 29,104,839	\$ 24,245,078	\$ 4,323,860	\$ -	\$ -	
		\$ 2,442,294	\$ 2,146,157	\$ 2,045,518	\$ 1,899,729	\$ 1,689,793	\$ 1,452,693	\$ 1,216,548	\$ 862,550	\$ 546,349	\$ 270,506	\$ 63,446	\$ -	\$ -	\$ -	
		\$ 44,202,935	\$ 44,014,968	\$ 42,888,417	\$ 41,972,513	\$ 30,863,165	\$ 30,084,744	\$ 32,908,390	\$ 29,615,312	\$ 29,361,181	\$ 29,375,345	\$ 24,308,523	\$ 4,323,860	\$ -	\$ -	
C. PARATRANSIT																
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 5,291,595	\$ 4,768,705	\$ 4,201,892	\$ 3,633,805	\$ 3,035,068	\$ 2,450,468	\$ 1,896,768	\$ 1,382,693	\$ 917,788	\$ 504,919	\$ 181,245	\$ -	\$ -	\$ -	
		\$ 5,291,595	\$ 4,768,705	\$ 4,201,892	\$ 3,633,805	\$ 3,035,068	\$ 2,450,468	\$ 1,896,768	\$ 1,382,693	\$ 917,788	\$ 504,919	\$ 181,245	\$ -	\$ -	\$ -	
TOTAL PARATRANSIT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 5,291,595	\$ 4,768,705	\$ 4,201,892	\$ 3,633,805	\$ 3,035,068	\$ 2,450,468	\$ 1,896,768	\$ 1,382,693	\$ 917,788	\$ 504,919	\$ 181,245	\$ -	\$ -	\$ -	
		\$ 5,291,595	\$ 4,768,705	\$ 4,201,892	\$ 3,633,805	\$ 3,035,068	\$ 2,450,468	\$ 1,896,768	\$ 1,382,693	\$ 917,788	\$ 504,919	\$ 181,245	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 189,559	\$ 189,475	\$ 186,808	\$ 182,760	\$ 175,140	\$ 165,301	\$ 153,461	\$ 110,930	\$ 72,620	\$ 38,790	\$ 12,623	\$ -	\$ -	\$ -	
		\$ 1,233,885	\$ 1,250,511	\$ 1,264,821	\$ 1,278,021	\$ 1,288,157	\$ 1,296,596	\$ 1,303,379	\$ 110,930	\$ 72,620	\$ 38,790	\$ 12,623	\$ -	\$ -	\$ -	

Attachment 5a: Amended 2023 Strategic Plan Baseline Programming Pending October 2023 Board Action

Table with columns: 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. Rows include: 217 Traffic Signs & Signals Maintenance; II. Safer and Complete Streets; 218 Safer and Complete Streets; 219 Curb Ramps; 220 Tree Planting; III. Freeway Safety and Operational Imp; 221 Vision Zero Ramps; 222 Managed Lanes and Express Bus; 223 Transformative Freeway and Major Street Projects; TOTAL STREETS AND FREEWAYS; E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANA; I. Transportation Demand Management; 224 Transportation Demand Management; II. Transportation, Land Use, and Commu; 225 Neighborhood Transportation Program; 226 Equity Priority Transportation Program; 227 Development-Oriented Transportation; 228 Citywide / Modal Planning; TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT; TOTAL PROP L STRATEGIC PLAN; Prop. K Related Programming (since 7/1/22).

Attachment 5b
Amended 2023 Strategic Plan Baseline Cashflow¹
Pending October 2023 Board Action

Table with columns: EP No., EP Line Item, Total Available Funds, Percent of Available Funds Spent on Financing, Total Programming & Interest Costs, and fiscal years from FY2022/23 to FY2038/39. Rows include Major Capital Projects (Muni, BART, Caltrain), Transit Maintenance and Enhancements (Muni, BART, Caltrain, Ferry, Transit Enhancements), Paratransit, and Streets and Freeways (Maintenance, Rehabilitation, and Replacement).

Attachment 5b
Amended 2023 Strategic Plan Baseline Cashflow¹
 Pending October 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	\$ 124,420,158	0.00%	Programming	\$ 124,256,712	\$ -	\$ 946,173	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 124,256,712	\$ -	\$ 946,173	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 1,892,347	\$ 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	
II. Safer and Complete Streets																									
218	Safer and Complete Streets	\$ 210,131,822	0.00%	Programming	\$ 208,637,942	\$ -	\$ 1,597,981	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 208,637,942	\$ -	\$ 1,597,981	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 3,195,963	\$ 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	
219	Curb Ramps	\$ 40,090,940	7.15%	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	\$ 2,866,594	\$ -	\$ -	\$ -	\$ 4,567	\$ 21,992	\$ 56,028	\$ 97,731	\$ 86,696	\$ 88,841	\$ 117,347	\$ 119,177	\$ 142,997	\$ 139,648	\$ 140,542	\$ 142,388	\$ 167,127	\$ 162,091			
				Total	\$ 39,452,727	\$ -	\$ -	\$ 925,000	\$ 1,104,567	\$ 1,226,992	\$ 1,268,028	\$ 2,311,329	\$ 1,446,712	\$ 1,470,617	\$ 1,520,503	\$ 1,545,524	\$ 1,592,165	\$ 1,612,002	\$ 1,636,454	\$ 1,662,235	\$ 1,711,291	\$ 1,730,962			
220	Tree Planting	\$ 27,648,924	15.14%	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	\$ 4,187,285	\$ -	\$ -	\$ 15,068	\$ 25,165	\$ 49,708	\$ 102,694	\$ 150,222	\$ 133,025	\$ 136,080	\$ 179,436	\$ 181,936	\$ 217,951	\$ 212,521	\$ 213,564	\$ 216,058	\$ 253,243	\$ 245,280			
				Total	\$ 27,590,586	\$ -	\$ 250,000	\$ 1,027,568	\$ 1,087,665	\$ 1,164,708	\$ 1,277,694	\$ 1,988,394	\$ 1,070,967	\$ 1,089,029	\$ 1,147,129	\$ 1,165,623	\$ 1,217,377	\$ 1,227,938	\$ 1,245,227	\$ 1,264,228	\$ 1,318,183	\$ 1,327,260			
III. Freeway Safety and Operational Improvements																									
221	Vision Zero Ramps	\$ 11,059,570	18.26%	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	\$ 2,019,459	\$ -	\$ -	\$ 28,193	\$ 36,600	\$ 47,878	\$ 67,545	\$ 73,811	\$ 65,344	\$ 66,827	\$ 88,095	\$ 89,300	\$ 106,952	\$ 104,263	\$ 104,750	\$ 105,950	\$ 124,158	\$ 120,229			
				Total	\$ 10,663,806	\$ -	\$ 100,000	\$ 1,053,193	\$ 956,600	\$ 342,878	\$ 167,545	\$ 443,079	\$ 440,520	\$ 448,006	\$ 475,173	\$ 482,775	\$ 506,722	\$ 510,429	\$ 517,416	\$ 525,218	\$ 550,135	\$ 553,021			
222	Managed Lanes and Express Bus	\$ 13,824,462	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	\$ 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	\$ 27,648,924	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		\$ 626,248,129	1.97%	Programming	\$ 610,649,238	\$ -	\$ 3,764,546	\$ 11,999,592	\$ 11,288,592	\$ 11,324,092	\$ 11,013,092	\$ 24,342,983	\$ 21,902,886	\$ 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	\$ 12,329,609	\$ -	\$ 51,627	\$ 83,946	\$ 157,256	\$ 309,459	\$ 436,147	\$ 386,390	\$ 395,435	\$ 521,649	\$ 529,136	\$ 634,137	\$ 618,578	\$ 621,848	\$ 629,340	\$ 737,914	\$ 714,958				
				Total	\$ 622,978,848	\$ -	\$ 3,764,546	\$ 12,051,218	\$ 11,372,538	\$ 11,481,348	\$ 11,322,551	\$ 24,779,130	\$ 22,289,276	\$ 21,937,567	\$ 22,396,609	\$ 22,766,131	\$ 23,226,923	\$ 23,572,847	\$ 23,943,386	\$ 24,324,022	\$ 24,811,711	\$ 25,173,935			
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																									
I. Transportation Demand Management																									
224	Transportation Demand Management	\$ 24,884,032	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	\$ 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	\$ 56,680,294	11.23%	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	\$ 6,365,614	\$ -	\$ 18,654	\$ 126,721	\$ 115,131	\$ 146,850	\$ 189,301	\$ 207,069	\$ 183,493	\$ 187,836	\$ 247,851	\$ 251,468	\$ 301,439	\$ 294,108	\$ 295,727	\$ 299,353	\$ 351,069	\$ 340,215			
				Total	\$ 56,709,631	\$ -	\$ 1,373,654	\$ 4,021,721	\$ 2,240,131	\$ 1,271,850	\$ 389,301	\$ 2,099,571	\$ 2,106,275	\$ 2,141,382	\$ 2,231,623	\$ 2,268,027	\$ 2,350,263	\$ 2,375,713	\$ 2,410,637	\$ 2,448,102	\$ 2,534,198	\$ 2,558,273			
226	Equity Priority Transportation Program	\$ 58,062,740	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	\$ 27,648,924	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	\$ 13,824,462	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	\$ 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		\$ 181,100,452	3.51%	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	\$ 6,365,614	\$ -	\$ 18,654	\$ 126,721	\$ 115,131	\$ 146,850	\$ 189,301	\$ 207,069	\$ 183,493	\$ 187,836	\$ 247,851	\$ 251,468	\$ 301,439	\$ 294,108	\$ 295,727	\$ 299,353	\$ 351,069	\$ 340,215			
				Total	\$ 180,966,343	\$ -	\$ 2,319,828	\$ 5,914,068	\$ 4,132,478	\$ 3,164,197	\$ 2,281,647	\$ 6,253,842	\$ 6,327,014	\$ 6,429,653	\$ 6,586,245	\$ 6,694,620	\$ 6,847,681	\$ 6,945,089	\$ 7,053,123	\$ 7,164,867	\$ 7,326,431	\$ 7,427,182			
TOTAL PROP L STRATEGIC PLAN		\$ 3,287,457,063	9.88%	Programming	\$ 2,680,300,454	\$ -	\$ 23,209,773	\$104,868,332	\$117,879,570	\$ 95,435,070	\$108,104,070	\$142,642,873	\$192,775,566	\$137,595,175	\$143,517,										

Attachment 5B
Amended 2023 Strategic Plan Baseline Cashflow¹
 Pending October 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 2,146,819	\$ 1,916,797	\$ 1,669,924	\$ 1,423,815	\$ 1,167,651	\$ 919,849	\$ 687,574	\$ 475,010	\$ 287,028	\$ 125,447	\$ 8,697	\$ -	\$ -	\$ -	\$ -
		\$ 2,146,819	\$ 1,916,797	\$ 1,669,924	\$ 1,423,815	\$ 1,167,651	\$ 919,849	\$ 687,574	\$ 475,010	\$ 287,028	\$ 125,447	\$ 8,697	\$ -	\$ -	\$ -	\$ -
III. Caltrain																
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 7,319,192	\$ 6,627,570	\$ 5,873,485	\$ 5,115,372	\$ 4,310,653	\$ 3,520,846	\$ 2,768,488	\$ 2,064,511	\$ 1,420,348	\$ 838,807	\$ 365,353	\$ 29,503	\$ -	\$ -	
		\$ 7,319,192	\$ 6,627,570	\$ 5,873,485	\$ 5,115,372	\$ 4,310,653	\$ 3,520,846	\$ 2,768,488	\$ 2,064,511	\$ 1,420,348	\$ 838,807	\$ 365,353	\$ 29,503	\$ -	\$ -	
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	\$ -	\$ -	
		\$ 9,466,011	\$ 8,544,368	\$ 7,543,409	\$ 6,539,186	\$ 5,478,304	\$ 4,440,695	\$ 3,456,062	\$ 2,539,521	\$ 1,707,376	\$ 964,254	\$ 374,049	\$ 29,503	\$ -	\$ -	
		\$ 18,260,342	\$ 17,479,407	\$ 16,621,408	\$ 15,762,430	\$ 14,851,082	\$ 13,967,386	\$ 13,139,581	\$ 12,382,832	\$ 11,713,493	\$ 11,731,046	\$ 11,508,679	\$ 11,370,775	\$ -	\$ -	
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																
I. Transit Maintenance, Rehabilitation, and																
206	Muni Maintenance	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 20,000,000	\$ 20,000,000	\$ 23,000,000	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 20,000,000	\$ -	\$ -	
		\$ 270,626	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 30,270,626	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 20,000,000	\$ 20,000,000	\$ 23,000,000	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 20,000,000	\$ -	\$ -	
207	BART Maintenance	\$ 1,923,760	\$ 1,954,540	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 699,507	\$ 698,731	\$ 644,666	\$ 557,149	\$ 464,967	\$ 375,002	\$ 289,836	\$ 210,819	\$ 139,435	\$ 76,136	\$ 26,687	\$ -	\$ -		
		\$ 2,623,266	\$ 2,653,271	\$ 1,494,666	\$ 557,149	\$ 464,967	\$ 375,002	\$ 289,836	\$ 210,819	\$ 139,435	\$ 76,136	\$ 26,687	\$ -	\$ -		
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,056,890	\$ 1,032,531	\$ 991,983	\$ 942,748	\$ 874,721	\$ 796,494	\$ 710,624	\$ 495,895	\$ 305,293	\$ 140,551	\$ 19,777	\$ -	\$ -		
		\$ 6,056,890	\$ 6,032,531	\$ 5,991,983	\$ 5,942,748	\$ 5,874,721	\$ 5,796,494	\$ 5,710,624	\$ 495,895	\$ 305,293	\$ 140,551	\$ 19,777	\$ -	\$ -		
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 415,272	\$ 414,894	\$ 408,869	\$ 399,832	\$ 350,105	\$ 281,197	\$ 216,087	\$ 155,836	\$ 101,621	\$ 53,819	\$ 16,982	\$ -	\$ -		
		\$ 1,899,315	\$ 1,922,682	\$ 1,940,782	\$ 1,956,254	\$ 950,105	\$ 281,197	\$ 216,087	\$ 155,836	\$ 101,621	\$ 53,819	\$ 16,982	\$ -	\$ -		
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		\$ 41,760,642	\$ 41,868,811	\$ 40,842,900	\$ 40,072,784	\$ 29,173,372	\$ 28,632,051	\$ 31,691,842	\$ 28,752,762	\$ 28,814,832	\$ 29,104,839	\$ 24,245,078	\$ 4,323,860	\$ -	\$ -	
		\$ 2,442,294	\$ 2,146,157	\$ 2,045,518	\$ 1,899,729	\$ 1,689,793	\$ 1,452,693	\$ 1,216,548	\$ 862,550	\$ 546,349	\$ 270,506	\$ 63,446	\$ -	\$ -		
		\$ 44,202,935	\$ 44,014,968	\$ 42,888,417	\$ 41,972,513	\$ 30,863,165	\$ 30,084,744	\$ 32,908,390	\$ 29,615,312	\$ 29,361,181	\$ 29,375,345	\$ 24,308,523	\$ 4,323,860	\$ -	\$ -	
C. PARATRANSIT																
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 5,291,595	\$ 4,768,705	\$ 4,201,892	\$ 3,633,805	\$ 3,035,068	\$ 2,450,468	\$ 1,896,768	\$ 1,382,693	\$ 917,788	\$ 504,919	\$ 181,245	\$ -	\$ -		
		\$ 5,291,595	\$ 4,768,705	\$ 4,201,892	\$ 3,633,805	\$ 3,035,068	\$ 2,450,468	\$ 1,896,768	\$ 1,382,693	\$ 917,788	\$ 504,919	\$ 181,245	\$ -	\$ -		
TOTAL PARATRANSIT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ 5,291,595	\$ 4,768,705	\$ 4,201,892	\$ 3,633,805	\$ 3,035,068	\$ 2,450,468	\$ 1,896,768	\$ 1,382,693	\$ 917,788	\$ 504,919	\$ 181,245	\$ -	\$ -		
		\$ 5,291,595	\$ 4,768,705	\$ 4,201,892	\$ 3,633,805	\$ 3,035,068	\$ 2,450,468	\$ 1,896,768	\$ 1,382,693	\$ 917,788	\$ 504,919	\$ 181,245	\$ -	\$ -		
D. STREETS AND FREEWAYS																
I. Maintenance, Rehabilitation, and Repl																
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 189,559	\$ 189,475	\$ 186,808	\$ 182,760	\$ 175,140	\$ 165,301	\$ 153,461	\$ 110,930	\$ 72,620	\$ 38,790	\$ 12,623	\$ -	\$ -		
		\$ 1,233,885	\$ 1,250,511	\$ 1,264,821	\$ 1,278,021	\$ 1,288,157	\$ 1,296,596	\$ 1,303,379	\$ 110,930	\$ 72,620	\$ 38,790	\$ 12,623	\$ -	\$ -		

Attachment 5B
Amended 2023 Strategic Plan Baseline Cashflow¹
 Pending October 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	\$ 5,358,764	\$ 5,446,980	\$ 5,536,862	\$ 5,628,441	\$ 6,056,320	\$ 6,263,230	\$ 6,379,465	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,946,811	\$ 5,025,960	\$ 5,106,375	\$ 5,188,075	\$ 5,272,188	\$ 5,358,764	\$ 5,446,980	\$ 5,536,862	\$ 5,628,441	\$ 6,056,320	\$ 6,263,230	\$ 6,379,465	\$ -	\$ -	
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	\$ 8,994,990	\$ 9,141,848	\$ 9,291,541	\$ 9,444,116	\$ 10,161,397	\$ 10,496,413	\$ 10,679,218	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 8,305,936	\$ 8,438,822	\$ 8,573,843	\$ 8,711,025	\$ 8,850,919	\$ 8,994,990	\$ 9,141,848	\$ 9,291,541	\$ 9,444,116	\$ 10,161,397	\$ 10,496,413	\$ 10,679,218	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 164,167	\$ 164,261	\$ 162,109	\$ 158,749	\$ 152,277	\$ 143,869	\$ 133,707	\$ 121,470	\$ 106,526	\$ 55,637	\$ 16,649	\$ -	\$ -	\$ -	
		\$ 1,758,139	\$ 1,783,737	\$ 1,807,496	\$ 1,830,462	\$ 1,851,093	\$ 1,870,582	\$ 1,888,845	\$ 1,905,570	\$ 1,920,135	\$ 55,637	\$ 16,649	\$ -	\$ -		
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 248,096	\$ 247,921	\$ 244,371	\$ 239,016	\$ 228,992	\$ 216,072	\$ 167,275	\$ 121,967	\$ 80,988	\$ 44,591	\$ 16,045	\$ -	\$ -	\$ -	
		\$ 1,347,387	\$ 1,364,801	\$ 1,379,121	\$ 1,391,922	\$ 1,400,590	\$ 1,406,908	\$ 167,275	\$ 121,967	\$ 80,988	\$ 44,591	\$ 16,045	\$ -	\$ -		
III. Freeway Safety and Operational Imp																
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 121,585	\$ 121,476	\$ 119,713	\$ 117,068	\$ 96,439	\$ 76,441	\$ 57,651	\$ 40,397	\$ 25,058	\$ 11,769	\$ 1,967	\$ -	\$ -	\$ -	
		\$ 561,302	\$ 568,228	\$ 573,613	\$ 578,230	\$ 96,439	\$ 76,441	\$ 57,651	\$ 40,397	\$ 25,058	\$ 11,769	\$ 1,967	\$ -	\$ -		
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	\$ 26,440,743	\$ 25,664,353	\$ 24,917,798	\$ 25,328,826	\$ 25,302,197	\$ 26,154,486	\$ 26,627,882	\$ -	\$ -	
		\$ 723,406	\$ 723,133	\$ 713,001	\$ 697,593	\$ 652,848	\$ 601,684	\$ 512,095	\$ 394,765	\$ 285,193	\$ 150,786	\$ 47,285	\$ -	\$ -	\$ -	
		\$ 25,573,677	\$ 25,970,997	\$ 26,364,830	\$ 26,759,845	\$ 26,667,668	\$ 27,042,426	\$ 26,176,448	\$ 25,312,563	\$ 25,614,019	\$ 25,452,984	\$ 26,201,771	\$ 26,627,882	\$ -	\$ -	

E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT

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 Comm															
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 344,301	\$ 344,234	\$ 339,473	\$ 332,196	\$ 318,421	\$ 300,609	\$ 279,151	\$ 253,386	\$ 168,959	\$ 93,835	\$ 34,672	\$ 90	\$ -	\$ -
		\$ 2,597,848	\$ 2,633,838	\$ 2,665,710	\$ 2,695,652	\$ 2,720,195	\$ 2,741,824	\$ 2,760,553	\$ 2,775,735	\$ 168,959	\$ 93,835	\$ 34,672	\$ 90	\$ -	\$ -
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	\$ 8,194,411	\$ 8,891,403	\$ 9,373,145	\$ 9,651,465	\$ -	\$ -
		\$ 344,301	\$ 344,234	\$ 339,473	\$ 332,196	\$ 318,421	\$ 300,609	\$ 279,151	\$ 253,386	\$ 168,959	\$ 93,835	\$ 34,672	\$ 90	\$ -	\$ -
		\$ 7,544,659	\$ 7,659,797	\$ 7,772,085	\$ 7,883,726	\$ 7,992,383	\$ 8,100,587	\$ 8,207,533	\$ 8,312,597	\$ 8,417,399	\$ 9,085,238	\$ 9,467,612	\$ 9,741,555	\$ -	\$ -

TOTAL PROP L STRATEGIC PLAN		\$ 82,605,600	\$ 83,367,279	\$ 83,005,340	\$ 82,909,810	\$ 72,234,933	\$ 72,399,463	\$ 74,968,096	\$ 71,573,082	\$ 69,778,214	\$ 71,230,149	\$ 67,797,424	\$ 48,672,479	\$ -	\$ -
		\$ 18,267,607	\$ 16,526,596	\$ 14,843,292	\$ 13,102,510	\$ 11,174,434	\$ 9,246,149	\$ 7,360,624	\$ 5,432,915	\$ 3,625,665	\$ 1,984,301	\$ 700,696	\$ 29,594	\$ -	\$ -
		\$ 100,873,208	\$ 99,893,875	\$ 97,848,632	\$ 96,012,320	\$ 83,409,366	\$ 81,645,611	\$ 82,328,720	\$ 77,005,997	\$ 73,403,879	\$ 73,214,449	\$ 68,498,120	\$ 48,702,072	\$ -	\$ -

Prop. K Related Cashflow (since 7/1/22)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 17,921,239	\$ 17,889,489	\$ 17,614,874	\$ 17,211,355	\$ 16,472,492	\$ 15,526,192	\$ 14,393,620	\$ 13,041,829	\$ 11,405,829	\$ 9,431,693	\$ 6,919,048	\$ 1,787,278	\$ -	\$ -
		\$ 17,921,239	\$ 17,889,489	\$ 17,614,874	\$ 17,211,355	\$ 16,472,492	\$ 15,526,192	\$ 14,393,620	\$ 13,041,829	\$ 11,405,829	\$ 9,431,693	\$ 6,919,048	\$ 1,787,278	\$ -	\$ -

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.

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Memorandum

AGENDA ITEM 7

DATE: September 22, 2023
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 10/17/2023 Board Meeting: Allocate \$13,724,000 and Appropriate \$651,000 in Prop L Funds, with Conditions, for 5 Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$12,525,000 in Prop L funds, with conditions, to the San Francisco Bay Area Rapid Transit (BART) for:</p> <ol style="list-style-type: none"> 1. BART Next Generation Fare Gates (\$12,525,000) <p>Allocate \$1,000,000 in Prop L funds, with conditions, to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> 2. Tree Planting and Establishment (\$1,000,000) <p>Appropriate \$150,000 in Prop L funds, with conditions, for:</p> <ol style="list-style-type: none"> 3. Vision Zero Ramp Intersection Study Phase 3 (\$150,000) <p>Allocate and Appropriate \$700,000 in Prop L funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) and SFCTA for:</p> <ol style="list-style-type: none"> 4. Inner Sunset Multimodal Safety and Access Study [NTP] (SFMTA \$85,000, SFCTA \$265,000) 5. Walter U Lum Place Public Space Study [NTP] (SFMTA \$114,000, SFCTA \$236,000) <p>SUMMARY</p> <p>This is the second batch of Prop L allocation requests to advance to the Board for approval. Consistent with the Expenditure Plan, the Prop L allocations are conditioned upon Board adoption of the Prop L 5-Year Prioritization Program (5YPP) for the relevant programs (i.e., BART Maintenance, Tree Planting, and Vision Zero Ramps) and 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</p>	<ul style="list-style-type: none"> <input checked="" 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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<p>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 recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	
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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 \$13,724,000 and appropriate \$651,000 in Prop L funds, with conditions. The allocations and appropriations 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 September 27, 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)

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Prop L 2025/26	Prop L 2026/27	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
								Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	7	BART	BART Next Generation Fare Gates	\$ 12,525,000			\$ 25,048,476	93%	50% - SF stations ; 86% - systemwide	Construction	3, 5, 6, 8, 9, 11
Prop L	20	SFPW	Tree Planting and Establishment	\$ 1,000,000			\$ 1,000,000	59%	TBD- see footnote 4 below	Construction	5, 6, 10
Prop L	21	SFCTA	Vision Zero Ramp Intersection Study Phase 3	\$ 150,000			\$ 510,000	71%	71%	Planning	7, 9,10,11
Prop L	25	SFCTA/ SFMTA	Inner Sunset Multimodal Safety and Access Study [NTP]	\$ 350,000			\$ 350,000	78%	0%	Planning	7
Prop L	25	SFCTA/ SFMTA	Walter U Lum Place Public Space Study [NTP]	\$ 350,000			\$ 350,000	78%	0%	Planning	3
TOTAL				\$ 14,375,000	\$ -	\$ -	\$ 27,258,476				

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), SFPW (San Francisco Public Works), SFCTA (San Francisco County Transportation Authority), 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
7	BART	BART Next Generation Fare Gates	\$ 12,525,000	Requested funds will be used to upgrade fare gates at all eight stations in San Francisco. This effort is a part of a larger \$90 million capital project to replace more than 700 fare gates throughout the BART system. The existing fare gates have reached the end of their useful life and have consistently been identified by BART riders and community stakeholders as a priority for replacement. The new gates will reduce maintenance needs, cutting costs, and will improve reliability, access, and ridership experience, and reduce maintenance costs.
20	SFPW	Tree Planting and Establishment	\$ 1,000,000	<p>Funds will be used to plant 408 trees in the public right of way and water them weekly for 3 years during the tree establishment period. The trees will then receive lifetime maintenance care through StreetTreeSF's guaranteed funding from the General Fund. SFPW expects to prioritize planting in Districts 5, 6 and 10 based on tree census data and focusing on districts with the lowest canopy coverage.</p> <p>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.</p>
21	SFCTA	Vision Zero Ramp Intersection Study Phase 3	\$ 150,000	This project will study 14 freeway ramps in the southeast and western parts of San Francisco and analyze their multimodal safety conditions for near- and long-term improvements to improve safety and connectivity along the city's High Injury Network. Improvements at these locations would improve safety, close gaps in the pedestrian and bike networks, and improve connections to transit and key destinations. The study would look at pedestrian, bike, and motorist safety, in addition to transit access and reliability. Transportation Authority staff anticipate completing the study and presenting it to the Board for approval in June 2025.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
25	SFCTA/ SFMTA	Inner Sunset Multimodal Safety and Access Study [NTP]	\$ 350,000	This study will identify a prioritized short list of recommendations to improve multimodal traffic safety and access in the Inner Sunset commercial core area in District 7. The recommendations will fall into 3 types: low-complexity safety or access improvements; conceptual designs; and bold concept screening. The community outreach approach will include general public engagement. Transportation Authority staff anticipate completing the Safety and Access Study and presenting it to the Board for approval by December 2024.
25	SFCTA/ SFMTA	Walter U Lum Place Public Space Study [NTP]	\$ 350,000	This project will study various scenarios for a people-first Walter U Lum Place in District 3, such as options for a shared street, traffic-calmed street, or time-restricted vehicle access. The project will also develop an urban design strategy to connect Walter U Lum Place with other cultural destinations in Chinatown. The project includes two rounds of public and stakeholder outreach. Transportation Authority staff anticipate completing the Safety and Access Study and presenting it to the Board for approval by June 2025.
TOTAL			\$14,025,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

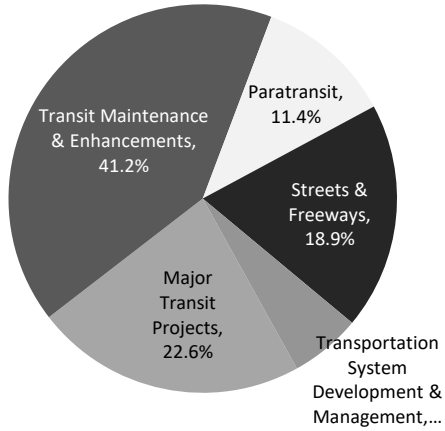
EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
7	BART	BART Next Generation Fare Gates	\$ 12,525,000	Special Condition: The recommended allocation is contingent upon approval of the Prop L BART Maintenance, Rehabilitation, and Replacement 5-Year Prioritization Program (5YPP) and amendment of the Strategic Plan Baseline which are part of a separate item on this agenda.
20	SFPW	Tree Planting and Establishment	\$ 1,000,000	Special Condition: The recommended allocation is contingent upon approval of the Prop L Tree Planting 5YPP and amendment of the Prop L Strategic Plan Baseline which is a separate item on this agenda.
21	SFCTA	Vision Zero Ramp Intersection Study Phase 3	\$ 150,000	Special Condition: The recommended allocation is contingent upon approval of the Prop L Vision Zero Ramps 5YPP and amendment of the Prop L Strategic Plan Baseline which is a separate item on this agenda.
25	SFCTA/ SFMTA	Inner Sunset Multimodal Safety and Access Study [NTP]	\$ 350,000	Special Condition: Approval of this request is contingent upon amendment of the Prop L Neighborhood Transportation Program 5YPP to add this project with funding from the Neighborhood Program project placeholder.
25	SFCTA/ SFMTA	Walter U Lum Place Public Space Study [NTP]	\$ 350,000	Special Condition: Approval of this request is contingent upon amendment of the Prop L Neighborhood Transportation Program 5YPP to add this project with funding from the Neighborhood Program project placeholder.
TOTAL			\$ 14,375,000	

¹ See Attachment 1 for footnotes.

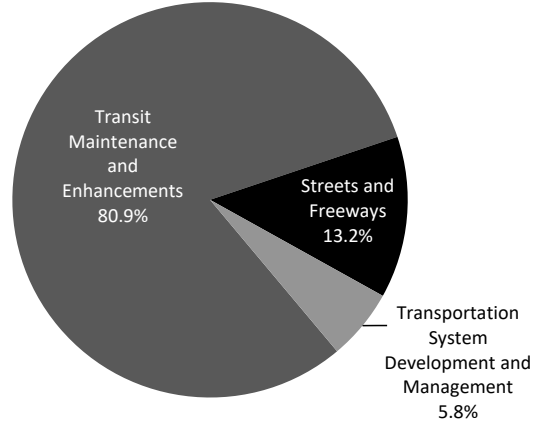
PROP L SALES TAX					
FY2023/24	Total	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Prior Allocations	\$ 1,098,000	\$ 355,000	\$ 743,000	\$ -	\$ -
Current Request(s)	\$ 14,375,000	\$ 3,982,750	\$ 10,392,250	\$ -	\$ -
New Total Allocations	\$ 15,473,000	\$ 4,337,750	\$ 11,135,250	\$ -	\$ -

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 Next Generation Fare Gates
Grant Recipient:	Bay Area Rapid Transit District

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	BART Maintenance
Current PROP L Request:	\$12,525,000
Supervisorial Districts	District 03, District 05, District 06, District 08, District 09, District 11

REQUEST

Brief Project Description

The Next Generation Fare Gates Project (NGFG) will upgrade fare gates at all eight stations in San Francisco. This effort is a part of a larger \$90 million capital project to replace more than 700 fare gates throughout the BART system. The existing fare gates have reached the end of their useful life and have consistently been identified by BART riders and community stakeholders as a priority for replacement. The new gates will increase reliability, access, and improve ridership experience, and reduce maintenance costs.

Detailed Scope, Project Benefits and Community Outreach

Please see Attachment A, pgs. 1-6.

Project Location

The NGFGs will be installed at all eight stations in San Francisco: Embarcadero, Montgomery St., Powell St., Civic Center/UN Plaza, 16th St. Mission, 24th St. Mission, Glen Park, and Balboa Park.

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	\$12,525,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	BART Next Generation Fare Gates
Grant Recipient:	Bay Area Rapid Transit District

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2019	Oct-Nov-Dec	2021
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction	Oct-Nov-Dec	2022		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2023		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2026
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2030

SCHEDULE DETAILS

Project Completion time includes warranty periods.

COMMUNITY OUTREACH - See discussion pg 6-7 of Attachment A

PROJECT COORDINATION - project is occurring 100% within the existing station area footprint of the BART stations in San Francisco. As appropriate, BART will coordinate with SFMTA and/or other city departments regarding project impacts. At this time, none are anticipated.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	BART Next Generation Fare Gates
Grant Recipient:	Bay Area Rapid Transit District

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-207: BART Maintenance	\$0	\$12,525,000	\$0	\$12,525,000
BART Capital Allocations	\$0	\$0	\$1,745,000	\$1,745,000
BART Measure RR	\$0	\$0	\$2,014,000	\$2,014,000
Federal Earmark	\$0	\$0	\$817,000	\$817,000
FTA Formula Funds (Section 5307/5337)	\$0	\$0	\$7,948,000	\$7,948,000
Phases In Current Request Total:	\$0	\$12,525,000	\$12,524,000	\$25,049,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$12,525,000	\$0	\$12,525,000
ACTC Measure BB	\$0	\$19,573,427	\$0	\$19,573,427
Affordable Housing & Sustainable Communities (AHSC)	\$0	\$5,200,929	\$0	\$5,200,929
BART Capital Allocations	\$0	\$0	\$11,723,603	\$11,723,603
BART Measure RR	\$0	\$0	\$5,665,000	\$5,665,000
CCTA Measure J	\$0	\$3,500,000	\$0	\$3,500,000
Federal Earmark	\$0	\$0	\$2,000,000	\$2,000,000
FTA Formula Funds (Section 5307/5337)	\$0	\$0	\$13,221,600	\$13,221,600
FY24 CA State Budget Earmark	\$0	\$1,000,000	\$0	\$1,000,000
SFPUC Easement Sale Proceeds	\$306,000	\$0	\$0	\$306,000
South Hayward JPA Dissolution Settlement Proceeds	\$750,000	\$0	\$0	\$750,000
STIP Funds (CCTA)	\$0	\$9,500,000	\$0	\$9,500,000
VTA Funding	\$0	\$5,034,965	\$0	\$5,034,965
Funding Plan for Entire Project Total:	\$1,056,000	\$56,334,321	\$32,610,203	\$90,000,524

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$2,949,000		Actuals
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$87,051,000	\$12,525,000	BART Technical and Engineering Staff
Operations	\$0		
Total:	\$90,000,000	\$12,525,000	

% Complete of Design:	100.0%
As of Date:	04/30/2023
Expected Useful Life:	20 Years

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	BART	Contractor
1. Procurement of Fare Gates				
Program Management & Start Up	\$ 6,709,500			\$ 6,709,500
System Integration and Engineering	\$ 1,269,300			\$ 1,269,300
Hardware & Installation Support	\$ 3,293,100			\$ 3,293,100
Options 1- 11	\$ 34,291,100			\$ 34,291,100
Subtotal	\$ 45,563,000			\$ 45,563,000
2. Electrical/Comm and Installation #1	\$ 3,200,000			\$ 3,200,000
3. Electrical/Comm and Installation #2	\$ 2,400,000			\$ 3,200,000
4. Electrical/Comm and Installation #3	\$ 2,400,000			\$ 3,200,000
5. District Furnished Material	\$ 6,000,000		\$ 6,000,000	\$ 6,000,000
6. Design & Site Construction	\$ 12,000,000		\$ 10,000,000	\$ 2,000,000
7. Construction Management/Support	\$ 8,372,147	16%	\$ 2,500,000	\$ 5,872,147
8. Contingency*	\$ 6,956,300	13%	\$ 6,956,300	
TOTAL CONSTRUCTION PHASE	\$ 86,891,447		\$ 25,456,300	\$ 69,035,147

*Includes \$1.6M in Prop L funds to be returned to the Prop L BART Maintenance program if not needed for SF stations.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	BART Next Generation Fare Gates
Grant Recipient:	Bay Area Rapid Transit District

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$12,525,000	Total PROP L Recommended	\$12,525,000

SGA Project Number:		Name:	BART Next Generation Fare Gates Project
Sponsor:	Bay Area Rapid Transit District	Expiration Date:	12/31/2027
Phase:	Construction	Fundshare:	50.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
PROP L EP-207	\$3,262,750	\$9,262,250	\$12,525,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete, improvements completed at each station, the number of faregates installed by SF station and number of faregates installed systemwide through the reporting period, 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 (SGA).

2. With quarterly progress reports and at project completion, provide 2- 3 photos of construction work in progress and completed projects. With the initiation of fieldwork, sponsor shall provide photos documenting compliance with the Prop L attribution requirements as described in the SGA.

Special Conditions

1. The recommended allocation is contingent upon approval of the Prop L BART Maintenance 5YPP and amendment of the Prop L Strategic Baseline which is a separate item on the agenda.

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	50.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	86.08%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	BART Next Generation Fare Gates
Grant Recipient:	Bay Area Rapid Transit District

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$12,525,000
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- 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:

RJ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Michael Wong	Rob Jaques
Title:	Project Manager	Manager, Grants & Funding Advocacy
Phone:	555-5555	(510) 203-0895
Email:	mwong@bart.gov	rob.jaques@bart.gov



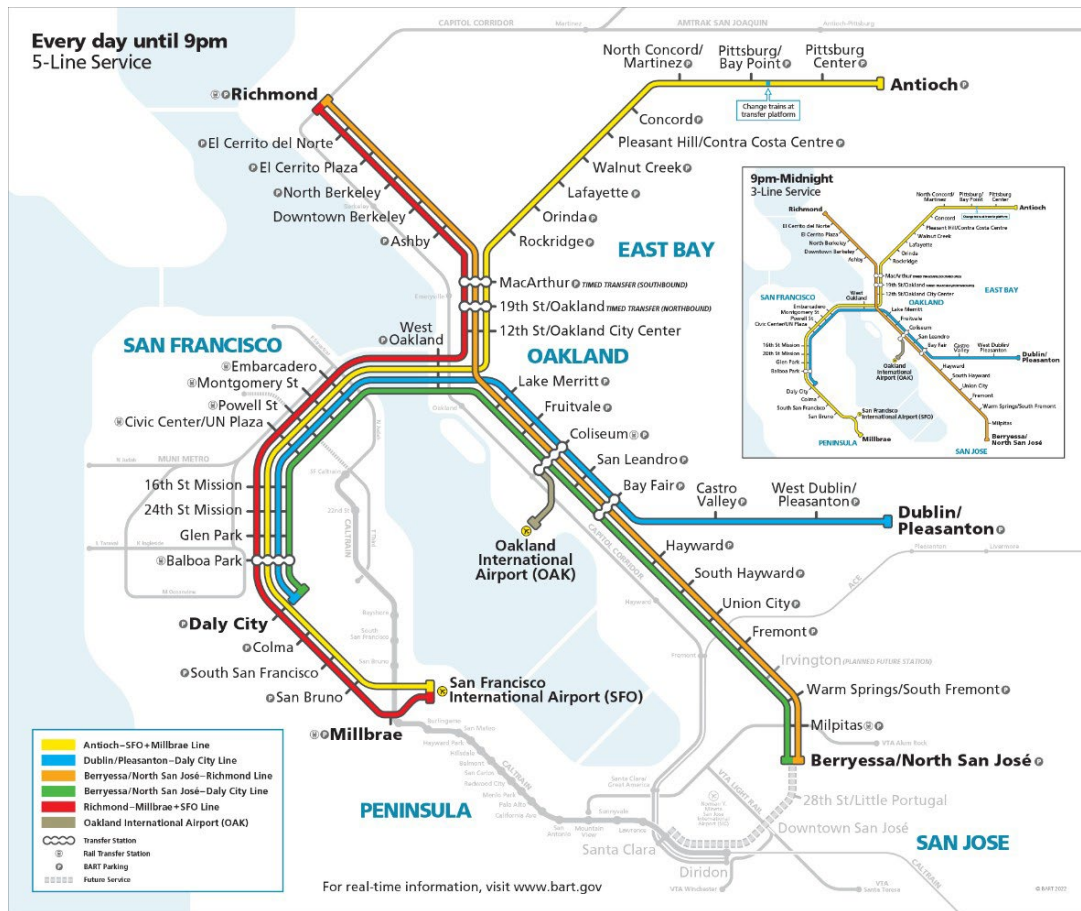
Next Generation Fare Gates Attachment A



Detailed Scope

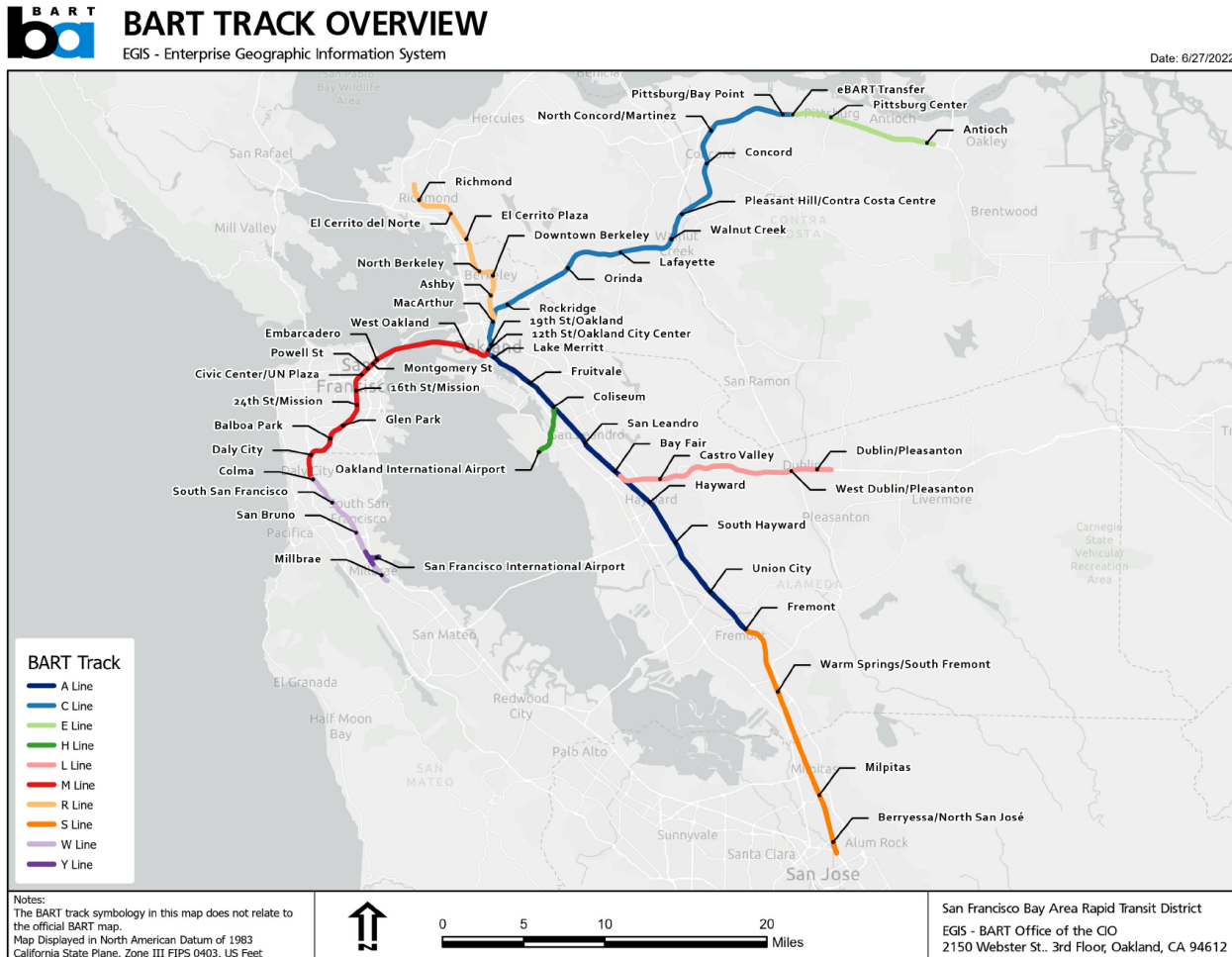
The San Francisco Bay Area Rapid Transit District (BART) requests to program \$12,500,000 of Proposition L (Prop L) funds through the 5-Year Prioritization Process (SYPP) for the Next Generation Fare Gates (NGFGs) Project. The NGFGs Project is a BART District system-wide \$90 million capital project to replace all 715 fare gates. BART is a heavy-rail public transit system that connects the San Francisco Peninsula with communities in the East Bay and South Bay. BART 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 to 2023 was 149,433. BART anticipates ridership to increase in the next few years as the Bay Area recovers from pandemic related impact. The NGFGs Project will ensure BART continues to provide 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



BART recognizes that existing fare gates, system-wide, have reached the end of their useful life and have consistently been identified by BART riders and community stakeholders as a priority for replacement, especially as BART continues efforts to modernize stations. New state-of-the-art NGFGs will reduce maintenance needs, cutting both costs and system downtime, and improving service to transit riders. This Project includes fare gates at the San Francisco stations along BART’s M Line. The Project work will take place at eight stations: Embarcadero, Montgomery St., Powell St., Civic Center/UN Plaza, 16th St. Mission, 24th St. Mission, Glen Park, Balboa Park. These stations rank high in station activity (entries + exits), see figure 2 for information on BART track lines and table 1 for ridership activity details.

Figure 2, BART Track Lines Overview



Average Weekday Station Activity (activity = entries + exists)		
Station	June 2019	June 2023
Embarcadero	93,100	30,900
Montgomery Street	89,300	25,700
Powell Street	55,400	22,900
Civic Center / UN Plaza	49,200	17,200
16 th St. Mission	26,500	10,900
24 th St. Mission	24,600	10,300
Glen Park	15,000	6,100
Balboa Park	20,200	7,100

Table 1, Average Weekday Station Activity

The Project's scope of work includes modernization of all 152 fare gates, based on number of aisles, at the eight listed stations. The current fare gates have reached their end of useful life, as they are more than twenty years old, outdated, break down often, and require continued maintenance. In addition, spare parts for current fare gates are no longer in production. Current fare gates require recurrent maintenance to remain reliable and operational. BART's Maintenance and Engineering Department ensures fare gates are in optimum condition with its preventive maintenance practices. Currently, the fare gates undergo preventive maintenance every ten weeks. Corrective maintenance is also conducted when fare gates are underperforming. In order to minimize corrective maintenance, BART has been dedicating \$120,000 annually to preventive maintenance tasks. However, BART regularly deploys technicians to address corrective maintenance tasks and ensure fare gates perform at their optimum capacity due to issues with the outdated fare gates. BART receives an average of 2,000 annual requests/tickets to address fare gate performance challenges systemwide. In San Francisco, annual corrective maintenance is most often required at Powell Street, described as M30 below, see table 2.

San Francisco Stations Annual Corrective Maintenance				
	2019	2020	2021	2022
M16: Embarcadero	10	8	8	3
M20: Montgomery	9	6	1	0
M30: Powell	13	1	8	13
M40: Civic Center	4	0	4	5
M50: 16th St.	3	0	0	0
M60: 24th St.	2	1	2	0
M70: Glen Park	1	0	1	0
M80: Balboa Park	1	1	0	0

Table 2, San Francisco Annual Corrective Maintenance

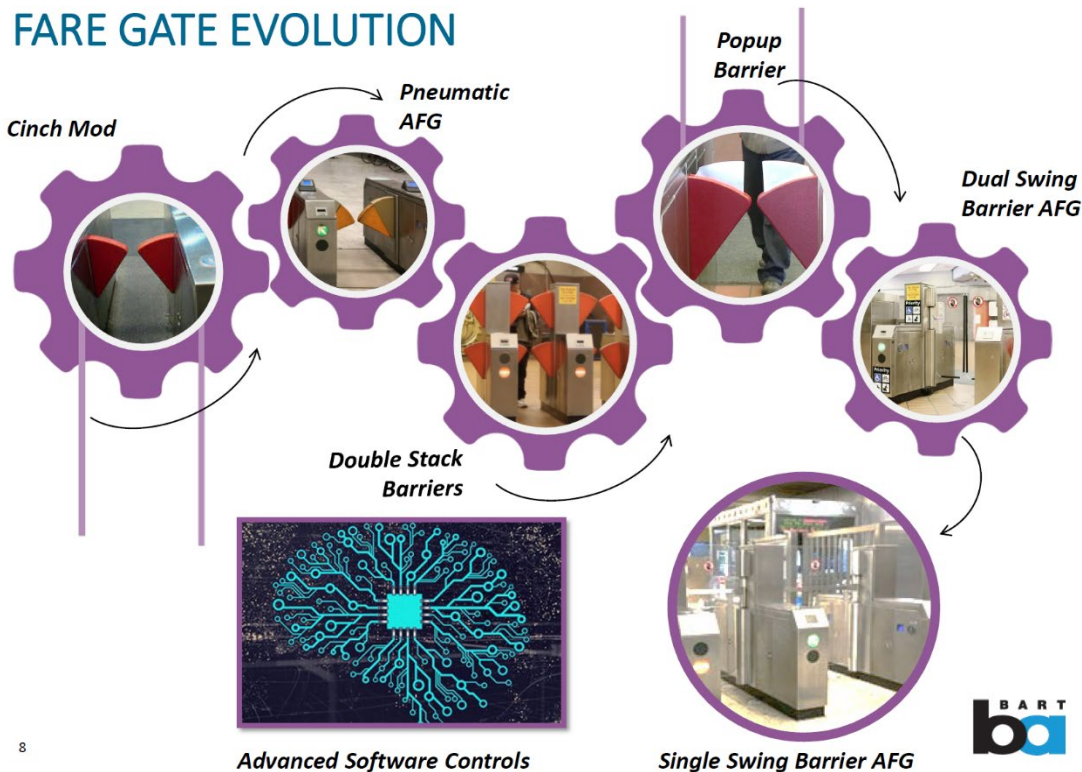
In recent years, BART has been making investments to identify and develop the best way to improve current fare gates. A variety of designs were considered and rated based on reliability, maintainability, throughput capacity, effectiveness, accessibility, and ability to easily integrate with Clipper®, the region's all-in-one transit fare payment card. In 2019, the BART Board of Directors voted unanimously to adopt a swing gate style design as the standard for new gates. The new design will offer BART more control over the replacement schedule, reducing engineering and deployment time. In total, design innovations are estimated to reduce the cost of the final design and installation from \$150 to \$90 million. See figure 3 for a representation of two test designs deployed at the Richmond station.

Figure 3, Double Stack Barrier and Dual Swing Barrier



BART's Fare Collection Engineering Department has developed innovative enhancements, retrofitted existing retractable fare gates to swing style fare gates, and implemented prototypes at various locations throughout the transit system, including the Richmond, Coliseum, Concord, Bay Fair, Montgomery Street, Balboa Park, Embarcadero, and El Cerrito Plaza stations. For each installation, BART made improvements based on information gathered from the previous installation. These prototyped fare gates provided BART vital data for the Fare Collection Engineering Department to develop specific requirements and criteria for the final NGFGs. The design of multiple prototypes is shown in the Fare Gate Evolution, figure 4.

Figure 4, Fare Gate Evolution



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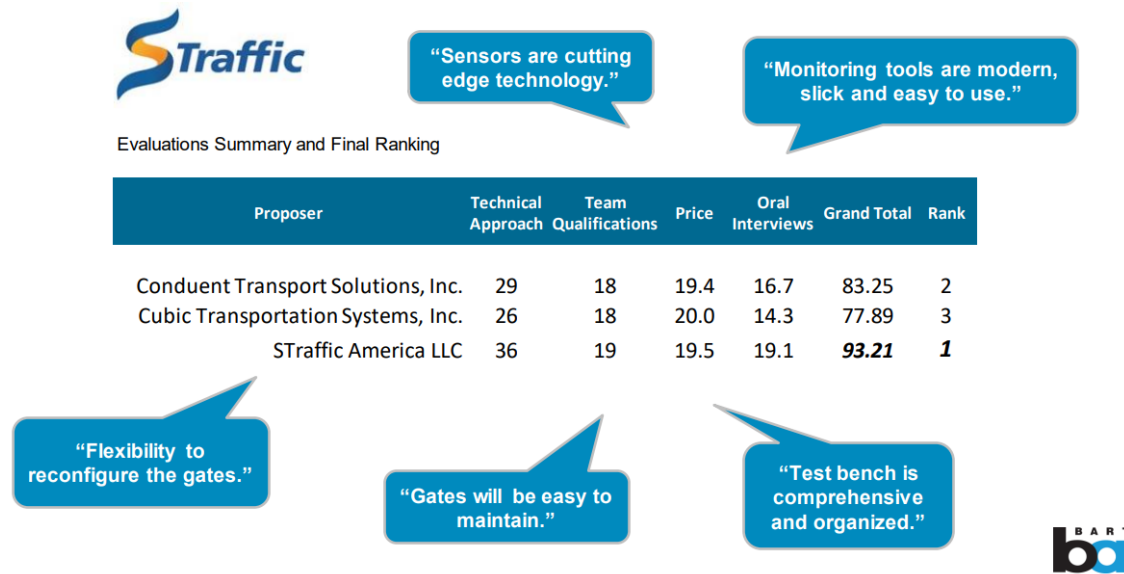
With extensive knowledge of possible solutions, BART looked forward to launch and implement new technology systemwide. In September of 2020, BART released a Request for Expressions of Interest (RFEI) for companies to assist to develop an innovative design for the new gates. The RFEI was an opportunity for interested stakeholders to share information, provide input, and discuss with BART potential alternatives, feasibility, and challenges. The RFEI provided details on BART’s design ideas and implementation approach. Information gathered through the RFEI process provided BART information to assess alternative options and opportunities for improvements. With this knowledge, BART issued a Request for Proposals (RFP) in May of 2022 and December of 2022.

The final NGFGs, selected via the RFP, will be the vendor’s design meeting BART’s required technical specifications with minimal customization. The gates will be swing style, and the main actuation of the gates will change from pneumatic to electric. The electric style requires lower maintenance frequency and therefore are more cost effective. The new NGFGs will have improved sensors to optimally open and close the gate able to detect patrons, wheelchairs, children, luggage and bikes accurately. The installation/construction phase of the NGFGs will include: Systems Integration and Engineering, including back-office system integration, interfaces, and Clipper integration; Startup and Launch, including O&M training documentation, engineering training, installation training, and test rollout; Program Management, including mobilization, demobilization, general conditions, and field office.

From January to March of 2023, BART reviewed proposals, interviewed responsive vendors, and chose STraffic to implement the project. The vendor selection was conducted by an evaluation panel comprised of nine BART staff from various departments. The vendors were evaluated on four categories: technical approach, qualifications of the firm and proposer’s team, price, and oral interview. See figure 5 below for the final scores.

Figure 5, Vendor Evaluation Summary

Recommendation



The contract with STraffic is for procurement of faregates to replace the existing faregates systemwide. STraffic and/or another vendor may also be contracted for installation. This would be a separate future contract or work order.

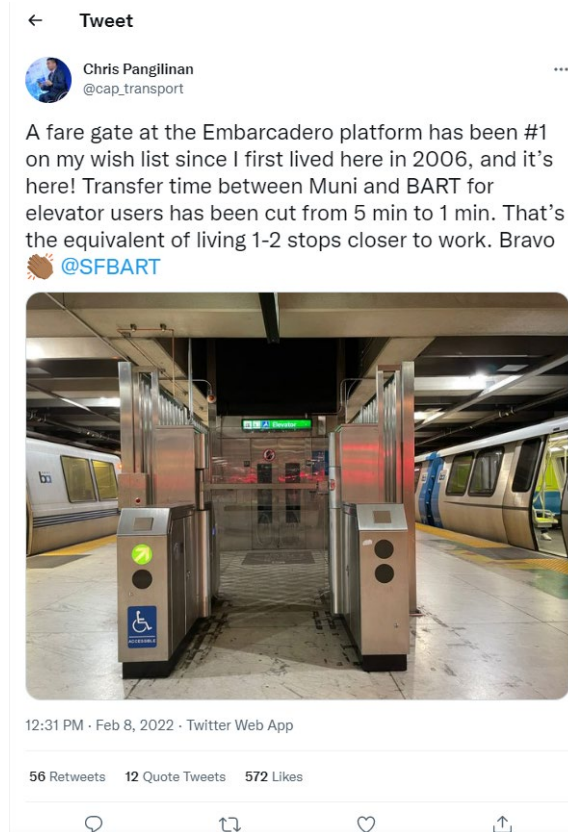
Prior Community Engagement/Level and Diversity of Community Support

BART has engaged with community members and obtained input and support for prototype fare gates through various forums:

- In July of 2020, the NGFGs Project team conducted a presentation for BART's Accessibility Task Force (BATF) to provide an overview, and obtain feedback, regarding an accessible fare gate prototype deployed at BART's Richmond Station. The BATF advises the BART Board of Directors and staff on disability-related issues and advocates on behalf of people with disabilities and seniors to make the BART system accessible to and useable by people regardless of disability or age. BATF members provided very positive feedback regarding the new accessible fare gate. Mr. Roland Wong, an BATF member, stated that his "experience was positive and [he] had no problems entering and exiting the swing gates." He also stated that the "faregates did not make loud noises and were quiet."
- In March of 2022, the NGFGs Project team presented an update to the BART Board of Directors. The BART Board is comprised of nine elected officials representing the BART Districts: Contra Costa County, Alameda County, and City and County of San Francisco. Each of the nine BART Board members represents a constituency with wide-ranging needs, as each county is composed of different populations, and access and use of transit varies significantly by city within each county. Therefore,

BART Board Directors' input is representative of different segments of the San Francisco Bay Area community needs.

- In February of 2022, Chris Pangilinan, Vice President of Paratransit at the Metropolitan Transportation Authority, New York, tweeted the following about one of the NGFGs installed at the Embarcadero Station “A fare gate at the Embarcadero platform has been #1 on my wish list since I first lived here in 2006, and it’s here! Transfer time between Muni and BART for elevator users has been cut from 5 min to 1 min.”



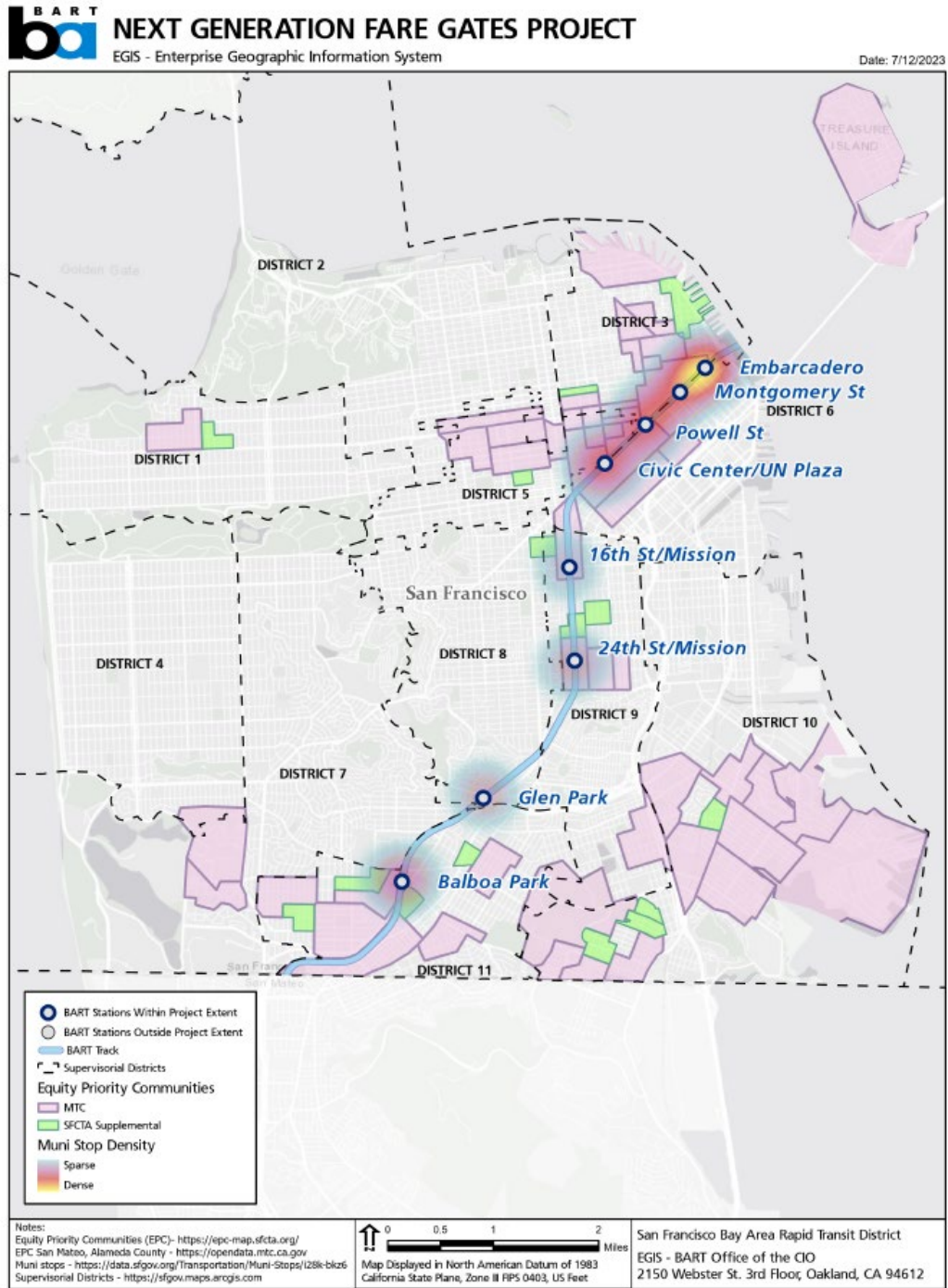
- In April of 2023, the NGFGs Project team provided an update to the BART Board on the vendor selection. A copy of the presentation is included in the programming packet, see item named “April 2023 Presentation to BART Board.”
- In June of 2023, the NGFGs Project team provided an update to the BART Accessible Task Force. A copy of the DRAFT minutes are included in the programming packet, please do not distribute. See item named “BATF 06-22-2023 Draft Minutes.”

Benefits to Disadvantaged Populations and Equity Priority Communities

The Project will take place at all stations in San Francisco. These stations serve diverse populations, including historically underserved communities and Equity Priority Communities. The Project's will take place at various locations with significant densities of historically underserved communities, including ethnic and racial minorities, people who are of low income, people with disabilities, elderly, people whose household does not own a vehicle, single parent families, and people who are rent-burdened. The Project Location Map included below provides a

visual representation of combined MTC and San Francisco County Transportation Authority EPC measures, see figure 6.

Figure 6, Project Location and Equity Priority Communities



San Francisco Transportation Plan Alignment (SFTP)

SFTP Goal	CCP Alignment
Equity	<ul style="list-style-type: none"> • 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 NGFGs 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 origin 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. BART’s Office of Civil Rights monitors BART’s compliance to these mandates, including monitoring the NGFGs Project. • Lastly, for the NGFGs Project BART has chosen a vendor for the Project with a diverse team, including Disadvantaged Business Enterprises (DBE). The team includes 1) e² Engineering, a DBE certified training firm specializing in Intelligent Transportation Systems; 2) VST Engineering, a DBE certified firm with 30 years of experience delivering capital projects from conceptual design through implementation; and 3) Pride Resource Partners, an LGBT-owned and operated DBE specializing in contract compliance, scheduling, and supervisory oversight.
Environmental Sustainability	<ul style="list-style-type: none"> • 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. • The NGFGs have no physical features that will lead to environmental impacts. The NGFGs are Categorical Exempt.

Accountability & Engagement	<ul style="list-style-type: none"> • BART has been conducting extensive outreach and engagement to diverse stakeholders as discussed in the section named “Prior Community Engagement.” • Prior to submitting their proposal, STraffic conducted extensive outreach to local Bay Area community groups. As a result, STraffic has committed to provide 2000 hours of new technical internship to Bay Area community-based organization. Hands-on STEM (science, technology, engineering and mathematics) internships provide students with the opportunity to apply theoretical knowledge gained in the classroom to real-world projects. This hands-on experience allows them to develop practical skills and a deeper understanding of how technical concepts are applied. It also gives them the opportunity to work with cutting-edge technologies, tools, and equipment, which can be valuable in their future careers. • The Project aligns with MTC’s Equity Platform, the Regional Active Transportation Plan, and the Blue-Ribbon Transit Transformation Action Plan, as the Project’s work will: <ul style="list-style-type: none"> ○ Modernize fare gates to preserve and improve access for all customers, including people with disabilities, seniors, cyclists, families with strollers, and travelers with luggage. ○ Support and expand ridership as modernized fare gates may attract more riders, as customers may feel more comfortable with accessing the transit system for their transportation needs. ○ Support transit ridership for customers of diverse backgrounds. There are several housing developments near the San Francisco stations, and many of them are occupied by people who are of low income, people with disabilities, and seniors. BART serves as the primary mode of transportation for many of these community members given the location of the stations. BART service is also convenient to transfer to other modes of transportation as is Muni service, see Project Location and Equity Priority Communities Map, which includes Muni stop density near the stations.
Economic Vitality	<ul style="list-style-type: none"> • 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.¹ As one of the Bay Area’s 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 NGFGs Project will support expected economic growth and vitality in

¹ Plan Bay Area 2050, Plan Bay Area 2050 Final Plan

	<p>the Bay Area. The Project will help to improve access and experience for community members to travel to employment locations throughout San Francisco and the greater Bay Area. The Project is also located in areas with projected greater densities, Priority Development Areas, and Transit-Rich Areas.</p>
<p>Safety and Livability</p>	<ul style="list-style-type: none"> • The current gates have reached their end of their useful life and break down often. The NGFGs will be designed to provide safe access to the system for everyone, with increased attention to address the needs of people with mobility limitations, using improved detection technology to ensure they properly open and close and premature closing is reduced. Accessible NGFGs will meet American with Disabilities Act requirements. The Project will also help to improve infrastructure condition as the work directly assists to maintain the condition of BART’s assets in a state of good repair. • BART has chosen a vendor, STraffic, with extensive experience with fare gate design and installation. The vendor has experience with TR4 reader systems, modular design and readily available industrial components. The vendor has also worked extensively with ADA community. STraffic will be incorporating lessons learned to ensure the final fare gate design is equipped with top and side mounted readers, sensor technology for safe access of persons and service animals, and aisle lighting, messaging, and color-coding options. Working with STraffic, BART will be able to enhance functionality of new gates, ensuring they are safe for all patrons, and to maintain and upgrade parts in the gates over the next 20-25 years to ensure they are reliable.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Inner Sunset Multimodal Safety and Access Study [NTP]
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Neighborhood Transportation Program
Current PROP L Request:	\$350,000
Supervisory District	District 07

REQUEST

Brief Project Description

This study will identify a prioritized short list of recommendations to improve multimodal traffic safety and access in the Inner Sunset commercial core area in District 7. The recommendations will fall into 3 types: low-complexity safety or access improvements; conceptual designs; and bold concept screening. The community outreach approach will include general public engagement.

Detailed Scope, Project Benefits and Community Outreach

Purpose

The Inner Sunset Multimodal Safety and Access Study (Study) is an NTP Planning project request from the District 7 office. The goal of the Study is to identify a prioritized short list of approximately 5-6 top recommendations to improve multimodal traffic safety and access in the Inner Sunset commercial core area (see Study Area below). The recommendations should fall into 3 types:

1. Low-complexity improvements. Two to three simple, quick-to-implement safety or access improvements that need only funding to implement. This could include:
 - Added bike parking and/or bikeshare stations at community-identified locations.
 - Color curb modifications to reduce double-parking.
2. Conceptual improvements. Two to three conceptual designs for new project improvements that have enough projected benefit and enough community support to move forward to the SFMTA for further development. These could include:
 - Additional safety and speed management treatments on Lincoln Way at 9th.
 - Transit priority treatments such as for the Muni 44-O'Shaughnessy route on 9th or the 7 Haight-Noriega route on Lincoln.
 - Bicycle network improvements, including upgrades to existing 7th Avenue bike route and improved connections to/from Golden Gate Park.

3. **Bold concept screening.** One to two more transformative street changes to significantly improve safety, access, and travel reliability for the commercial district. This Study would identify, and screen for fatal flaws, one or two bold concepts with community interest and potential to significantly improve on community goals, including potential for significant circulation changes and/or vehicle restrictions on commercial corridors (e.g., private vehicle restrictions and/or “transit mall” treatments on Irving Street). These recommendations would require further conceptual design, evaluation, and outreach following this Study.

Study Area:

The Inner Sunset Study will focus on the commercial core neighborhood bounded approximately by Lincoln Way, 7th, Judah, and 10th.

SFMTA Livable Streets will participate in this Study as a partner to lead the development of pedestrian and bicycle improvements within the study area. SFMTA Transit Division will participate in this Study as a partner to lead the development of transit priority improvements such as for the N-Judah and the 44 O’Shaughnessy within the study area.

Scope

Study will include:

1. Documenting the existing conditions and needs in the study area, e.g., where multimodal safety, reliability, and access can be improved. Wherever available, this Study will make use of parallel efforts that have or will collect this documentation, including the SFMTA’s Lincoln Way Quick Build after-data to be collected in Spring 2024, and data on the N-Judah to be collected by the SFMTA N Judah Muni Forward team. Lead: SFCTA with Consultant
2. Coordination with related concurrent efforts: Lincoln Way Quick Build and Active Communities Plan. Early pre-planning work is underway now for the Muni Forward N-Judah project and full planning and outreach is expected to begin the planning phase in mid to late 2024. This Study would not replace or modify the recommendations being planned and delivered through the QB or ACP, but in the case of Lincoln, could identify further improvements beyond the scope pending results of the SFMTA’s Spring 2024 before-after study; and in the case of the ACP, further advance the design of the 7th Avenue bike facility beyond what the ACP is scoped to develop. Lead: SFMTA Livable Streets and Transit Divisions
3. Quantitative analysis (e.g., Synchro modeling or microsimulation) of the potential benefits and impacts of access changes on Irving Street (e.g., conversion to a pedestrian and transit mall, vehicle access restrictions) or transit priority treatments on 9th Avenue. Lead: SFCTA with Consultant
4. Concept designs and visualizations of multiple options for the “bold concepts” such as access changes on Irving Street (e.g., pedestrianization, vehicle access restrictions) or a protected bike facility on 7th. Lead: SFCTA with Consultant
5. Understanding curb usage in the study area through data, which provides the ability to evaluate the potential benefits and impacts of changes to curb management. Lead: SFCTA with Consultant
6. Identification of and conceptual recommendations to address employee / employer travel needs for those who commute to / work in the study area. Lead: SFCTA with Consultant

Tasks

1. Project Management

- a. Consultant procurement and agreements.

- b. Inter- and intra-agency communications and technical advisory meetings.

Deliverables: Consultant contract; quarterly Progress Reports; technical advisory committee meetings

2. Community Engagement

The community engagement approach for this Study will consist of general public outreach at 3 points in the Study process. Lead: SFCTA

- Public Outreach. The Study will include two major rounds of “involve”-level public outreach during the concept development phase, and one round of smaller-scale “inform”-level outreach at the point of final recommendations. Outreach will include Chinese language translation.

Deliverables: General public outreach meeting materials and events; Outreach Findings Summary Report.

3. Study Area Goals and Needs

This task will work with the community to set goals for and understand multimodal transportation needs and opportunities along the stretch of Irving Street between 7th and 9th Avenues.

1. Assess Existing Conditions. Measure multimodal street conditions along Irving through the Inner Sunset, including
 - travel patterns: who is traveling to, from, and through the study area, for what purposes, what times of day, using what modes. The Study will use data collected through the SFCTA’s Travel Diary Survey supplement to measure and distinguish employee / worker travel, from visitor/customer travel, from home-based resident trips, from commercial travel (goods movement and business-to-business tripmaking).[8] This information would be used to assess the order of magnitude, qualitative benefits and impacts of different street changes to the travelers in the study area. Lead: SFCTA with Consultant
 - Safety and conflicts analysis that incorporates Vision Zero data on collisions to identify causes and locations of collisions. Lead: SFCTA with Consultant
 - Incorporate data from the SFMTA before and after study of the planned Lincoln QB improvements.
 - Incorporate travel time, speed, and delay data for transit and mixed traffic collected by the SFMTA for the N-Judah Muni Forward project to identify causes of delays and unreliability for mixed traffic.
2. Establish Goals and Needs. The Study Team will summarize multimodal transportation needs in the Study Area based on the Existing Conditions data and a first round of outreach. The Study Team will draft and refine a final statement of Goals and Needs based on community input, Existing Conditions data, and the first round of Outreach.

Deliverables: Travel data summaries; existing conditions data summaries; Draft and Final Existing Conditions and Needs Memo.

4. Concepts Development

This task will work with the community to identify multimodal improvements for the study area. The goal of the Study is to identify a prioritized short list of approximately 5-6 top recommendations to improve multimodal traffic safety and access in the Inner Sunset commercial core area. The recommendations should fall into 3 types:

1. Low-complexity improvements. Two to three simple, quick-to-implement safety or access improvements that need only funding to implement. This could include:
 - Added bike parking and/or bikeshare stations at community-identified locations.
 - Color curb modifications to reduce double-parking.
2. Conceptual improvements. Two to three conceptual designs for new project improvements that have enough projected benefit and enough community support to move forward to the SFMTA for further development. These could include:
 - Additional safety and speed management treatments on Lincoln Way at 9th.
 - Transit priority treatments such as for the Muni 44-O'Shaughnessy route on 9th or the 7 Haight-Noriega route on Lincoln.
 - Bicycle network improvements, including upgrades to existing 7th Avenue bike route and improved connections to/from Golden Gate Park.
3. Bold concept screening. One to two more transformative street changes to significantly improve safety, access, and travel reliability for the commercial district. This Study would identify, and screen for fatal flaws, one or two bold concepts with community interest and potential to significantly improve on community goals, including potential for significant circulation changes and/or vehicle restrictions on commercial corridors (e.g., private vehicle restrictions and/or "transit mall" treatments on Irving Street). These recommendations would require further conceptual design, evaluation, and outreach following this Study.

Conceptual design subtasks are anticipated to include:

1. Lincoln Way.
 - Identify any gaps or enhancements and recommend additional measures, allowing for implementation time of the improvements.
2. Irving Street.
 - This task is anticipated to include fatal flaw screening of the potential benefits of and community interest in limiting motor vehicle access to this segment of Irving, although the Study will not include all the outreach and technical analysis required to bring a vehicle restriction recommendation to the SFMTA.
 - Coordinate with the SFMTA-led N Judah Muni Forward project, which is currently in early pre-planning and will likely begin the full planning phase in mid to late 2024. Identify recommendations and improvement concepts that can be considered in the N Judah Muni Forward planning and design. Lead: SFMTA Transit
 - Traffic modeling or microsimulation to understand the potential benefits and impacts of significant street changes within the Study Area, such as on Irving between 7th and 9th Avenues and on 9th Avenue between Judah and Lincoln. Build a multimodal (micro)simulation model of the study area in order to simulate the benefits and impacts of roadway capacity changes like lane conversions or access restrictions. This includes consideration of transit operations with any major street changes (e.g. how transit will operate on a street that has vehicle restrictions). Lead: SFCTA with Consultant
3. Bicycle Network and Facilities. Coordinate with the SFMTA's Active Communities Plan (ACP) to identify bike access needs for the Inner Sunset. Lead: SFMTA
 - Design options to complete a bike network gap on 7th Avenue between Lincoln and Judah.
 - Identify other access needs such as for bike racks, long-term bike parking, bike share and E-bike access.
 - Contribute insights to the SFMTA-led ACP; coordinate with ACP recommendations

4. Curb management. Coordinate with SFMTA's Curb Digitization project to document existing curb regulations and management approach; collect data on curb usage and activity, including double parking activity and volumes and types of goods movement, service, and passenger loading / unloading activities. Identify recommendations for improving the usage and management of the curb. Lead: SFMTA
5. Employer / worker mobility and access. Through outreach, identify commute and access needs for the employees who work in the study area. Coordinate with the SFCTA's parallel TDM Market Analysis to document through commute behaviors / choices. Understand existing commute benefits and challenges. Develop, refine, recommend strategies to reduce the auto mode share of workers; improve safety of the commute for all workers. Lead: SFCTA with Consultant

Deliverables: Conceptual design drawings; traffic simulation model inputs and outputs; curb management data summaries and findings; Employee travel findings. Draft and Final Conceptual Design Development Memo.

5. Funding and Implementation.

SFMTA will provide cost estimates for each Study recommendation. SFCTA and SFMTA will Inventory ongoing and planned street projects to identify opportunities and efficiencies for funding and constructing this Study's recommendations. SFCTA will identify potential funding sources for each recommendation and, with SFMTA, identify the next steps and roles/responsibilities for implementing each recommendation. Lead: SFCTA

Deliverables: Draft Funding and Implementation Chapter in Final Report

6. Final Report and Adoption.

SFCTA with Consultant will draft a Final Report compiling all study recommendations and bring the report to the SFCTA Board for approval.

Deliverables:

- *Draft Final Report*
- *Final Report*
- *Presentation to Transportation Authority Community Advisory Committee*
- *Presentation to Transportation Authority Board*

The Transportation Authority's Neighborhood Program (NTP) is intended to strengthen project pipelines and advance the delivery of community supported neighborhood-scale projects, especially in Equity Priority Communities and other neighborhoods with high unmet need.

Project Location

The Inner Sunset Study will focus on the commercial core neighborhood bounded approximately by Lincoln Way, 7th Avenue, Judah, and 10th Avenue.

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
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	\$3,500,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Inner Sunset Multimodal Safety and Access Study [NTP]
Grant Recipient:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2023	Oct-Nov-Dec	2024
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

Task 1 Project Management, Continuous

Task 2: Community Engagement

1. Outreach Round 1 January-February 2024

2. Outreach Round 2 June-August 2024

3. Outreach Round 3 October 2024

Task 3: Study Area Goals and Needs, October-December 2023

Task 4: Concepts Development, January 2024-September 2024

Task 5: Funding and Implementation coordination opportunities, August -September 2024

Task 6: Final Report and Adoption, October-November 2024

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Inner Sunset Multimodal Safety and Access Study [NTP]
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-225: Neighborhood Transportation Program	\$0	\$350,000	\$0	\$350,000
Phases In Current Request Total:	\$0	\$350,000	\$0	\$350,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$350,000	\$350,000	Prior similar projects
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$350,000	\$350,000	

% Complete of Design:	0.0%
As of Date:	N/A
Expected Useful Life:	N/A

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY							
Agency	Task 1 - Project Management	Task 2 - Community Engagement	Task 3 - Study Area Goals and Needs	Task 4 - Concepts Development	Task 5 - Funding and Implementation	Task 6 - Final Report and Adoption	Total
SFMTA	\$ 12,750	\$ 8,500	\$ 8,500	\$ 42,500	\$ 8,500	\$ 4,250	\$ 85,000
SFCTA	\$ 22,605	\$ 37,675	\$ 15,070	\$ 30,140	\$ 15,070	\$ 30,140	\$ 150,702
Consultant	\$ 9,000	\$ 22,500	\$ 9,000	\$ 40,500	\$ 4,500	\$ 4,500	\$ 90,000
Other Direct Costs *	\$ -	\$ 24,298	\$ -	\$ -		\$ -	\$ 24,298
Total	\$ 44,355	\$ 92,973	\$ 32,570	\$ 113,140	\$ 28,070	\$ 38,890	\$ 350,000

* Direct Costs include translations, venue rental fees, social media placements, and other direct outreach materials costs.

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Associate Engineer	32	\$ 82.16	\$ 3.08	\$ 253.05	0.02	\$ 8,098
Assistant Engineer	90	\$ 69.28	\$ 3.08	\$ 213.38	0.04	\$ 19,204
Engineer	24	\$ 93.36	\$ 3.08	\$ 287.55	0.01	\$ 6,901
Transit Planner IV	64	\$ 82.63	\$ 3.08	\$ 254.50	0.03	\$ 16,288
Transit Planner II	150	\$ 58.73	\$ 3.08	\$ 180.89	0.07	\$ 27,133
Manager IV	25	\$ 89.97	\$ 3.08	\$ 277.11	0.01	\$ 6,928
Contingency	0	\$ -	\$ 3.08	\$ -	0.00	\$ -
Total	385				0.19	\$ 84,552

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	40	\$ 106.56	\$ 2.69	\$ 286.65	0.02	\$ 11,465.86
Transportation Planner	350	\$ 57.88	\$ 2.69	\$ 155.70	0.17	\$ 54,494.02
Senior Communications Officer	300	\$ 68.93	\$ 2.69	\$ 185.42	0.14	\$ 55,626.51
Communications Director	40	\$ 95.43	\$ 2.69	\$ 256.71	0.02	\$ 10,268.27
Senior Graphic Designer	80	\$ 52.58	\$ 2.69	\$ 141.44	0.04	\$ 11,315.22
Intern	100	\$ 28.00	\$ 2.69	\$ 75.32	0.05	\$ 7,532.00
Contingency	0	\$ -	\$ 2.69	\$ -	0.00	\$ -
Total	910				0.44	\$ 150,702

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Inner Sunset Multimodal Safety and Access Study [NTP]
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$350,000	Total PROP L Recommended	\$350,000

SGA Project Number:		Name:	
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	06/30/2025
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
PROP L EP-225	\$150,000	\$115,000	\$265,000

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. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
3. Upon completion of Task 2: Community Engagement (anticipated September 2024), provide an Outreach Findings Summary Report.
4. Upon completion of Task 3: Study Area Goals and Needs, submit the Existing Conditions and Needs memo, including travel data summaries and existing conditions data summaries.
5. Upon completion of Task 4: Concepts Development, submit a Conceptual Design Development Memo, including conceptual design drawings, traffic simulation inputs and outputs, curb management data summaries and findings, and employee travel findings.
6. Upon completion of Task 5 Funding and Implementation Coordination Opportunities, submit draft funding and implementation recommendations.
7. Upon completion of project (anticipated November 2024), present the final report to the CAC and Board for approval.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Neighborhood Transportation Program 5YPP. See attached 5YPP amendment for details.

Notes

1. The Transportation Authority will share quarterly progress reports with the District 7 Commissioner for this NTP project.
2. 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.

SGA Project Number:		Name:	Inner Sunset Multimodal Safety and Access Study [NTP Planning]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2025
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
PROP L EP-225	\$40,000	\$45,000	\$85,000

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 of Task 4: Concepts Development, submit a Conceptual Design Development Memo, including conceptual design drawings, traffic simulation inputs and outputs, curb management data summaries and findings, and employee travel findings, as well as improvement concepts that can be considered in the N Judah Muni Forward planning and design.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Neighborhood Transportation Program 5YPP. See attached 5YPP amendment for details.

Notes

1. The SFMTA will share quarterly progress reports with the District 7 Commissioner for this NTP project.
2. 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	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:	Inner Sunset Multimodal Safety and Access Study [NTP]
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$350,000
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- 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:	Rachel Hiatt	Mike Pickford
Title:	Acting Deputy Director	Principal Transportation Planner
Phone:	(415) 522-4809	(415) 522-4822
Email:	rachel.hiatt@sfcta.org	mike.pickford@sfcta.org

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Inner Sunset Multimodal Safety and Access Study [NTP]
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$350,000
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- 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:

RH

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Rachel Hiatt	Mike Pickford
Title:	Acting Deputy Director	Principal Transportation Planner
Phone:	(415) 522-4809	(415) 522-4822
Email:	rachel.hiatt@sfcta.org	mike.pickford@sfcta.org

2023 Prop L 5-Year Project List (FY 2022/23 - FY 2026/27)
Neighborhood Transportation Program (EP 25)
Programming and Allocations to Date

Pending October 2023 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFCTA/ SFMTA	Neighborhood Program (NTP) Coordination	Planning/ Conceptual Engineering	Programmed	\$200,000					\$200,000
SFCTA/ SFMTA	Neighborhood Program (NTP) Coordination	Planning/ Conceptual Engineering	Programmed		\$200,000				\$200,000
SFCTA/ SFMTA	Neighborhood Program (NTP) Coordination	Planning/ Conceptual Engineering	Programmed			\$200,000			\$200,000
SFCTA/ SFMTA	Neighborhood Program (NTP) Coordination	Planning/ Conceptual Engineering	Programmed				\$200,000		\$200,000
SFCTA/ SFMTA	Neighborhood Program (NTP) Coordination	Planning/ Conceptual Engineering	Programmed					\$200,000	\$200,000
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed	\$3,150,000					\$3,150,000
SFCTA/ SFMTA	Inner Sunset Multimodal Safety and Access Study [NTP] ¹	Planning/ Conceptual Engineering	Pending	\$350,000					\$350,000
SFCTA/ SFMTA	Walter U Lum Place Public Space Study [NTP] ²	Planning/ Conceptual Engineering	Pending	\$350,000					\$350,000
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed		\$2,000,000				\$2,000,000
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed			\$1,850,000			\$1,850,000
Total Programmed in 2023 YPPP				\$4,050,000	\$2,200,000	\$2,050,000	\$200,000	\$200,000	\$8,700,000
Total Allocated and Pending				\$700,000	\$0	\$0	\$0	\$0	\$700,000
Total Unallocated				\$3,350,000	\$2,200,000	\$2,050,000	\$200,000	\$200,000	\$8,000,000
Total Programmed in 2023 Strategic Plan				\$4,050,000	\$2,200,000	\$2,050,000	\$200,000	\$200,000	\$8,700,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ 5YPP amendment to fund Inner Sunset Multimodal Safety and Access Study [NTP] (Resolution 2024-xx, 10/24/2023).

Neighborhood Program (NTP) Project Placeholder: Reduced from \$3,850,000 to \$3,500,000

Inner Sunset Multimodal Safety and Access Study [NTP]: Added project with \$350,000 in Fiscal Year 2023/24 for planning.

² 5YPP amendment to fund Walter U Lum Place Public Space Study [NTP] (Resolution 2024-xx, 10/24/2023).

Neighborhood Program (NTP) Project Placeholder: Reduced from \$3,500,000 to \$3,150,000

Walter U Lum Place Public Space Study [NTP]: Added project with \$350,000 in Fiscal Year 2023/24 for planning.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Ramp Intersection Study Phase 3
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Vision Zero Ramps
Current PROP L Request:	\$150,000
Supervisorial Districts	District 07, District 08, District 09, District 10, District 11

REQUEST

Brief Project Description

This project will study 14 freeway ramps in the southeast and western parts of San Francisco and analyze their pedestrian safety conditions for near-term improvements to improve safety and connectivity along the city's High Injury Network. Improvements at these locations would improve safety, close gaps in the pedestrian and bike networks, and improve connections to transit and key destinations.

Detailed Scope, Project Benefits and Community Outreach

Project Description

Vision Zero Freeway Ramp Study Phase 3 will develop quick-build and, where applicable, permanent improvements for 14 freeway ramps in the southeast and western parts of San Francisco to improve safety and connectivity.

San Francisco's 2022 Streets and Freeways Strategy (SFS) was developed through ConnectSF and identified 14 freeway ramp locations that have a history of collisions, are on or near the HIN, and/or are within an Equity Priority Community. Improvements at these locations would improve safety, close gaps in the pedestrian and bike networks, and improve connections to transit and key destinations. Prop L sales tax funds will provide the local match to a Federal Safe Streets for All grant.

Purpose

This study would build on the Vision Zero Ramp Intersection Safety Studies 1 and 2, which designed safety improvements for freeway ramp touchdowns in the South of Market neighborhood. Safety improvements in this study would focus on ramps outside of SoMa and include quick-build solutions consistent with previous phases such as curb extensions, advanced pedestrian signals, signal improvements, and new cross walks, as well as long-term design improvement concepts. Designs will be developed through citywide and neighborhood-level, culturally relevant community engagement events and surveys both in-person and online to ensure solutions meet diverse community travel needs and support multimodal travel. The study would produce conceptual engineering design recommendations for 14 ramp touchdowns, cost estimates, implementation and funding plans.

Scope

Task 1: Administrative Startup and Project Management

Task 1.1: Project Kick-off Meetings

The SFCTA will hold a kick-off meeting with USDOT staff to discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant information for project management.

Task 1.2: Consultant Procurement and General Project Management

The SFCTA will procure a consultant through a process that meets USDOT grant requirements. Although the consultant will assist with study tasks and deliverables, the SFCTA will remain primarily responsible for all deliverables and general project management.

Task 1.3: Project Reporting and Invoicing

The SFCTA will manage the project and the consultant on an ongoing basis, including submitting quarterly reports and invoices to USDOT as required by the grant.

Deliverables:

- Project kickoff meeting notes
- Quarterly invoicing
- Progress reports
- Consultant contract

Task 2: Community Outreach

Task 2.1 Community Engagement Plan

The project team will create an outreach plan describing how the project will engage study area travelers and the surrounding communities in the planning process. This engagement plan will include strategies to reach the diverse communities surrounding the study area and include multilingual outreach methods using in-person engagement options. The engagement plan will also identify the information we hope to obtain through outreach, including an understanding of how community members prioritize different objectives (e.g. safety versus traffic congestion), transportation needs and challenges, and which types of improvements they find most desirable. The outreach plan will also document key project messages, community groups and stakeholders, and potential events.

Task 2.2 Community Outreach Events and Meetings

The project team will execute the engagement plan developed in Task 2.1. The project team will seek participation via multiple methods such as reaching out to community groups and stakeholders, flyering, email, and direct outreach at community events. Additional outreach meetings will be held throughout the study period with project stakeholders and community groups to refine the study goals and existing needs, among other topic areas. Outreach activities will be divided geographically into up to 3 neighborhood areas—the Mission/Dogpatch, Bayview, and Oceanview/Excelsior. At least two outreach events will be scheduled per ramp cluster to receive site-specific feedback.

Outreach will be conducted in two phases: Phase 1 will be focused on outlining the community's perceived challenges in the ramp areas and what types of treatments are preferred. A multi-language survey will be developed and distributed for each phase of outreach.

Throughout both phases, presentations to CBOs will be offered and CBOs will receive stipends to reflect their level of support in promoting outreach.

Deliverables:

- Draft and Final Community Engagement Plan
- Summaries of community outreach activities

Task 2.3: Technical Advisory Committee

The SFCTA will form a Technical Advisory Committee (TAC). The TAC will include representatives from SFMTA, SFPW, SFDPH, SF Planning Department, Caltrans, and advocates included within San Francisco's Vision Zero Task Force. The purpose of this committee will be to provide technical feedback from experts, professionals, and advocates on the study process and proposed safety interventions. There will be up to 4 TAC meetings scheduled with key decision points outlined in this scope, meeting topics are expected to include: project understanding and goal setting; community engagement; improvement concepts; and final recommendations.

Deliverables:

- Draft and Final TAC meeting materials and notes

Task 3: Study Goals, Framework, and Existing Conditions

Task 3.1 Study Goals and Framework

Building on Phases 1 and 2 to ensure continuity in evaluative metrics and design approaches, the Study will produce a set of planning goals and evaluation metrics to guide the development of improvement concepts and ensure concepts advance the study goals. The evaluation framework will include identification of a set of performance measures that will address all transportation modes.

Task 3.2 Existing Conditions Summary

Following development of the framework, SFCTA will document the existing transportation network and land uses in and around the study ramp locations. This effort will include gathering information on existing conditions including roadway and sidewalk geometries, traffic volumes, turning movements, existing rights-of-way and intersection configurations, collision data, transit ridership and performance, and pedestrian and bicycle volumes. Available data will be compiled from both internal sources and other agencies, and additional data will be collected as needed. The existing conditions memo will include the study goals, framework, and performance measures, traffic count data summary, and broader transportation and land use context.

Deliverables:

- Draft and Final Study Goals & Evaluation Framework Memo
- Draft and Final Existing Conditions Memo
- Traffic Count data summary

Task 4: Improvement Concept Development

Task 4.1: Improvement Concepts Memo

The SFCTA develops safety improvement concepts for each ramp location using a toolkit of measures developed from recommendations in the first and second phases of Vision Zero freeway ramp intersection safety studies and consistent with SFMTA's quick-build and Vision Zero toolkits. Both short-term quick-builds and, where applicable, long-term improvement concepts will be developed for recommendation. SFMTA will be primarily responsible for confirming feasibility, and in some cases, may be able to share short-term improvement concepts developed prior to study inception.

Up to three meetings will be held to review existing conditions, develop concept designs, incorporate community feedback, and agree on the appropriate implementation recommendations. The study team will refine proposed improvement concepts based on feedback from the TAC, community outreach findings, and technical review and analysis. Concepts will be documented in an Improvement Concepts Memo, including developing graphic sketches, and will expand to include additional concepts if needed. This memo will incorporate outreach feedback for site-specific changes and structured around identified ramp clusters.

Deliverables:

- Draft and Final Improvement Concepts Memo

Task 5: Concept Evaluation, Selection, Refinement and Cost Estimates

Task 5.1: Evaluate improvement concepts

The Study will evaluate the improvement concept alternatives identified in Task 4 according to the evaluation framework and performance measures identified in Task 3, for the 14 ramp locations in the study area. The analysis will consider the performance of all modes, and will include a circulation analysis using the existing data and counts gathered in Task 4. Circulation analysis and traffic simulations will be conducted as needed using traffic modeling tools such as Synchro or SimTraffic. Based on this evaluation and community outreach findings, the SFCTA will recommend a preferred set of projects.

Task 5.2: Refine concepts, develop conceptual designs and cost estimates

Based on the evaluation in Task 5.1 and results of public outreach, the Study will refine the design concepts for the recommended improvements. The Study will produce planning-level cost estimates for all recommended projects based on individual cost elements and their per-unit costs.

Deliverable:

- Draft and Final Evaluation of Improvement Concepts and Proposed Conceptual Designs

Task 6: Funding and Implementation Strategies

The project team will develop cost estimates and generate a funding strategy for all recommended projects. The strategy will identify funding sources likely to be available for the selected projects, including competitive sources and discretionary sources that local agencies could prioritize. The project team will also develop an implementation strategy including remaining project development, environmental review, and other permitting or institutional process steps required. To the extent possible, the implementation plan will also identify planned improvements that may be able to incorporate study recommendations

Deliverable:

- Draft and Final Funding and Implementation Strategy

Task 7: Final Report and Presentation

The Study will summarize previous interim deliverables in a final report, including an executive summary. In addition, the Study will develop a final slide presentation to accompany the final report for purposes of community outreach and the approval process. The report will be presented to the Transportation Authority board for adoption.

Deliverables:

- Draft Final Report
- Final Report
- Presentation to Transportation Authority Community Advisory Committee
- Presentation to Transportation Authority Board

Project Location

14 ramp intersection locations across southern and eastern San Francisco, including the Mission/Dogpatch, Bayview, and Oceanview/Excelsior neighborhoods.

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

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 Ramp Intersection Study Phase 3
Grant Recipient:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2024	Apr-May-Jun	2025
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

Task-based project milestones:

- Task 1 - Hold a project kick-off meeting, conduct progress reports, and sign a consultant contract.
- Task 2 - Finish Community Engagement Plan, summarize feedback from outreach activities, & form TAC
- Task 3 - Complete Study Goals & Framework Memo and Existing Conditions Summary.
- Task 4 - Complete Improvement Concepts Memo.
- Task 5 - Complete Evaluation of Improvement Concepts and Proposed Conceptual Designs.
- Task 6 - Complete Funding & Implementation Strategy Memo
- Task 7 - Complete Final Report and presentation slides, and present to Board.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Ramp Intersection Study Phase 3
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-221: Vision Zero Ramps	\$150,000	\$0	\$0	\$150,000
Safe Streets for All	\$0	\$0	\$360,000	\$360,000
Phases In Current Request Total:	\$150,000	\$0	\$360,000	\$510,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$510,000	\$150,000	prior similar studies
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$510,000	\$150,000	

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

MAJOR LINE ITEM BUDGET**Vision Zero Ramps Intersection Study Phase 3****BUDGET SUMMARY**

Agency	Task 1 - Admin Start-up & Project Mgmt	Task 2 - Community Outreach	Task 3 - Study Goals, Framework, & Existing Conditions Summary	Task 4 - Improvement Concept Devt	Task 5 - Concept Evaluation, Selection, Refinement & Cost Estimates	Task 6 - Funding & Implementation Strategies	Task 7 - Final Report & Presentation	Total
SFCTA	\$ 47,644	\$ 101,606	\$ 24,616	\$ 33,872	\$ 44,089	\$ 5,586	\$ 23,188	\$ 280,600
SFMTA				\$ 10,000.00	\$ 5,000.00			\$ 15,000
Consultant		\$ 48,000.00	\$ 55,000.00	\$ 60,000.00	\$ 40,000.00		\$ 9,000.00	\$ 212,000
Community Based Organization Stipends		\$ 2,400.00						\$ 2,400
Total	\$ 47,644	\$ 152,006	\$ 79,616	\$ 103,872	\$ 89,089	\$ 5,586	\$ 32,188	\$ 510,000

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
5203 Assistant Engineer	20	\$ 69.24	3.08	\$ 213.26	0.01	\$ 4,265
5207 Associate Engineer	20	\$ 82.16	3.08	\$ 253.05	0.01	\$ 5,061
5241 Engineer	20	\$ 93.36	3.05	\$ 284.75	0.01	\$ 5,695
Total	60.00				0.03	\$ 15,021

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director, Planning	141	\$ 106.56	2.69	\$ 287.00	0.07	\$ 40,467
Principal Transportation Planner	326	\$ 77.85	2.69	\$ 209.65	0.16	\$ 68,346
Senior Transportation Planner	414	\$ 57.88	2.69	\$ 155.88	0.20	\$ 64,534
Director of Communications	38	\$ 95.43	2.69	\$ 257.02	0.02	\$ 9,767
Senior Communications Manager	155	\$ 68.93	2.69	\$ 185.63	0.07	\$ 28,773
Senior Graphic Designer	146	\$ 52.58	2.69	\$ 141.61	0.07	\$ 20,675
Senior Engineer	100	\$ 78.26	2.69	\$ 210.78	0.05	\$ 21,078
Intern	357	\$ 28.00	2.69	\$ 75.41	0.17	\$ 26,921
Total	1677.00				0.81	\$ 280,561

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Ramp Intersection Study Phase 3
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

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

SGA Project Number:		Name:	Vision Zero Ramp Intersection Study Phase 3
Sponsor:		Expiration Date:	12/31/2025
Phase:	Planning/Conceptual Engineering	Fundshare:	27.3%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
PROP L EP-201	\$35,000	\$100,000	\$135,000

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. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
3. Upon completion of Task 2.2: Sponsor shall provide a Community Engagement Plan. QPRs shall include a summary of community outreach performed the prior quarter including feedback received.
4. Task 2.3: Sponsor shall provide regular Technical Advisory Committee (TAC) updates, including roster, meeting materials, and notes.
5. Upon completion of Task 3: Study Goals, Framework, and Existing Conditions, submit an Existing Conditions memo that includes the study goals, framework, and performance measures, traffic count data summary, and broader transportation and land use context.
6. Upon completion of Task 4: Improvement Concept Development, submit an Improvements Concepts Memo, including renderings of potential treatments.
7. Upon completion of Task 5: Concept Evaluation, Selection, Refinement and Cost Estimates, submit an Evaluation of Improvement Concepts and Proposed Conceptual Designs. The Evaluation shall include the results of circulation analysis and traffic simulations as well and planning-level cost estimates.
8. Upon completion of Task 6: Funding and Implementation Strategies, submit draft funding and implementation recommendations.
9. Prior to study completion, provide draft final report with sufficient time for Transportation Authority staff review and comment.

10. Upon completion of project (anticipated June 2025), Sponsor shall provide a final report. Final report shall include summaries of technical analysis and outreach, recommendations, and a funding and implementation plan. Sponsor shall present the final report to the CAC and Board for approval.

Special Conditions

1. The recommended allocation is contingent upon approval of the Prop L Vision Zero Ramps 5YPP and amendment of the Prop L Strategic Plan Baseline which is a separate item on this agenda.

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.

SGA Project Number:		Name:	Vision Zero Ramp Intersection Study Phase 3
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2025
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	Total
PROP L EP-221	\$15,000	\$15,000

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. With quarterly progress report following completion of Task 4: Improvement Concept Development, describe SFMTA contributions to Improvements Concepts Memo.

3. With quarterly progress report following completion of Task 5: Concept Evaluation, Selection, Refinement and Cost Estimates, describe SFMTA contributions to Evaluation of Improvement Concepts and Proposed Conceptual Designs, include circulation analysis and traffic simulations as well and planning-level cost estimates.

Special Conditions

1. The recommended allocation is contingent upon approval of the Prop L Vision Zero Ramps 5YPP and amendment of the Prop L Strategic Plan Baseline which is a separate item on this agenda

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	70.59%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	70.59%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Ramp Intersection Study Phase 3
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$150,000
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- 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:

RH

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Rachel Hiatt	Mike Pickford
Title:	Acting Deputy Director	Principal Transportation Planner
Phone:	(415) 522-4809	(415) 522-4822
Email:	rachel.hiatt@sfcta.org	mike.pickford@sfcta.org

Figure 16 Freeway Ramp Safety Improvements



Table 25 Collision Analysis of Priority Ramps

No.	Location	High Injury Network?	Collisions 2020 (TIMS)	2014-
1	Brotherhood / Junipero Serra Ramps	Y	14	
2	Alemany Blvd → CA-1 at St. Charles	N	11	
3	Alemany / San Jose → I-280 northbound	Y	11	
4	I-280 southbound → San Jose / Sadowa	Y	2	
5a	I-280 northbound → Geneva	Y	10	
5b	I-280 southbound → Geneva	Y	6	

No.	Location	High Injury Network?	Collisions 2020 (TIMS)	2014-
5c	I-280 southbound → Ocean (Already planned)	Y	3	
6	I-280 ← → Monterey	N	6	
6b	Monterey ← → San Jose	N	4	
7	US-101 southbound → Bayshore / Hester	N	6	
8	US-101 southbound → Mansell	Y	16	
9a	US-101 southbound ← → Stillman	Y	4	
9b	US-101 northbound → Silver	Y	1	
10	I-280 southbound → Crescent	Y	18	
11a	US-101 northbound → Alemany / Bayshore	Y	26	
11b	Alemany eastbound / San Bruno → US-101 southbound	Y	11	
12a	US-101 southbound → Cesar Chavez eastbound	Y	23	
12b	US-101 / Bayshore northbound → Cesar Chavez eastbound	N	25	
12c	Potrero southbound → Cesar Chavez westbound	Y	10	
13	US-101 northbound → Mariposa	Y	4	
14	I-280 southbound → 18th	N	3	

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Walter U Lum Place Public Space Study [NTP]
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Neighborhood Transportation Program
Current PROP L Request:	\$350,000
Supervisory District	District 03

REQUEST

Brief Project Description

The Walter U Lum Place Public Space Study will study various scenarios for a people-first Walter U Lum Place, such as options for a shared street, traffic-calmed street, or time-restricted vehicle access. The project will also develop an urban design strategy to connect Walter U Lum Place with other cultural destinations in Chinatown. There will be two rounds of public and stakeholder outreach.

Detailed Scope, Project Benefits and Community Outreach

Task 1 Project Management

The project team will manage the project, including managing the budget, setting up team meetings, and managing the RFP process to procure a technical consultant.

The outreach consultant will convene a Steering Committee made up of agency and community stakeholders of related projects. The Steering Committee will meet at major project milestones to review draft deliverables.

The project team will draft a coordinated schedule of related projects in the study area.

- Task 1.1: Steering committee
- Task 1.2: Draft coordinated schedule of related projects
- Task 1.3: Project team meetings and budget management
- Task 1.4: RFP process to procure a technical consultant

Deliverables:

- Steering Committee meeting notes
- Project team meeting notes
- Draft coordinated schedule of related projects
- Contract with technical consultant

Task 2 Evaluation Framework

The outreach consultant will develop the draft vision, goals, and objectives for the project based on community feedback from round 1 of outreach in Task 4. Next, they will develop a draft evaluation framework and metrics that respond to the community goals.

The technical consultant will refine the vision, goals, and objectives and evaluation framework into the final versions.

- Task 2.1: Develop community vision, goals, and objectives
- Task 2.2: Develop prioritization principles and evaluation measures

Deliverables:

- Draft and Final community vision, goals, and objectives
- Draft and Final evaluation framework

Task 3 Existing Conditions, Gaps/Needs, and Opportunities Study

The outreach consultant will define the draft study area, identify a set of cultural initiatives and related projects to be included in the study, and identify major destinations and access paths.

The project team and technical consultant will refine and finalize the study area. The project team will document the status of related projects and identify priorities for coordination.

The technical consultant will conduct existing conditions analysis, which will include traffic and multimodal data collection for the study area. Improvements from SF Rec Park's Portsmouth Square project would be incorporated wherever relevant as the new baseline. The existing conditions report will identify gaps/needs and opportunities for multimodal access, public realm and urban design improvements.

The outreach consultant and project team will review the existing conditions report.

- Task 3.1: Define study area, land use, access paths, related projects
- Task 3.2: Traffic data collection and analysis
 - Data collection plan
 - Data collection and analysis
 - Multimodal counts at intersections
 - Tube counts
 - Speed data
 - Loading study
- Task 3.3: Existing Conditions Report

Deliverables:

- Draft and Final project area map
- Data collection
- Draft and Final existing conditions report

Task 4 Public and Stakeholder Engagement

The outreach consultant will lead and conduct outreach activities, including developing an outreach plan and stakeholder list. The project team would support outreach.

There would be at least two rounds of outreach (ie. one for Tasks 2 & 3, and another round to get feedback for Tasks 5 & 6). Outreach events would be in-person and virtual. Events may include workshops/charrettes, site walks, pop-ups, interviews or focus groups, surveys, and meetings with stakeholder groups (ie. tenant groups, merchants). The project team and outreach consultant will develop materials collaboratively with the Steering Committee. The outreach consultant will attend outreach events and provide translations and interpretation.

- Task 4.1: Develop outreach plan and stakeholder list
- Task 4.2: Workshops/charrettes, site walks, pop-ups (2 rounds)
- Task 4.3: Interviews or focus groups
- Task 4.4: Survey(s)
- Task 4.5: Meetings with stakeholder groups
- Task 4.6: Translations, interpretation, materials

- Task 4.7: Outreach summary

Deliverables:

- Draft and Final outreach plan
- Stakeholder list
- Outreach materials and translations
- Notes from outreach meetings
- Outreach summary

Task 5 Traffic Management Feasibility Study

The technical consultant will develop alternatives for Walter U Lum that promote pedestrian safety and connection to Portsmouth Square and the surrounding area. The alternatives will include a shared street (raise roadway to sidewalk-level), restricted access (vehicle access at limited hours), traffic calming (ie. raised crosswalks), and potentially another variation. Each alternative will include conceptual designs (renderings/visualizations) and cross sections. The traffic management feasibility study will look at traffic management and mitigation needs for these options (ie. traffic diversion, parking relocation), as well as community and economic impacts (ie. impacts to businesses and the Portsmouth Square Garage), constructability/risk, and cost. The alternatives will be evaluated against the evaluation framework developed in Task 2. The most feasible alternative that meets the most evaluation criteria will be the preferred concept.

The outreach consultant and project team will review the draft concepts and traffic management feasibility study.

- Task 5.1a: Alternatives development
 - Shared street
 - Time-restricted access
 - Traffic calming
 - Other variation
- Task 5.1b: Impact analysis for all concepts in 5.1a
 - Traffic management/mitigation
 - Community and economic impacts
 - Constructability/risk
 - Cost
 - Evaluation
- Task 5.2: Conceptual designs
 - Renderings/visualizations
 - Cross sections

Deliverables:

- Draft concepts of at least 3 alternatives for Walter U Lum street configuration
- Draft and Final traffic management feasibility study

Task 6 Urban Design Improvements

The technical consultant will lead the development of an urban design strategy to cohesively connect Walter U Lum Place with other sites in Chinatown. This task will be informed by Task 3 (Existing Conditions) and Task 4 (Outreach). It will include identifying potential urban design treatments to improve the public realm/streetscape and evaluating them against the evaluation framework developed in Task 2. The preferred urban design treatments will be developed into an urban design strategy/guidelines that can be applied to varying scenarios (ie. street type, building frontage, public art). The technical consultant will create conceptual designs of the preferred urban design treatment applied to the Walter U Lum concepts and connected streets.

The outreach consultant and project team will review the draft urban design strategy and conceptual designs.

- Task 6.1: Develop urban design strategy and guidelines to connect major destinations and access paths identified in Task 3.1
 - Evaluation
- Task 6.2: Conceptual designs of preferred urban design treatment on Walter U Lum concepts and connected streets

Deliverables:

- Draft and Final urban design strategy/guidelines
- Draft concepts of urban design treatments applied to Walter U Lum concepts and connected streets

Task 7 Implementation Strategy

The technical consultant will develop a phasing plan for implementation of the preferred Walter U Lum concept and urban design strategy. The outreach consultant and project team will review the phasing plan.

The project team will develop a funding and implementation strategy that will identify the lead agency for each step. The project team will update the coordinated schedule of related projects, identify opportunities for coordination, and identify timing constraints. The outreach consultant will review these.

- Task 7.1: Phasing plan
- Task 7.2: Funding and implementation strategy
- Task 7.3: Schedule/lead agency/coordination

Deliverables:

- Draft phasing plan
- Draft and Final implementation strategy
- Updated coordinated schedule of related projects

Task 8 Final Report

The technical consultant will develop the narrative for the final report.

The project team will compile interim deliverables and narrative into a final report that describes the planning process, outreach, concept development and preferred concept, phasing plan, and funding and implementation strategy. The outreach consultant will review the draft report.

- Task 8.1: Draft report
- Task 8.2: Review
- Task 8.3: Supervisor briefings
- Task 8.4: Final Report

Deliverables:

- Draft and Final report

The Transportation Authority's Neighborhood Program (NTP) is intended to strengthen project pipelines and advance the delivery of community supported neighborhood-scale projects, especially in Equity Priority Communities and other neighborhoods with high unmet need

Project Location

Walter U Lum Place

Project Phase(s)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
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	\$350,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Walter U Lum Place Public Space Study [NTP]
Grant Recipient:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2023	Apr-May-Jun	2025
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

Task 1: Project Management and Project Coordination - Nov 2023-April 2025

Task 2: Evaluation Framework - Feb-March 2024

Task 3: Existing Conditions - Jan-April 2024

Task 4: Outreach - Round 1 - Feb-April 2024, Round 2- June-August 2024

Task 5: Traffic Study - April-Sept 2024

Task 6: Urban Design - May-Sept 2024

Task 7: Implementation Strategy - Oct 2024-Jan 2025

Task 8: Final Report - Jan-April 2025

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Walter U Lum Place Public Space Study [NTP]
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-225: Neighborhood Transportation Program	\$350,000	\$0	\$0	\$350,000
Phases In Current Request Total:	\$350,000	\$0	\$0	\$350,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$350,000	\$350,000	Previous similar studies
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$350,000	\$350,000	

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

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

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY

Agency	Task 1 - Project Management	Task 2 - Evaluation Framework	Task 3 - Existing Conditions	Task 4 - Outreach	Task 5 - Traffic Study	Task 6 - Urban Design	Task 7 - Implementation Strategy	Task 8 - Final Report	Total
SFMTA	\$ 11,339	\$ 2,835	\$ 22,678	\$ 11,339	\$ 51,024	\$ 5,669	\$ 5,669	\$ 3,447	\$ 114,000
SFCTA	\$ 13,545	\$ 4,515	\$ 9,030	\$ 27,091	\$ 22,575	\$ 4,515	\$ 4,515	\$ 5,213	\$ 91,000
Technical Consultant	\$ 7,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 5,000	\$ 25,000	\$ 2,500	\$ 2,500	\$ 50,000
Outreach Consultant	\$ 10,500	\$ 3,500	\$ 3,500	\$ 38,500	\$ 3,500	\$ 3,500	\$ 3,500	\$ 3,500	\$ 70,000
Other Direct Costs *	\$ -	\$ -	\$ 20,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000
Total	\$ 42,884	\$ 13,350	\$ 57,708	\$ 84,429	\$ 82,100	\$ 38,684	\$ 16,184	\$ 14,660	\$ 350,000

* Direct Costs include translation, mailing, reproduction costs room rental fees.

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Associate Engineer	96	\$ 82.16	\$ 3.08	\$ 253.05	5%	\$ 24,293
Assistant Engineer	180	\$ 69.28	\$ 3.08	\$ 213.38	9%	\$ 38,409
Engineer	72	\$ 93.36	\$ 3.08	\$ 287.55	3%	\$ 20,704
Manager IV	40	\$ 89.97	\$ 3.08	\$ 277.11	2%	\$ 11,084
Contingency	0	\$ -	\$ -	\$ -	0	\$ 19,510
Total	388				0.00	\$ 114,000

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	62	\$ 106.56	2.69	\$ 287.00	\$ 0.03	\$ 17,794.00
Transportation Planner	250	\$ 57.88	2.69	\$ 155.88	\$ 0.12	\$ 38,970.00
Senior Communications Officer	52	\$ 68.93	2.69	\$ 185.63	\$ 0.03	\$ 9,652.76
Communications Director	20	\$ 95.43	2.69	\$ 257.02	\$ 0.05	\$ 5,140.40
Senior Graphics Designer	64	\$ 52.58	2.69	\$ 141.61	\$ 0.03	\$ 9,063.04
Intern	138	\$ 28.00	2.69	\$ 75.41	\$ 0.01	\$ 10,379.43
Total	586				0.27	\$ 91,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Walter U Lum Place Public Space Study [NTP]
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$350,000	Total PROP L Recommended	\$350,000

SGA Project Number:		Name:	Walter U Lum Place Public Space Study [NTP Planning]
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	12/31/2025
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
PROP L EP-225	\$170,000	\$66,000	\$236,000

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. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
3. Upon completion of Task 2: Evaluation Framework (anticipated March 2024), provide memo outlining community vision, goals and objectives regarding Walter U Lum Place and final evaluation framework.
4. Upon completion of Task 3: Existing Conditions, Gaps/Needs, and Opportunities Study (anticipated April 2024), provide a project area map and report summarizing data collection and existing conditions/survey findings.
5. Upon completion of Task 4: Public and Stakeholder Engagement (anticipated August 2024), provide a copy of outreach materials and translations, stakeholder list, notes from outreach meetings and summary of feedback received.
6. Upon completion of Task 5: Traffic Management Feasibility Study (anticipated September 2024), provide draft concepts of at least 3 alternatives for Walter U Lum street configuration and a summary report of findings from the traffic management feasibility study.
7. Upon completion of Task 6: Urban Design Improvements (anticipated September 2024), provide a summary report of urban design strategy/guidelines and draft concepts of urban design treatments applied to Walter U Lum Place concepts and connected streets.
8. Upon completion of Task 7: Implementation Strategy (anticipated January 2025), provide a draft phasing plan and final implementation strategy including updated coordinated schedule of related projects.
9. Upon completion of project (anticipated April 2025), present the final report to the CAC and Board for approval

Special Conditions
1. The recommended allocation is contingent upon amendment of the Neighborhood Transportation Program 5YPP. See attached 5YPP amendment for details.
Notes
1. Quarterly progress reports will be shared with the District 3 Commissioner's office.
2. Reminder: All flyers, brochures, posters, websites and other similar materials prepared with Proposition K funding shall comply with the attribution requirements established in the Standard Grant Agreement.

SGA Project Number:		Name:	Walter U Lum Place Public Space Study [NTP]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2025
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
PROP L EP-225	\$60,000	\$54,000	\$114,000

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. In the quarterly progress report following completion of Task 2: Evaluation Framework (anticipated March 2024), describe SFMTA contributions to the final evaluation framework.
3. In the quarterly progress report following completion of Task 3: Existing Conditions, Gaps/Needs, and Opportunities Study (anticipated April 2024), describe SFMTA contributions to the Final Existing Conditions Report.
4. In the quarterly progress report following completion of Task 5: Traffic Management Feasibility Study (anticipated September 2024), describe SFMTA contributions to the final Traffic Management Feasibility Study.
5. In the quarterly progress report following completion of Task 6: Urban Design Improvements (anticipated September 2024), describe SFMTA contributions to the final urban design strategy and guidelines.
6. In the quarterly progress report following completion of Task 7: Implementation Strategy (anticipated January 2025), describe SFMTA contributions to the final Implementation Strategy including updated coordinated schedule of related projects.
Special Conditions

1. The recommended allocation is contingent upon amendment of the Neighborhood Transportation Program 5YPP. See attached 5YPP amendment for details.
Notes
1. Quarterly progress reports will be shared with the District 3 Commissioner's office.
2. Reminder: All flyers, brochures, posters, websites and other similar materials prepared with Proposition K 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	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:	FY2024/25
Project Name:	Walter U Lum Place Public Space Study [NTP]
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$350,000
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- 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:

DY

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Rachel Hiatt	Mike Pickford
Title:	Acting Deputy Director	Principal Transportation Planner
Phone:	(415) 522-4809	(415) 522-4822
Email:	rachel.hiatt@sfcta.org	mike.pickford@sfcta.org

2023 Prop L 5-Year Project List (FY 2022/23 - FY 2026/27)
Neighborhood Transportation Program (EP 25)
Programming and Allocations to Date

Pending October 2023 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFCTA/ SFMTA	Neighborhood Program (NTP) Coordination	Planning/ Conceptual Engineering	Programmed	\$200,000					\$200,000
SFCTA/ SFMTA	Neighborhood Program (NTP) Coordination	Planning/ Conceptual Engineering	Programmed		\$200,000				\$200,000
SFCTA/ SFMTA	Neighborhood Program (NTP) Coordination	Planning/ Conceptual Engineering	Programmed			\$200,000			\$200,000
SFCTA/ SFMTA	Neighborhood Program (NTP) Coordination	Planning/ Conceptual Engineering	Programmed				\$200,000		\$200,000
SFCTA/ SFMTA	Neighborhood Program (NTP) Coordination	Planning/ Conceptual Engineering	Programmed					\$200,000	\$200,000
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed	\$3,150,000					\$3,150,000
SFCTA/ SFMTA	Inner Sunset Multimodal Safety and Access Study [NTP] ¹	Planning/ Conceptual Engineering	Pending	\$350,000					\$350,000
SFCTA/ SFMTA	Walter U Lum Place Public Space Study [NTP] ²	Planning/ Conceptual Engineering	Pending	\$350,000					\$350,000
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed		\$2,000,000				\$2,000,000
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed			\$1,850,000			\$1,850,000
Total Programmed in 2023 YPPP				\$4,050,000	\$2,200,000	\$2,050,000	\$200,000	\$200,000	\$8,700,000
Total Allocated and Pending				\$700,000	\$0	\$0	\$0	\$0	\$700,000
Total Unallocated				\$3,350,000	\$2,200,000	\$2,050,000	\$200,000	\$200,000	\$8,000,000
Total Programmed in 2023 Strategic Plan				\$4,050,000	\$2,200,000	\$2,050,000	\$200,000	\$200,000	\$8,700,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ 5YPP amendment to fund Inner Sunset Multimodal Safety and Access Study [NTP] (Resolution 2024-xx, 10/24/2023).

Neighborhood Program (NTP) Project Placeholder: Reduced from \$3,850,000 to \$3,500,000

Inner Sunset Multimodal Safety and Access Study [NTP]: Added project with \$350,000 in Fiscal Year 2023/24 for planning.

² 5YPP amendment to fund Walter U Lum Place Public Space Study [NTP] (Resolution 2024-xx, 10/24/2023).

Neighborhood Program (NTP) Project Placeholder: Reduced from \$3,500,000 to \$3,150,000

Walter U Lum Place Public Space Study [NTP]: Added project with \$350,000 in Fiscal Year 2023/24 for planning.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Tree Planting and Establishment
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Tree Planting
Current PROP L Request:	\$1,000,000
Supervisorial Districts	District 05, District 06, District 10

REQUEST

Brief Project Description

Public Works and its community partners will plant approximately 408 trees in the public right-of-way over the next year with these funds. The trees will be added to the weekly watering schedule for 3 years then receive lifetime maintenance care through StreetTreeSF's guaranteed funding. SFPW expects to prioritize planting in Districts 5, 6 and 10 based on tree census data and focusing on districts with the lowest canopy coverage.

Detailed Scope, Project Benefits and Community Outreach

With the passage of Proposition E in November 2016, Public Works has guaranteed funding to care for all street trees in the public right-of-way. In FY23/24, Public Works will use Prop L Tree Planting program funds to plant and establish trees, which Prop E explicitly does not fund. San Francisco Public Works, in partnership with the San Francisco Planning Department, completed a comprehensive street tree census in 2016. This census identified all street trees in the public right-of-way, as well as existing empty basins and potential new planting sites. The census results, many of which still apply, indicate that the neighborhoods in the southeast area of San Francisco such as the Bayview, Excelsior, the Portola, Outer Mission, Visitacion Valley, and Crocker Amazon, have the fewest amount of street trees (canopy cover) compared to other neighborhoods. The Sunset and Richmond neighborhoods also have far fewer street trees than other neighborhoods. These are also the neighborhoods that have the greatest number of potential planting site locations. SFPW's Urban Forestry Ordinance, Article 16 of the Public Works Code, requires that a replacement tree be planted in place of trees that have been removed.

Public Works will use the tree census data to identify priority planting sites throughout San Francisco, focusing on districts with the lowest canopy coverage. With these funds, Public Works and our community partners will plant approximately 408 24" box trees in FY23-24 and water them for three years to ensure successful establishment. Once established, these trees will be maintained with Prop E funding.

In September 2023, SFPW was awarded \$12M in federal Inflation Reduction Act funds from the US Department of Agriculture to plant and establish trees in low-canopy disadvantaged communities over

110

the next 5 years. We are awaiting an estimate of the IRA expenditures in FY 23/24 and FY 24/25 to calculate leveraging.

Project Location

Citywide, planting prioritized in Districts 5, 6, and 10

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	\$1,000,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Tree Planting and Establishment
Grant Recipient:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	N/A
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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)	Oct-Nov-Dec	2023		
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Apr-May-Jun	2024

SCHEDULE DETAILS

Public Works will work with partners like Friends of the Urban Forest to complete this work by planting trees, participating in community meetings, and coordinating with District Supervisor offices to notify residents of upcoming tree planting projects. Public Works will partner with the Clean City Coalition and potentially Conservation Corps, pending Public Works Commission approval, to aid in watering all our young trees.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Tree Planting and Establishment
Grant Recipient:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-220: Tree Planting	\$1,000,000	\$0	\$0	\$1,000,000
Inflation Reduction Act (Federal)	\$0	TBD	\$0	\$0
Phases In Current Request Total:	\$1,000,000	\$0	\$0	\$1,000,000

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	\$1,000,000	\$1,000,000	Prior Work
Operations	\$0		
Total:	\$1,000,000	\$1,000,000	

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

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST

Fund Source	Phase	FY2023/24	FY2024/25	Fund Source Total			
PROP L	Construction	\$250,000	\$750,000	\$0	\$0	\$0	\$1,000,000
Total:		\$250,000	\$750,000	\$0	\$0	\$0	\$1,000,000

San Francisco County Transportation Authority

Prop L/Prop AA Allocation Request Form

Tree Planting and Establishment

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Number of Trees	Unit Cost	Total Cost	Description
SFPW Labor - Tree Planting	408	610	249,280	New and replacement plantings
SFPW Labor - Tree Establishment	408	1,725	703,800	Establish trees
Tree Planting materials and supplies	408	115	46,920	Tree, stakes, and ties
TOTAL CONSTRUCTION PHASE		\$ 2,450	\$ 1,000,000	

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Tree Planting and Establishment
Grant Recipient:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$1,000,000	Total PROP L Recommended	\$1,000,000

SGA Project Number:		Name:	
Sponsor:		Expiration Date:	
Phase:		Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
PROP L EP-220	\$250,000	\$750,000	\$1,000,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, number and location of trees planted and established 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 Tree Planting 5YPP and amendment of the Prop L Strategic Plan Baseline which is a separate item on this agenda

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.

2. 2. In September 2023, SFPW was awarded \$12M in federal Inflation Reduction Act funds from the US Department of Agriculture to plant and establish 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 FY 24/25 to calculate leveraging.

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:	Tree Planting and Establishment
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$1,000,000
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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:

VC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Nicholas Crawford	Victoria Chan
Title:	Assistant Superintendent	Principal Administrative Analyst
Phone:	(415) 695-2103	(415) 205-6316
Email:	nicholas.crawford@sfdpw.org	victoria.w.chan@sfdpw.org

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
	5 406 Ashbury St : Oak St - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 408 Ashbury St : Oak St - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
	5 625 Ashbury St : Haight St - Waller St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 Yes
	5 729 Ashbury St : Waller St - Frederick St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 62 Baker St : Haight St - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 490X Baker St : Hayes St - Grove St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 Yes
	5 537 Baker St : Grove St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 35 Belvedere St : Haight St - Waller St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 295 Buchanan St : Laussat St - Haight St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 704 Buchanan St : Hayes St - Ivy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	5 2102 Bush St : Cottage Row - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	5 2104 Bush St : Cottage Row - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	5 2250 Bush St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	5 2201 Bush St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 220 Divisadero St : Castro St - Haight St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 338 Divisadero St : Page St - Oak St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 793 Divisadero St : Grove St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	5 830 Divisadero St : Fulton St - McAllister St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 930 Divisadero St : McAllister St - Golden Gate Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 1200X Divisadero St : Eddy St - Ellis St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		5 No
	5 1200x Divisadero St : Eddy St - Ellis St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		6 No
	5 1200X Divisadero St : Eddy St - Ellis St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		7 No
	5 1363 Divisadero St : Ellis St - O'Farrell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	5 476 Eddy St : Leavenworth St - Hyde St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 575 Eddy St : Hyde St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 607 Eddy St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	5 750 Eddy St : Polk St - Van Ness Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	5 1350X Eddy St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		3 No
	5 750 Ellis St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 725 Ellis St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 1355 Ellis St : Quickest Ln - Inca Ln	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
	5 774 Fell St : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	5 1010 Fell St : Pierce St - Scott St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
	5 1294X Fell St : Divisadero St - Broderick St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	5 1300 Fell St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
	5 1324 Fell St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 1350 Fell St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 1377 Fell St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 1301 Fell St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
	5 1708 Fell St : Masonic Ave - Ashbury St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 1908 Fell St : Clayton St - Cole St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 1944 Fell St : Clayton St - Cole St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	5 149 Fillmore St : Germania St - Waller St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 501 Fillmore St : Oak St - Fell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 650X Fillmore St : Fell St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	5 1561 Fillmore St : O'Farrell St - Geary Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 1899 Fillmore St : Sutter St - Bush St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
	5 1850 Fillmore St : Sutter St - Bush St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		7 No
	5 762 Fulton St : Laguna St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	5 762 Fulton St : Laguna St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
	5 762 Fulton St : Laguna St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
	5 762 Fulton St : Laguna St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	5 1360 Fulton St : Divisadero St - Broderick St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 1500 Geary Blvd : Laguna St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		9 Yes
	5 1795 Geary Blvd : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	5 925 Golden Gate Ave : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	5 887 Golden Gate Ave : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 800X Golden Gate Ave : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		15 No
	5 800X Golden Gate Ave : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		36 No
	5 847 Golden Gate Ave : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 1150 Golden Gate Ave : Laguna St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
	5 110 Gough St : Page St - Lily St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	5 110 Gough St : Page St - Lily St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
	5 725 Gough St : McAllister St - Golden Gate Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	5 801x Gough St : Golden Gate Ave - Elm St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		6 No
	5 1401 Gough St : Post St - Sutter St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 1401 Gough St : Post St - Sutter St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	5 30 Grove St : Market St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 Yes
	5 30 Grove St : Market St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
	5 651 Grove St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		11 No
	5 651 Grove St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		14 Yes
	5 1801 Grove St : Masonic Ave - Ashbury St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		14 Yes
	5 1801 Grove St : Masonic Ave - Ashbury St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		17 Yes
	5 2099 Grove St : Clayton St - Cole St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
	5 342 Haight St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 488 Haight St : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 478 Haight St : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 569 Haight St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	: : Empty		1 Yes
	5 739 Haight St : Pierce St - Scott St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 850 Haight St : Scott St - Divisadero St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 830 Hayes St : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
	5 901 Hayes St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : :		2 Yes
	5 1451 Hayes St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	5 1499X Hayes St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 2104 Hayes St : Cole St - Shrader St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 2112 Hayes St : Cole St - Shrader St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	5 475 Hickory St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 Yes
	5 475 Hickory St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 Yes

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
	5 475 Hickory St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	Yes
	5 11 Hyde St : Market St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
	5 11 Hyde St : Market St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	6	No
	5 11 Hyde St : Market St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	8	Yes
	5 11 Hyde St : Market St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	9	Yes
	5 161 Hyde St : Golden Gate Ave - Turk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
	5 168 Hyde St : Golden Gate Ave - Turk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
	5 168 Hyde St : Golden Gate Ave - Turk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	No
	5 500 Ivy St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	17	No
	5 500 Ivy St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	19	No
	5 500 Ivy St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	20	No
	5 600 Ivy St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
	5 600 Ivy St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
	5 600 Ivy St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
	5 545 Jones St : O'Farrell St - Geary St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 739 Laguna St : Birch St - Fulton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 1800 Laguna St : Bush St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
	5 301 Larkin St : McAllister St - Golden Gate Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	Yes
	5 400X Larkin St : Golden Gate Ave - Turk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
	5 690 Larkin St : Willow St - Ellis St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 664 Larkin St : Willow St - Ellis St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
	5 355 Leavenworth St : Eddy St - Ellis St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	Yes
	5 346 Leavenworth St : Eddy St - Ellis St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 550 Linden St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
	5 620 Linden St : Buchanan St - End: 600-699 Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
	5 422 Lyon St : Hayes St - Grove St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 960 Market St : Mason St - Taylor St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	14	No
	5 1128x Market St : 07th St - Hyde St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Property side : Cutout : Empty	10	No
	5 1182 Market St : 07th St - Hyde St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	2	No
	5 1540 Market St : Van Ness Ave - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
	5 1576 Market St : Van Ness Ave - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 1014 Masonic Ave : Oak St - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
	5 768 McAllister St : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
	5 620 O'Farrell St : Harlem Aly - Ada Ct	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 620 O'Farrell St : Harlem Aly - Ada Ct	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 100 Oak St : Franklin St - Gough St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	8	Yes
	5 301X Oak St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 428 Oak St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
	5 404 Oak St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
	5 595 Oak St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	Yes
	5 604 Oak St : Webster St - Fillmore St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 899 Oak St : Steiner St - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
	5 1025 Oak St : Scott St - Divisadero St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 1200X Oak St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
	5 1285 Oak St : Broderick St - Baker St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
	5 2085 Oak St : Shrader St - Stanyan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
	5 250 Octavia St, Frontage East : Lily St - Oak St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	No
	5 601X Octavia St : Grove St - Birch St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
	5 212 Pierce St : Haight St - Page St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	Yes
	5 1095 Pierce St : Elm St - Turk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
	5 1150 Pierce St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
	5 1150 Pierce St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	Yes
	5 1150 Pierce St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	7	Yes
	5 1181 Pierce St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
	5 1101 Pierce St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	Yes
	5 1300 Pierce St : Ellis St - O'Farrell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	Yes
	5 1850 Pierce St : Bush St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	7	Yes
	5 1850 Pierce St : Bush St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	8	Yes
	5 1850 Pierce St : Bush St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	9	Yes
	5 1800X Pine St : Gough St - Octavia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	Yes
	5 1900 Pine St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	No
	5 1963 Pine St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 2001 Pine St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
	5 2211 Pine St : Webster St - Orben Pl	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 2205 Pine St : Webster St - Orben Pl	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 2319 Pine St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
	5 2445 Pine St : Steiner St - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	13	Yes
	5 2445 Pine St : Steiner St - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	15	No
	5 2445 Pine St : Steiner St - Pierce St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	16	No
	5 733 Polk St : Willow St - Ellis St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 825 Polk St : Ellis St - Olive St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 825 Polk St : Ellis St - Olive St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
	5 840 Polk St : Olive St - O'Farrell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 1975 Post St : Avery St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	No
	5 1970 Post St : Avery St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 2181 Post St : Pierce St - Scott St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
	5 556 Scott St : Fell St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	Yes
	5 1102 Scott St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
	5 1600 Scott St : Post St - Sutter St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
	5 479 Steiner St : Page St - Oak St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
	5 1910 Steiner St : Bush St - Wilmot St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 1955 Steiner St : Wilmot St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	5 1955 Steiner St : Wilmot St - Pine St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
	5 1615 Sutter St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	Yes
	5 1688 Sutter St : Octavia St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
	5 1771 Sutter St : Laguna St - Buchanan St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
	5 1881 Sutter St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	5	Yes
	5 1840 Sutter St : Buchanan St - Webster St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No

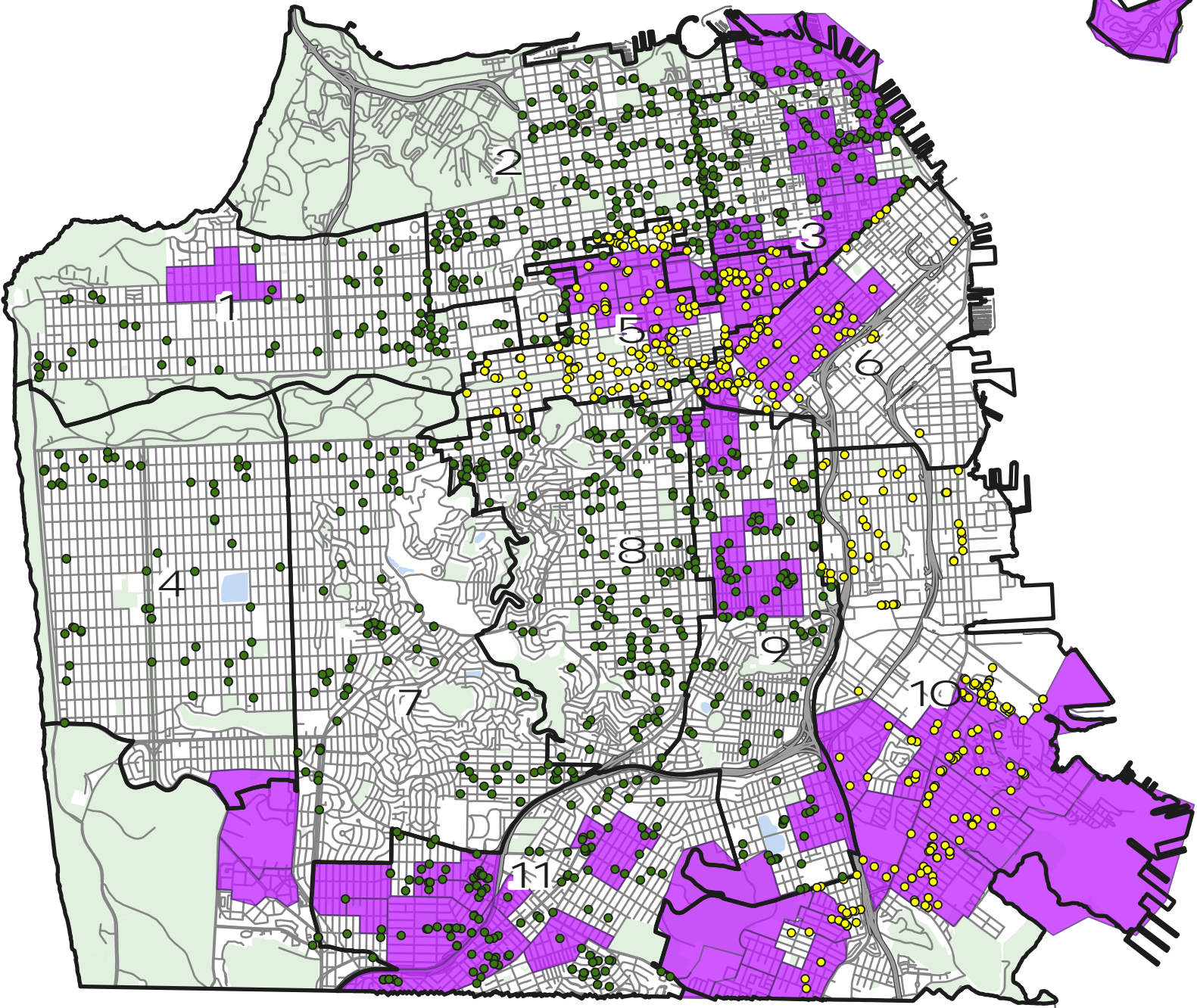
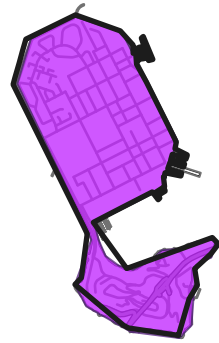
118 Tree Planting Sites - FY23/24 Priority Sites

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
	5 165 Turk St : Taylor St - Jones St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 124 Turk St : Taylor St - Jones St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 201 Turk St : Jones St - Leavenworth St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
	5 391 Turk St : Leavenworth St - Hyde St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 499X Turk St : Dodge Pl - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential	1	No
	5 1001 Turk St : Gough St - Laguna St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	6	No
	5 1499 Turk St : Fillmore St - Steiner St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	11	No
	5 1620 Turk St : Pierce St - Scott St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 1724 Turk St : Scott St - Seymour St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	11	No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	12	No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	13	Yes
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	14	No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	15	Yes
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	16	No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	17	No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	18	No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	19	No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	20	No
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	21	Yes
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	22	Yes
	5 2100X Turk Blvd : Lyon St - Central Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	10	Yes
	5 155 Van Ness Ave : Fell St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	Yes
	5 202X Van Ness Ave : Hayes St - Grove St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	4	No
	5 202X Van Ness Ave : Hayes St - Grove St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	6	No
	5 300 Van Ness Ave : Grove St - McAllister St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	6	No
	5 602X Van Ness Ave : Golden Gate Ave - Elm St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	3	No
	5 600 Van Ness Ave : Golden Gate Ave - Elm St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	Yes
	5 600 Van Ness Ave : Golden Gate Ave - Elm St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	Yes
	5 1100X Webster St : Turk St - Eddy St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree	2	Yes
	5 1737 Webster St : Sutter St - Bush St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	Yes
	6 525 05th St : Bryant St - Welsh St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	No
	6 163X 06th St : Minna St - Natoma St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
	6 352-360 06th St : Shipley St - Clara St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	6 333 07th St : Folsom St - Cleveland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
	6 375 07th St : Cleveland St - Harrison St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	4	No
	6 38 08th St : Stevenson St - Mission St	Planting Site (plant) :: Planting site (plant)	Front Yard : Cutout : Empty	1	No
	6 290 08th St : Clementina St - Folsom St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	6 35 09th St : Market St - Jessie St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
	6 35 09th St : Market St - Jessie St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
	6 325 09th St : Folsom St - Ringold St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
	6 151 10th St : Minna St - Natoma St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	6 180 11th St : Natoma St - Howard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
	6 333 11th St : Folsom St - Harrison St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	6	No
	6 2x 12th St : Market St - Stevenson St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
	6 288 12th St : Kissling St - Folsom St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
	6 399X 12th St : Bernice St - Harrison St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
	6 24 Bernice St : 12th St - 13th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
	6 98 Brady St : Colton St - Otis St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
	6 690x Bryant St : 04th St - 05th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	No
	6 701 Bryant St : 05th St - Oak Grove St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
	6 271 Clara St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Empty	1	No
	6 466 Clementina St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
	6 490x Clementina St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	3	No
	6 490x Clementina St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
	6 469 Clementina St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
	6 436 Clementina St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	6 436 Clementina St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
	6 264 Dore St : Harrison St - Bryant St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
	6 700 Folsom St : 03rd St - Mabini St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Empty	16	Yes
	6 1425 Folsom St : 10th St - Juniper St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
	6 639 Geary St : Jones St - Leavenworth St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
	6 33 Gough St : McCoppin St - Colton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	5	No
	6 33 Gough St : McCoppin St - Colton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	10	No
	6 33 Gough St : McCoppin St - Colton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	9	No
	6 33 Gough St : Colton St - Stevenson St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
	6 33 Gough St : Colton St - Stevenson St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
	6 33 Gough St : Colton St - Stevenson St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
	6 61 Grace St : Mission St - Howard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
	6 950 Harrison St : Oak Grove St - Morris St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	6	No
	6 100 Kissling St : 11th St - 12th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	2	No
	6 54 Lafayette St : Minna St - Natoma St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
	6 90X Lafayette St : Natoma St - Howard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	No
	6 140 Langton St : Decker Aly - Harrison St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	1	Yes
	6 403 Main St : Harrison St - Bryant St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	6	No
	6 455 Market St : Front St - Bush St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	No
	6 555 Market St : Bush St - 02nd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	7	No
	6 553 Market St : Bush St - 02nd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	7	No
	6 721 Market St : 03rd St - Grant Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	6 835 Market St : Stockton St - Powell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	No
	6 835 Market St : Stockton St - Powell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	No
	6 1231 Market St : Hyde St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	2	No
	6 1275 Market St : Hyde St - Larkin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	4	Yes
	6 1200 Market St : Hyde St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	Yes
	6 1220 Market St : Hyde St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	1	Yes
	6 1355 Market St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	3	Yes
	6 1390 Market St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	8	Yes
	6 1390 Market St : Larkin St - Polk St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	13	Yes

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
6	1453 Market St : Polk St - 11th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
6	1453 Market St : Polk St - 11th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
6	1599x Market St : Page St - Franklin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
6	1657 Market St : Brady St - Gough St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
6	95 McCoppin St : Stevenson St - Valencia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 Yes
6	98 McCoppin St : Stevenson St - Valencia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
6	66x McCoppin St : Stevenson St - Valencia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
6	66x McCoppin St : Stevenson St - Valencia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
6	66x McCoppin St : Stevenson St - Valencia St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 Yes
6	98 McCoppin St : Valencia St - End: 101-114 Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
6	98 McCoppin St : Valencia St - End: 101-114 Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		2 Yes
6	701 Minna St : 08th St - 09th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
6	701 Minna St : 08th St - 09th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 Yes
6	1535 Mission St : 11th St - Lafayette St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
6	1601 Mission St : South Van Ness Ave - Plum St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
6	1601 Mission St : South Van Ness Ave - Plum St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		6 Yes
6	8 Octavia St, Frontage East : Start: Block - Haight St	Planting Site (plant) :: Planting site (plant)	: : Tree		7 Yes
6	8 Octavia St, Frontage East : Start: Block - Haight St	Planting Site (plant) :: Planting site (plant)	: : Tree		8 No
6	27 Otis St : Mission St - Brady St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		8 Yes
6	27 Otis St : Mission St - Brady St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
6	132 Russ St : Howard St - Folsom St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
6	75 Sheridan St : 09th St - 10th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
6	201x Shipley St : 05th St - Falmouth St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
6	99x South Van Ness Ave : Mission St - 12th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
6	99x South Van Ness Ave : Mission St - 12th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
6	140 South Van Ness Ave : 12th St - Plum St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
6	142 South Van Ness Ave : 12th St - Plum St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		7 Yes
6	410 Tehama St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
6	482 Tehama St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
6	414 Tehama St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
6	482 Tehama St : 05th St - 06th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
6	30 Van Ness Ave : Market St - Fell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned	NULL	No
6	2 Van Ness Ave : Market St - Fell St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		3 No
6	30 Van Ness Ave : Market St - Fell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		4 No
6	50 Van Ness Ave : Market St - Fell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		5 No
6	100 Van Ness Ave : Fell St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
6	100 Van Ness Ave : Fell St - Hayes St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
6	100 Van Ness Ave : Fell St - Hayes St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		4 Yes
6	1625 Owens St : Unnamed Private - Campus Way	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
6	1625 Owens St : Unnamed Private - Campus Way	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		8 Yes
10	2011 03rd St : Mariposa St - 18th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
10	2472 03rd St : 20th St - 22nd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
10	2565 03rd St : 22nd St - 23rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
10	2525 03rd St : 22nd St - 23rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
10	2573 03rd St : 22nd St - 23rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		1 No
10	2585 03rd St : 22nd St - 23rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
10	5701 03rd St : Bancroft Ave - Carroll Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
10	6212 03rd St : Gilman Ave - Hollister Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
10	2233 17th St : San Bruno Ave - Utah St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
10	751 19th St : Tennessee St - Minnesota St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
10	751 19th St : Tennessee St - Minnesota St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		6 No
10	751 19th St : Tennessee St - Minnesota St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
10	2100x 19th St : Kansas St - Vermont St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
10	2051 23rd St : Carolina St - De Haro St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
10	2030 23rd St : Carolina St - De Haro St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
10	2250 24th St : Rhode Island St - Kansas St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		4 No
10	2625 24th St : Utah St - Potrero Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
10	420 Alpha St : Raymond Ave - Leland Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
10	420 Alpha St : Raymond Ave - Leland Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
10	200X Arkansas St : Mariposa St - 18th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
10	354 Arkansas St : 18th St - 19th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
10	1450 Armstrong Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
10	1500 Armstrong Ave : Jennings St - Keith St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
10	1950 Cesar Chavez St : Connecticut St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
10	1950 Cesar Chavez St : Connecticut St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
10	1950 Cesar Chavez St : Connecticut St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
10	1950 Cesar Chavez St : Evans Ave - Kansas St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		7 No
10	1950 Cesar Chavez St : Evans Ave - Kansas St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		12 No
10	1950 Cesar Chavez St : Evans Ave - Kansas St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		13 No
10	1501 Bancroft Ave : Jennings St - Keith St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
10	1501 Bancroft Ave : Jennings St - Keith St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 No
10	2095 Bancroft Ave : Phelps St - Quint St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
10	72 Bertha Ln : Harbor Rd - Hudson Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		2 No
10	1940 Bryant St : Mariposa St - 18th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
10	539 Campbell Ave : Rutland St - Delta St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
10	7 Carpenter Ct : Start: 01-11 Block - Whitney Young Cir	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
10	75 Carr St : Paul Ave - Salinas Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
10	1420 Carroll Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
10	1420 Carroll Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
10	1500X Carroll Ave : Jennings St - Keith St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
10	201X Cashmere St : Whitney Young Cir - La Salle Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		14 Yes
10	27 Commer Ct : Start: 01-99 Block - Garlington Ct	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		2 Yes
10	727 De Haro St : 19th St - 20th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
10	886 De Haro St : 20th St - Southern Heights Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
10	50 Dedman Ct : Whitney Young Cir - Dedman Ct	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
10	1301 Egbert Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
10	1380 Egbert Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty	NULL	Yes
10	1329 Egbert Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes

District	Location	Planting Site Type	Request Type	Tree No.	In EPC?
	10 3001x Jennings St : Gilman Ave - Hollister Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 3001x Jennings St : Gilman Ave - Hollister Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	10 3001x Jennings St : Gilman Ave - Hollister Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 Yes
	10 3125 Jennings St : Hollister Ave - Ingerson Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Tree		3 Yes
	10 350 Kansas St : 16th St - 17th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
	10 650x Kansas St : 18th St - 19th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		11 Yes
	10 1081 Kansas St : 22nd St - Humboldt St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	10 1165 Kansas St : Humboldt St - 23rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	10 1582 La Salle Ave : Cashmere St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	10 1300X Lane St : Newcomb Ave - Oakdale Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 1300X Lane St : Newcomb Ave - Oakdale Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Property side : Cutout : Tree		3 No
	10 1300X Lane St : Newcomb Ave - Oakdale Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	10 1800 Lane St : Shafter Ave - Thomas Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
	10 1898x Lane St : Shafter Ave - Thomas Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		5 Yes
	10 1898x Lane St : Shafter Ave - Thomas Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		6 No
	10 1999 Lane St : Thomas Ave - Underwood Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Potential		2 No
	10 1999 Lane St : Thomas Ave - Underwood Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Potential		3 No
	10 1999 Lane St : Thomas Ave - Underwood Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Yard : Potential		1 No
	10 2001X Lane St : Underwood Ave - Van Dyke Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree	NULL	Yes
	10 2 Madera St : Arkansas St - Wisconsin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
	10 2 Madera St : Arkansas St - Wisconsin St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
	10 145 Mansell St : Girard St - Brussels St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 Yes
	10 451 Mansell St : Somerset St - Holyoke St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	10 501 Mansell St : Holyoke St - Hamilton St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	10 1208 Mariposa St : Texas St - Missouri St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	10 1487 McKinnon Ave : Start: 1400-1499 Block - Lane St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 50 Mendell St : Cargo Way - Newhall St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
	10 200X Mendell St : Newhall St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Landscaping		2 No
	10 200X Mendell St : Newhall St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		3 No
	10 200X Mendell St : Newhall St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		6 No
	10 200X Mendell St : Newhall St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		7 No
	10 200X Mendell St : Newhall St - Evans Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		14 No
	10 400X Mendell St : Evans Ave - Fairfax Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	10 424 Mississippi St : 19th St - 20th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	10 226 Missouri St : Mariposa St - 18th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	10 2X Newhall St : Jennings St - End: 01-99 Block	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		2 Yes
	10 595X Newhall St : Fairfax Ave - Galvez Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	10 1100 Newhall St : La Salle Ave - McKinnon Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		2 No
	10 1221 Newhall St : McKinnon Ave - Newcomb Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 No
	10 1500 Oakdale Ave : Lane St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	10 1508 Oakdale Ave : Lane St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		5 No
	10 1514 Oakdale Ave : Lane St - Mendell St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		8 No
	10 2193 Oakdale Ave : Selby St - Toland St	Planting Site (plant) :: Planting site (plant)	: : Tree		16 Yes
	10 1734X Palou Ave : Newhall St - Phelps St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	10 1771 Palou Ave : Newhall St - Phelps St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
	10 1767 Palou Ave : Newhall St - Phelps St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 144 Peabody St : Visitation Ave - Sunnydale Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
	10 50 Pomona St : Bay View Rd - Thornton Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		14 No
	10 50 Pomona St : Bay View Rd - Thornton Ave	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		9 Yes
	10 995 Potrero Ave : 20th St - 21st St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		11 No
	10 1198 Potrero Ave : 23rd St - 24th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 No
	10 1235 Quesada Ave : Hawes St - Ingalls St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	10 1615 Quesada Ave : Lane St - 03rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 1618 Quesada Ave : Lane St - 03rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	10 1627 Quesada Ave : Lane St - 03rd St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	10 60 Reuel Ct : Hudson Ave - Reuel Ct	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		1 Yes
	10 3219 San Bruno Ave : Mansell St - Ordway St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		2 Yes
	10 1200x Shafter Ave : Hawes St - Ingalls St	Planting Site (plant) :: Planting site (plant)	Median : Cutout : Tree		1 No
	10 1751 Silver Ave : Elmira St - Ledyard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		1 No
	10 2345X Silver Ave : Quesada Ave - Quint St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Abandoned		2 No
	10 45 Southern Heights Ave : Carolina St - De Haro St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		3 No
	10 500x Sunnydale Ave : Talbert St - Peabody St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	10 333 Teddy Ave : Delta St - Elliot St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	10 1388 Tennessee St : 23rd St - 24th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 Yes
	10 1388 Tennessee St : 23rd St - 24th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		4 Yes
	10 1325x Thomas Ave : Ingalls St - Jennings St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
	10 610 Thornton Ave : Bridgeview Dr - Ledyard St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 422 Utah St : 17th St - Mariposa St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 No
	10 1373 Utah St : 24th St - 25th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 No
	10 1301 Utah St : 24th St - 25th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		3 No
	10 1346 Vermont St : 24th St - 25th St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	10 23 Wheat St : Paul Ave - Bay Shore Blvd	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Empty		1 Yes
	10 150 Wilde Ave : Girard St - Brussels St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
	10 318 Wilde Ave : Goettingen St - Rutland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
	10 324 Wilde Ave : Goettingen St - Rutland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
	10 367 Wilde Ave : Goettingen St - Rutland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
	10 330 Wilde Ave : Goettingen St - Rutland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Tree		1 Yes
	10 300 Wilde Ave : Goettingen St - Rutland St	Planting Site (plant) :: Planting site (plant)	Sidewalk, Curb side : Cutout : Potential		1 Yes
	10 800 Wisconsin St : 22nd St - Madera St	Planting Site (plant) :: Planting site (plant)	: : Empty		1 No

Tree Planting Sites and Equity Priority Communities



Legend

- Tree Planting Sites
 - FY23/24 Priority Planting Sites
 - Other Planting Sites
- Equity Priority Communities
- BOS Districts



Memorandum

AGENDA ITEM 8

DATE: September 22, 2023
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 10/17/2023 Board Meeting: Approve San Francisco’s Program of Projects for the 2024 Regional Transportation Improvement Program, with Conditions

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve San Francisco’s Program of Projects for the 2024 Regional Transportation Improvement Program (RTIP), with conditions, programming \$46,684,000 in RTIP funds to:</p> <ul style="list-style-type: none"> • Metropolitan Transportation Commission (MTC): Planning, Programming, and Monitoring (\$188,000) • Transportation Authority: Planning, Programming, and Monitoring (\$927,000) • San Francisco Municipal Transportation Agency (SFMTA): New Flyer Midlife Overhaul - Phase III (\$45,569,000, which includes \$10,642,000 proposed to be reprogrammed from SFMTA’s Train Control Upgrade - Phase 3 N Judah project) <p>SUMMARY</p> <p>As San Francisco’s Congestion Management Agency (CMA), the Transportation Authority is responsible for programming San Francisco’s county share RTIP funds. The Board has long-standing RTIP priorities (Attachment 1) which currently direct RTIP funds to the Central Subway (\$32.8M), MTC Advance for Presidio Parkway (\$31.0), and Caltrain Downtown Extension (The Portal)(\$17.8M) in that order until the commitments are filled. Since the Central Subway contracts have all been awarded, we cannot program RTIP funds directly to the project and are meeting the commitment instead by funding other RTIP-eligible SFMTA projects. The Portal, led by the Transbay Joint Powers Authority (TJPA), is currently working with the Federal Transit Administration (FTA) to submit its financial plan and request entry into engineering as part of its efforts to secure a \$4+ billion Capital Investment Grant (CIG). To support this time sensitive effort and position the project well, we recommend that the Board fulfill the RTIP priorities out of order by</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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funding the \$17.8M for The Portal. This will require a fund exchange with Prop L since the project's progressive design build approach doesn't easily comply with California Transportation Commission (CTC) RTIP guidelines. SFMTA staff has agreed to a cost-neutral Prop L/RTIP fund exchange that will involve funds proposed for the New Flyer Midlife Overhaul - Phase III project in the upcoming Prop L Muni Maintenance 5YPP that will be before the Board in November. We recommend directing the remaining new RTIP funds (\$17.1M) to the New Flyer Phase III project, as well. In addition, SFMTA has requested that we reprogram \$10.6M in FY26 RTIP funds from SFMTA's Train Control Upgrade-Phase 3 N Judah project to the New Flyer project, which is a better fit with RTIP guidelines. This would result in a total of \$45.6M for the New Flyer Phase III project (Attachment 3). In order to fulfill the RTIP commitment to The Portal before MTC's RTIP commitment, MTC has conditioned its support on the Board resetting our remaining RTIP commitments to put the Central Subway (\$15.7M) and MTC (\$31.0M) commitments on equal footing for future cycles. (Attachment 4). RTIP programming is ultimately subject to approval by the MTC (anticipated in December) and the CTC (anticipated in March 2024).

BACKGROUND

The State Transportation Improvement Program (STIP) is a five-year investment plan for state transportation money that is updated every two years by the CTC. Regional spending plans - developed by the MTC for the nine county Bay Area region and by other agencies elsewhere in California, account for 75% of the STIP. These are known as Regional Transportation Improvement Programs or RTIPs. The RTIPs can fund a broad range of projects from bike paths to highway redesigns or rail line extensions. The remaining 25% of the STIP is a statewide spending plan known as the Interregional Transportation Improvement Program, which is developed by the state department of transportation (Caltrans) to fund projects that connect metro areas or cross regional boundaries.

The CTC's RTIP guidelines include strict timely use of funds deadlines. For instance, RTIP funds must be allocated by the CTC in the year they are programmed, and sponsors may not incur costs against RTIP funds or advertise a contract for work to be performed prior to allocation. Further, projects must have a fully funded phase (e.g. construction) to receive an allocation and must be ready to award a contract within six months of allocation. As in previous RTIP programming cycles, these and other eligibility requirements significantly narrowed the list of potential projects that are good candidates for the 2024 RTIP.

San Francisco's Remaining RTIP Commitments. In 2005, the Transportation Authority Board adopted a list of San Francisco RTIP priorities to help fund some of the major capital projects in the Prop K Expenditure Plan. Attachment 1 shows the three remaining RTIP priorities, which are currently Central Subway (first priority), payback to MTC of an advance for Presidio Parkway (Doyle Drive) (second priority), and the Caltrain Downtown Extension now known at



The Portal. We recommend a revision to the order of these priorities, described below, as part of our 2024 RTIP recommendations.

DISCUSSION

Funds Available. MTC has initiated development of the 2024 RTIP, providing guidance based on CTC-adopted guidelines and the 2024 Fund Estimate. For the 2024 RTIP, San Francisco has a total of \$36,042,000 in RTIP funds that can be programmed in Fiscal Years 2026/27 through 2028/29 to RTIP-eligible projects (Attachment 2). These funds are split into two categories: \$1,115,000 for planning, programming and monitoring and \$34,927,000 for capital projects. Due to an overcommitment of near-term RTIP funds, CTC has advised that new RTIP programming is primarily available in FYs 2027/28 and 2028/29.

Our staff recommendations for 2024 RTIP programming are summarized in Attachment 3 and described below. The Project Programming Request forms for the recommended San Francisco projects, which contain basic information about scope, schedule, budget, and funding plans are in Attachment 5.

Recommendations for Planning, Programming and Monitoring (PPM). CTC guidelines allow up to 5% of RTIP funds to be used for PPM activities such as regional transportation planning, program development, and oversight of state and federally funded projects. MTC and the CMAAs have a long-standing arrangement to split the PPM funds in recognition of the role each agency plays in advancing the state's transportation goals. We have primarily used our PPM funds to support project delivery oversight of regionally significant major capital projects such as The Portal and Caltrain Electrification. Per CTC guidelines, \$1,115,000 in new PPM programming is available to be split between MTC (\$188,000) and the Transportation Authority (\$927,000).

Recommendations for Capital Projects. Our recommendations for the 2024 RTIP \$34,927,000 capital funds prioritize fulfilling the \$17,847,000 commitment to The Portal due to the critical path the project is on to enter into the FTA's CIG engineering phase which requires the project to demonstrate certain levels of non-CIG committed funds by certain deadlines. We explored various options with the TJPA to identify a scope of work that was compatible with the CTC's strict requirement that contracts not be awarded until after allocation of RTIP funds and were not able to find a viable option. Both the project's construction management contract and its large progressive design-build engineering contract will be awarded far in advance of FY 28, the earliest that new 2024 RTIP funds are available for allocation. Thus, working with SFMTA and TJPA, we are recommending meeting the RTIP commitment to The Portal through a Prop L funds exchange with SFMTA's New Flyer Mid-Life Overhaul Phase III project that will be seeking Prop L funds in the Muni Maintenance 5YPP. This exchange allows us to fulfill our commitment with flexible local Prop L funds while holding SFMTA's project harmless.

SFMTA has requested and we recommend programming the remaining \$17,080,000 in 2024 RTIP capital funds to the New Flyer Phase III project. Further, SFMTA has also requested reprogramming of \$10,642,000 in previously programmed RTIP funds from its Train Control



Upgrade - Phase 3 N Judah to its New Flyer Midlife Overhaul - Phase III project in FY 2026/27. SFMTA and our staff agreed that this was necessary since the procurement approach and complexity of the train control project make it difficult to comply with the RTIP timely use of funds and contracting requirements mentioned above based on lessons learned from prior RTIP projects. In March 2023, SFMTA was unable to meet timely use of funds deadlines for \$13,752,000 in previously obligated 2018 RTIP funds for Train Control Upgrade - Phases 1 & 2; thus the funds lapsed (i.e., were deobligated consistent with RTIP guidelines). We are working closely with SFMTA to support identification of Prop L and other non RTIP funding for its train control upgrade project, which is a high priority project for the SFMTA.

In all, these actions would result in a total of \$45,569,000 in FY 27 RTIP funds to the New Flyer Midlife Overhaul - Phase III project, which would help fully fund the construction phase. MTC is supporting the request for early year RTIP funds since SFMTA anticipates the project will be ready to advance then, though the year of programming will be at the CTC's discretion. Note due to color of money issues in the RTIP (i.e., because the project is not California State Constitution Article XIX-eligible and there is no capacity in the state Public Transit Account), SFMTA is seeking 100% federal funds in the RTIP, which means SFMTA much project the 11.47% local match of \$5,226,764, proposed to be fulfilled through Proposition L funds contingent on approval of the Prop L Muni Maintenance 5YPP.

The proposed 2024 RTIP funded scope of work includes scheduled midlife overhauls on 100 New Flyer trolley coaches or motor coaches. Midlife overhauls have been shown to significantly improve vehicle reliability, reduce the incidence of breakdowns, prevent service interruptions, and avoid additional costly repairs. The overhauls may include improvements such as but not limited to outfitting trolley and motor coach vehicles with upgraded engine technology and a higher capacity battery system, repainted exteriors, updated seating configurations, and improved wheelchair securements.

Conditions. Our 2024 RTIP recommendations required extensive coordination with the SFMTA, MTC, and the TJPA. Both SFMTA and MTC support fulfilling San Francisco's RTIP commitment to The Portal in the 2024 RTIP. MTC and SFMTA are interested in having their remaining Presidio Parkway and Central Subway commitments, respectively, treated as first priority in the 2026 RTIP. As a condition of MTC's support for elevating The Portal over payback to MTC in the 2024 RTIP, our recommendation specifies a resetting of San Francisco's RTIP commitments as shown in Attachment 4, footnote 4: when the Fund Estimate is available for the 2026 RTIP programming cycle (anticipated in 2025), we will work with MTC and SFMTA to evaluate funds available, readiness and urgency of proposed projects by each agency, and RTIP project delivery track record when developing San Francisco's 2026 RTIP programming recommendations.

Next Steps. After the Board adopts San Francisco's 2024 RTIP Program of Projects, we will submit the Program of Projects to MTC by its November 1, 2023 deadline. We will bring the Prop L Muni Maintenance 5YPP to the Board for approval in November, which will include the proposed Prop L/RTIP fund exchange with the SFMTA's New Flyer Midlife Overhaul - Phase III for The Portal as well as the required local match that SFMTA's project will need for the RTIP funds. The MTC Commission is expected to consider the 2024 RTIP on December 20, 2023.



The CTC will consider adopting the 2024 RTIP at its March 21, 2024, meeting. If approved, SFMTA would be able to request allocation of the RTIP funds for the New Flyer Midlife Overhaul - Phase III project in FY 2026/27. We plan to closely work with SFMTA to ensure that the project can successfully allocate and expend the proposed RTIP and matching funds, including Prop L.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted FY 2023/24 budget. The proposed PPM funds, following approval by the CTC, would be included in the agency's FY 2026/27 through FY 2028/29 budgets.

CAC POSITION

The CAC will consider this item at its September 27, 2023, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Current Remaining RTIP Commitments
- Attachment 2 - 2024 RTIP New Funds Available for San Francisco
- Attachment 3 - 2024 Proposed Program of Projects
- Attachment 4 - Proposed Remaining RTIP Commitments
- Attachment 5 - Project Programming Request Forms (3)

Attachment 1
San Francisco County Transportation Authority
Current Remaining Regional Transportation Improvement Program (RTIP) Commitments¹
Last Amended October 2021 (Res. 22-12), Updated with Lapsed Funds March 2023

Project²	Initial RTIP Commitment	Remaining RTIP Commitment (Oct. 2021)	Lapsed Funds⁵	Current Remaining RTIP Commitment
Presidio Parkway [Fulfilled]	\$84,101,000	\$0		\$0
Central Subway [1st priority] ^{3,5}	\$92,000,000	\$19,027,654	(\$13,752,000)	\$32,779,654
MTC STP/CMAQ Advance for Presidio Parkway [2nd priority] ⁴	\$34,000,000	\$31,000,000		\$31,000,000
Caltrain Downtown Extension [3rd priority] ⁵	\$28,000,000	\$17,847,000		\$17,847,000
Caltrain Electrification [Fulfilled]	\$24,000,000	\$0		\$0
Total	\$262,101,000	\$67,874,654	(\$13,752,000)	\$81,626,654

¹ Based on Transportation Authority Board-adopted RTIP priorities last amended by Resolution 22-12, October 26, 2021.

² Acronyms include Congestion Mitigation and Air Quality (CMAQ), Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA), and Surface Transportation Program (STP).

³ Central Subway is currently the SFCTA's highest priority for future RIP funds. Since sufficient RTIP funds were unavailable when SFMTA was awarding the construction contracts, we are honoring this commitment by programming new RIP funds when they become available to other SFMTA eligible projects to comply with RTIP guidelines.

⁴ Through Resolution 12-44, the SFCTA accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RTIP funds. Repayment of the advance, i.e. by programming RIP funds to a project or projects of MTC's choice, is the second priority after the Central Subway.

On September 22, 2021 as part of its approval of the 2022 RTIP guidelines, the MTC reduced the Transportation Authority's remaining commitment by \$3 million, contingent on the Transportation Authority allocating \$3 million in local funds to serve as MTC's contribution to the next phase of project development for the Caltrain Downtown Extension project.

⁵ In March 2023, SFMTA was unable to meet timely use of funds deadlines for \$13,752,000 in previously-obligated 2018 RTIP funds; thus the funds lapsed (i.e., were deobligated consistent with RIP guidelines) and will be available for reprogramming in the 2024 RTIP.

Attachment 2.

2024 Regional Transportation Improvement Program (RTIP)**New Funds Available for San Francisco**

The 2024 RTIP covers five years (Fiscal Years (FYs) 2024/25 – 2028/29). However, the California Transportation Commission has advised that new project programming is largely available only in the last two years, FY 2027/28 and FY 2028/29, and a smaller amount in FY 2026/27.

Programming Category	San Francisco County Share – New Programming	Eligible Activities
Planning, Programming, and Monitoring (PPM)	SFCTA: \$927,000	Up to 5% allowable per 3-year county share period (different than 5-year range of the RTIP) for PPM activities including regional transportation planning, program development, and project monitoring. MTC and the CMAAs have a long-standing arrangement to split the PPM in recognition of the role each agency plays in advancing the state’s transportation goals.
	MTC: \$188,000	
	PPM subtotal: \$1,115,000	
Capital Projects	Lapsed funds ¹ : \$13,752,000	Capital projects to improve transportation, including highways, local roads, bicycle and pedestrian facilities, and transit projects. For the 2024 RTIP, transit projects must be State Constitution Article XIX compliant (e.g. no rolling stock) or must seek federal-only funding and provide required matching funds. Can fund environmental, design, right of way and construction phases.
	New formula distribution: \$21,175,000	
	Capital Projects subtotal: \$34,927,000	
Total:	\$36,042,000	

¹ In March 2023, SFMTA was unable to meet timely use of funds deadlines for \$13,752,000 in funds previously obligated to Train Control Upgrade Project Phase 1 & 2 in the 2018 RTIP; thus the funds lapsed (i.e., were deobligated consistent with RIP guidelines) and are available for programming in the 2024 RTIP.

Attachment 3

Proposed San Francisco 2024 Regional Transportation Improvement Program (RTIP) Programming Priorities

		Project Totals by Fiscal Year (\$ 1,000's)						
		CTC has advised that new project programming is largely available only in the last two years, FY 2027/28 and FY 2028/29, and a smaller amount in FY						
Agency ¹	Project	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	Phase
Revised 2022 RTIP Programming Priorities								
SFMTA	New Flyer Midlife Overhaul - Phase II III ² [renamed]	\$7,952	\$7,952					Construction
SFMTA	Train Control Upgrade - Phase 3 N Judah ³ [dropped]	\$10,642		\$10,642				Construction
SFCTA	Planning, programming, and Monitoring	\$579	\$199	\$380				n/a
MTC	Planning, Programming, and Monitoring	\$268	\$88	\$89	\$91			n/a
Revised Funds Programmed to 2022 RTIP Priorities		\$8,799	\$8,239	\$469	\$91			
New 2024 RTIP Programming Priorities								
SFMTA	New Flyer Midlife Overhaul - Phase III ⁴	\$45,569	SFMTA will request 100% federal RTIP funds		\$45,569			Construction
SFCTA	Planning, programming, and Monitoring	\$927			\$326	\$327	\$274	n/a
MTC	Planning, Programming, and Monitoring	\$188				\$93	\$95	n/a
Proposed 2024 RTIP Programming		\$46,684			\$326	\$420	\$369	
Total RTIP Funds Available		\$46,684						
Surplus/(Shortfall)		\$0						

¹ Acronyms include the Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), and San Francisco Municipal Transportation Agency (SFMTA).

² This project was programmed as New Flyer Midlife Overhaul - Phase III in the 2022 RTIP. As part of the 2024 RTIP, SFMTA has requested that this project be renamed New Flyer Midlife Overhaul - Phase II, with minor changes to programming and scope. The 2024 RTIP recommendations include new programming for the next phase of this project called New Flyer Midlife Overhaul - Phase III.

³As part of the 2024 RTIP, SFCTA recommends with SFMTA concurrence, reprogramming \$10,642,000 from Train Control Upgrade - Phase 3 N Judah to its New Flyer Midlife Overhaul - Phase III project in FY 2026/27. SFMTA's procurement process and project delivery approach for the train control project are not a good fit with the RTIP guidelines. SFMTA is seeking other funds, including Prop L, for the train control project.

⁴ The recommended programming of \$45,569,000 to the New Flyer Midlife Overhaul - Phase III project in FY 2026/27 is made up of:
 - \$21,175,000 in new 2024 RTIP funds (including \$17,847,000 from a proposed Prop L/RTIP exchange to fulfill the SFCTA's RTIP commitment to The Portal);
 - \$13,752,000 in lapsed funds deprogrammed from Train Control Upgrade - Phases 1 & 2 due to SFMTA's inability to meet timely use of funds deadlines; and
 - \$10,642,000 reprogrammed from Train Control Upgrade - Phase 3 N Judah (see note 3).

Attachment 4
San Francisco County Transportation Authority
Proposed Remaining Regional Improvement Program (RIP) Commitments¹
Proposed October 2023

Project ²	Initial RIP Commitment	Current Remaining RIP Commitment	Proposed New Funds 2024 RTIP	Proposed Remaining RIP Commitment
Presidio Parkway [Fulfilled]	\$84,101,000	\$0		\$0
Central Subway [2026 RTIP priority TBD] ^{3, 4}	\$92,000,000	\$32,779,654	\$17,080,000	\$15,699,654
MTC STP/CMAQ Advance for Presidio Parkway[2026 RTIP priority TBD] ⁴	\$34,000,000	\$31,000,000		\$31,000,000
Caltrain Downtown Extension [Fulfilled] ^{5, 6}	\$28,000,000	\$17,847,000	\$17,847,000	\$0
Caltrain Electrification [Fulfilled]	\$24,000,000	\$0		\$0
Total	\$52,000,000	\$81,626,654	\$34,927,000	\$46,699,654

¹ Based on Transportation Authority Board-adopted RTIP priorities last amended by Resolution XX-XX, DATE.

² Acronyms include Congestion Mitigation and Air Quality (CMAQ), Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA), and Surface Transportation Program (STP).

³ Since sufficient RTIP funds were unavailable when SFMTA was awarding the Central Subway construction contracts, SFCTA is honoring this commitment by programming new RTIP funds when they become available to other SFMTA eligible projects to comply with RTIP guidelines.

⁴ Both MTC and SFMTA are interested in having their RTIP commitment treated as first priority in the 2026 RTIP. When the Fund Estimate is available for the 2026 RTIP programming cycle (anticipated in 2025), SFCTA agrees to work with MTC and SFMTA to evaluate the funds available; readiness and urgency of proposed projects by each agency; and RTIP project delivery track record when developing San Francisco's 2026 RTIP programming recommendations. SFCTA's remaining RTIP commitments to MTC and SFMTA shown above have equal priority.

⁵ Through Resolution 12-44, the SFCTA accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RIP funds. Repayment of the advance, i.e. by programming RIP funds to a project or projects of MTC's choice, is the second priority after the Central Subway.

On September 22, 2021 as part of its approval of the 2022 RTIP guidelines, the MTC reduced the Transportation Authority's remaining commitment by \$3 million, contingent on the Transportation Authority allocating \$3 million in local funds to serve as MTC's contribution to the next phase of project development for the Caltrain Downtown Extension project.

⁶ Fulfilling the Caltrain Downtown Extension (DTX) RIP commitment is conditioned upon Board approval of a fund exchange to program \$17,847,000 in Prop L funds from the Muni Maintenance 5-Year Prioritization Program (5YPP) to DTX, scheduled for Board consideration in November 2023, with an equal amount of RTIP funds to be programmed to SFMTA's New Flyer Midlife Overhaul - Phase III project.

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	09/08/2023 08:36:43
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
04		0423000376	2007	San Francisco County Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Francisco County				MPO	Element
				MTC	Local Assistance
Project Manager/Contact			Phone	Email Address	
Amber Crabbe			415-522-4801	amber.crabbe@sfcta.org	

Project Title

Planning, Programming and Monitoring

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

Planning, Programming and Monitoring

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

Legislative Districts

Assembly:	17,19	Senate:	11	Congressional:	12,14
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 09/08/2023 08:36:43

Purpose and Need

The purpose and need of the funds include monitoring STIP project implementation, including timely use of funds, project delivery, and compliance with State law and the California Transportation Commissioners guidelines.

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO
Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total

Date 09/08/2023 08:36:43

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
04	San Francisco County			0423000376	2007

Project Title
 Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	65							65	San Francisco County Transportation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									San Francisco County Transportation
R/W									
CON	6,036	199	380					6,615	San Francisco County Transportation
TOTAL	6,101	199	380					6,680	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	6,036	199	380	326	327	274		7,542	
TOTAL	6,101	199	380	326	327	274		7,607	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	65							65	Metropolitan Transportation Commiss
PS&E									\$52 CON voted 01/26/01
R/W SUP (CT)									\$58 CON voted 05/21/03
CON SUP (CT)									\$59 CON voted 02/26/04
R/W									\$65 PAED voted 07/14/05
CON	5,876	199						6,075	\$65 CON voted 03/15/07
TOTAL	5,941	199						6,140	\$466 CON voted 07/26/07
									\$541 CON voted 07/24/08
									\$500 CON voted 08/13/09

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,876	199						6,075	
TOTAL	5,941	199						6,140	

Fund #2:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.817
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commiss \$160 CON voted 08/18/21
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	160							160	
TOTAL	160							160	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	160							160	
TOTAL	160							160	
Fund #3:	RIP - National Hwy System (Committed)								
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commiss
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			380					380	
TOTAL			380					380	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			380					380	
TOTAL			380					380	

Fund #4:		RIP - National Hwy System (Committed)							Program Code	
Existing Funding (\$1,000s)									Funding Agency	
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total		
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)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON				326	327	274		927		
TOTAL				326	327	274		927		

Complete this page for amendments only

Date 09/08/2023 08:36:43

District	County	Route	EA	Project ID	PPNO
04	San Francisco County			0423000376	2007

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

Reason for Proposed Change

N/A

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

N/A

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	09/22/2023 18:36:17	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
04			2014W	City & County of San Francisco			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
San Francisco Count				MPO		Element	
				MTC		Mass Transit (MT)	
Project Manager/Contact			Phone	Email Address			
Gary Chang			415-646-2636	gary.chang@sfmta.com			

Project Title

New Flyer Midlife Overhaul - Phase II

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

In the city and county of San Francisco. Perform midlife overhauls on seventeen (17) 40-foot and 60-foot electric trolley or motor coaches. The overhaul may include improvements such as but not limited to outfitting trolley and motor coach vehicles with upgraded engine technology and a higher capacity battery system. The overhaul may also include improvements like repainted exteriors, updated seating configurations, and improved wheelchair securements. Work may be completed with in-house forces or contracted, as deemed appropriate.

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

Legislative Districts

Assembly:	17,19	Senate:	11	Congressional:	12,14
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		09/30/2023
Circulate Draft Environmental Document	Document Type CE/CE	
Draft Project Report		09/30/2023
End Environmental Phase (PA&ED Milestone)		09/30/2023
Begin Design (PS&E) Phase	07/01/2024	04/03/2023
End Design Phase (Ready to List for Advertisement Milestone)	01/01/2025	03/03/2025
Begin Right of Way Phase		09/30/2023
End Right of Way Phase (Right of Way Certification Milestone)		09/30/2023
Begin Construction Phase (Contract Award Milestone)	07/01/2025	07/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)	01/04/2026	11/01/2028
Begin Closeout Phase	01/04/2026	11/01/2028
End Closeout Phase (Closeout Report)	08/01/2026	11/01/2029

Date 09/22/2023 18:36:17

Purpose and Need

Maintenance data shows that rehabilitation of the fleet significantly improves vehicle reliability, reduces the incidence of breakdowns, prevents service interruptions with additional costly repairs, and ensure consistency in systems deployed across SFMTA's 800+ buses. Overhauls may also include improvements such as repainted exteriors, updated seating configurations, and improved wheelchair securements.

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO
Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Intercity Rail/Mass Trans	Rail cars/transit vehicles	EA	17

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
04	San Francisco County				2014W

Project Title
 New Flyer Midlife Overhaul - Phase II

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									City & County of San Francisco
PS&E									City & County of San Francisco
R/W SUP (CT)									City & County of San Francisco
CON SUP (CT)									City & County of San Francisco
R/W									City & County of San Francisco
CON			9,879					9,879	City & County of San Francisco
TOTAL			9,879					9,879	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			8,982					8,982	
TOTAL			8,982					8,982	

Fund #1:	RIP - Public Transportation Account (Committed)								Program Code
Existing Funding (\$1,000s)									30.10.070.626
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commiss
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			7,952					7,952	
TOTAL			7,952					7,952	

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			7,952					7,952	
TOTAL			7,952					7,952	

Fund #2:	Local Funds - Local Transportation Funds - Advance Construction (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,794					1,794	
TOTAL			1,794					1,794	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Decrease local match from 20% to required 11.47%
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			897					897	
TOTAL			897					897	

Fund #3:	Local Funds - Local Transportation Funds - Advance Construction (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			133					133	
TOTAL			133					133	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			133					133	
TOTAL			133					133	

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Date 09/22/2023 18:36:17

District	County	Route	EA	Project ID	PPNO
04	San Francisco County				2014W

SECTION 1 - All Projects

Project Background

In the city and county of San Francisco. Perform midlife overhauls on seventeen (17) 40-foot and 60-foot electric trolley or motor coaches. The overhaul may include improvements such as but not limited to outfitting trolley and motor coach vehicles with upgraded engine technology and a higher capacity battery system. The overhaul may also include improvements like repainted exteriors, updated seating configurations, and improved wheelchair securements. Work may be completed with in-house forces or contracted, as deemed appropriate.

Programming Change Requested

Name change, decrease local match, increased scope, milestone date updates

Reason for Proposed Change

NAME CHANGE: New Flyer Midlife Overhaul - Phase III has had its name changed to New Flyer Midlife Overhaul - Phase II because the contracting sequence has been updated since the initial project submittal in 2019.

DECREASED LOCAL MATCH: The amount of local match has been decreased from 20% to the required 11.47%

INCREASED SCOPE: The project scope has been updated. The scale of the Midlife Overhaul Program allows the SFMTA to overhaul 17 vehicles instead of 14, even with the decreased local match.

MILESTONE DATE UPDATES: See below

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Proposed changes are not related to changes in earlier Begin Design, later End Design, later End Construction, Begin Closeout, and End Closeout milestones. Milestone changes are the result of increased scope, alignment with the larger New Flyer Midlife Overhaul program, and schedule refinement since the 2020 STIP estimate.

The contract award date is unchanged.

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Because "Not applicable" is not an choice for project milestones, Sept 30, 2023 is shown for PSR, Environmental, and ROW phases. The project will be CE/CE with regard to environmental approvals, and there is no ROW consideration.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	09/22/2023 18:40:37
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
04			2014W	City & County of San Francisco	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Francisco Count				MPO	Element
				MTC	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Gary Chang			415-646-2636	gary.chang@sfmta.com	

Project Title
 New Flyer Midlife Overhaul - Phase III

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

In the city and county of San Francisco. Perform midlife overhauls on one hundred (100) 40-foot and 60-foot electric trolley or motor coaches. The overhaul may include improvements such as but not limited to outfitting trolley and motor coach vehicles with upgraded engine technology and a higher capacity battery system. The overhaul may also include improvements like repainted exteriors, updated seating configurations, and improved wheelchair securements. Work may be completed with in-house forces or contracted, as deemed appropriate.

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

Legislative Districts

Assembly:	17,19	Senate:	11	Congressional:	12,14
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Project Milestone	Existing	Proposed
Project Study Report Approved	09/30/2023	
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document Document Type CE/CE		
Draft Project Report		09/30/2023
End Environmental Phase (PA&ED Milestone)		04/01/2025
Begin Design (PS&E) Phase		04/01/2025
End Design Phase (Ready to List for Advertisement Milestone)		01/01/2027
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		03/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2029
Begin Closeout Phase		12/31/2029
End Closeout Phase (Closeout Report)		12/31/2030

Date 09/22/2023 18:40:37

Purpose and Need

Maintenance data shows that rehabilitation of the fleet significantly improves vehicle reliability, reduces the incidence of breakdowns, prevents service interruptions with additional costly repairs, and ensure consistency in systems deployed across SFMTA's 800+ buses. Overhauls may also include improvements such as repainted exteriors, updated seating configurations, and improved wheelchair securements.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	100

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	100	0	100

District	County	Route	EA	Project ID	PPNO
04	San Francisco County				2014W

Project Title
 New Flyer Midlife Overhaul - Phase III

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									City & County of San Francisco
PS&E									City & County of San Francisco
R/W SUP (CT)									City & County of San Francisco
CON SUP (CT)									City & County of San Francisco
R/W									City & County of San Francisco
CON									City & County of San Francisco
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				51,470				51,470	
TOTAL				51,470				51,470	

Fund #1: Local Funds - Proposition L (Committed) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
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
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,901				5,901	
TOTAL				5,901				5,901	

Fund #2:	RIP - STP - No State Match (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)									Federal-only (STP) funds requested as project is not Article XIX-eligible
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				45,569				45,569	
TOTAL				45,569				45,569	



BUILDING PROGRESS

Paratransit Fleet Electrification - Update Report

SFCTA Community Advisory Commi

Vehicle Procurement

Charging Infrastructure

Maintenance
and Storage

Funding

Risks

As part of the allocation request for Paratransit Vehicles the SFCTA Board requested that the SFMTA provide an update on the plan for the **transition of paratransit vehicles.**

Paratransit is integrated into the SFMTA's larger plan to move toward an **entire electric transit fleet. Updates will be on-going.**

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.

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.

Electrification Program

Kirkland Yard
Electrification

Woods Yard Pilot
Phase II (12 BEB
Chargers)

Islais Creek Pilot
Phase I (6 BEB
Chargers)

Presidio Yard
Modernization

Paratransit
Electrification

The **Electrification Program** readies the SFMTA for transition to Zero-Emission vehicles including Paratransit EVs.

- Reviewing fleet requirements.
- Complying with regulatory conversion schedule.

The objective of the paratransit fleet program is to provide a clean, reliable and safe transportation experience for seniors and people with disabilities while **reducing vehicle emissions by transitioning to zero-emission fleet.**

- The prior allocation request funded the replacement of 17 gas powered vans.
- It also included 1 electric van that would support testing.



The Paratransit Fleet includes 132 vehicles.

The current fleet consists of 111 cutaway vans and 21 minivans, which have useful lives of 5 years and 4 years, respectively.

Innovative Clean Transit (ICT) regulation requires vehicles to be made electric with a gross vehicle weight greater than 14,000 pounds.

Fleet Evaluation (as of Sept 2023)

- 43 Transit 350HD Commute *not required*
- **68 Ford E450 Universal** *required*
- 21 Dodge Caravan Minivan *not required*

While not required, the SFMTA will pursue evaluating the ability to electrify the entire fleet.

Over the past year, the SFMTA has been testing/evaluating various vehicles.

Fleet Evaluation (as of Sept 2023)

Turtle Top - Tested

Evaluation shows that the traction motor sits too low overall and scrapes the pavement in hilly operational conditions.

Ford EV – Tested

Evaluation shows that there is insufficient wheelchair capacity; in addition, vehicle components also sit too low and scrapes pavement in hilly operational conditions.

Lightening ZEV-3 – Currently being evaluated

Current risks are operational viability and price per vehicle.

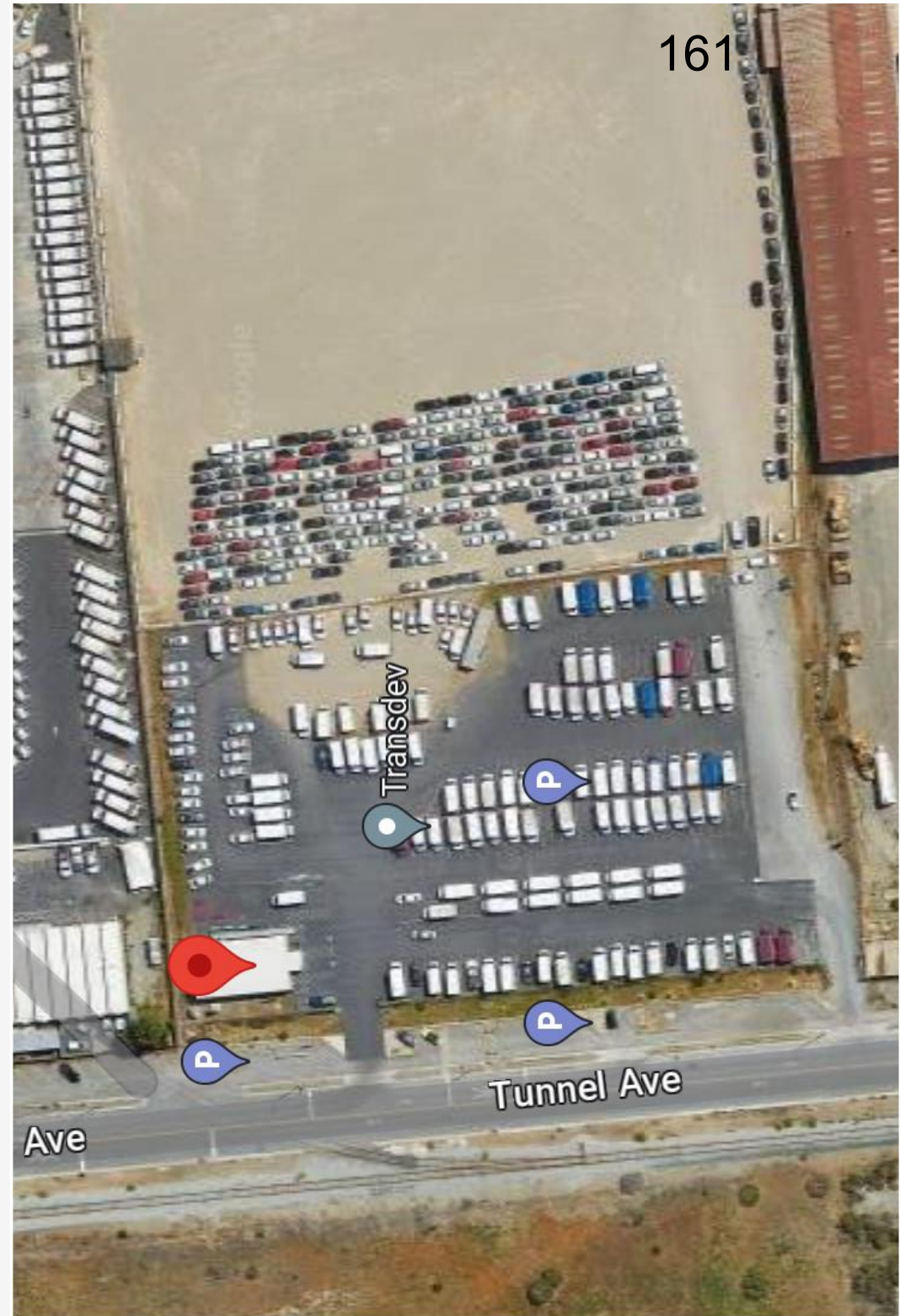


In February 2022, the SFMTA completed its **Battery Electric Bus Facilities Master Plan**.

- Baselined projects and sequencing for charging infrastructure.
- Preliminarily identified power requirements.
- Schedule based on current aggressive regulatory requirements; currently in review.

One of the key risks identified is finally securing a **permanent fixed facility** for Paratransit, which currently operates out of various leased facilities.

- 250B Industrial Way, Brisbane (Non-Revenue & Revenue Vehicle Storage)
- 290 Industrial Way, Brisbane (Maintenance & Parts)
- 150 Executive Park #3200, Brisbane (Administration, Reservations, Dispatch)
- 575 Tunnel Ave, Brisbane (Operations, Support, Vehicle Storage)



Electrification Program Sites

Permanent Facility Options

Potrero Yard

(currently being analyzed)

Presidio Yard

(currently being analyzed)

Woods Yard

(Recommended in 2017 Facilities Framework)

A key component of the Building Progress Program is maximizing each of the SFMTA's individual sites.

SFMTA is currently reviewing **project sequencing and fleet timing**. We have developed **programmatic requirements for a permanent electric Paratransit Facility**.

Risks include:

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

Aggressive grant procurement and capital **funding advocacy will be required** to advance this program.

- *Cost risks include* facility costs, PG&E capacity costs, increased per vehicle costs. Facility costs are partially mitigated by co-location.
- *Some funding opportunities include* FTA Bus and Bus Facilities Program + FTA Lo-No Emission Vehicles Program, future CCSF GO Bonds.
- Most recently the SFMTA was successful securing approx. \$30 million for pilot charging infrastructure at Woods Yard and Islais Creek Yard.

**Phase I
Feasibility Analysis
(0 – 18 months)**

- Paratransit Facility Design Guidelines
- Paratransit Facility Location Analysis
- Paratransit Vehicle Evaluation Test
- Fleet Procurement Sequencing/Facility Requirements
- Regulatory Review
- Schedule
- Development of Funding Strategy

**Phase II
Specification & Program Development
(3 – 5 years)**

- Finalize Specifications of Paratransit Vehicle
- Finalize of charge/ load requirements
- Analysis of cost/procurement timeline
- Identify Funding Gaps
- Procurement Schedule
- Pilot Level Facility Upgrades – up to 20% of fleet, based on replacement schedule

**Phase III
Vehicle Procurement & Facility Construction
(10 – 15 years)**

- Construct charging infrastructure at permanent facility to meet current and future demand.
- Facility would be required to charge 100% of vehicles, based on specified: vehicles, chargers, load requirements.

The transition to a zero-emission Paratransit Fleet is integrated in the SFMTA's plans to transform its entire transit fleet.

- The SFMTA has completed the feasibility analysis to integrate Paratransit into its larger and comprehensive facilities capital program (Building Progress) and its fleet procurement program.
- The SFMTA will provide a full and comprehensive update on this consolidated plan to the SFCTA Board as part of the presentation of 5YPP for EP 6 the Muni Maintenance Category and is committed to providing the Board with updates on Phase II and Phase III of this framework on a regular and on-going basis.

An aerial, high-angle photograph of a large train yard or depot. The yard is filled with numerous tracks, each occupied by a train. The trains are primarily white with red accents on the front and sides. They are arranged in neat, parallel rows that recede into the distance. The perspective is from directly above, looking down at the tracks. The lighting is bright, suggesting a clear day. In the background, there are some industrial buildings with flat roofs. The overall scene conveys a sense of organized, large-scale transportation infrastructure.

Thank you.