



Memorandum

AGENDA ITEM 4

DATE: October 26, 2023
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 11/14/2023 Board Meeting: Adopt Two 2023 Prop L 5-Year Prioritization Programs and Amend the Prop L Strategic Plan Baseline

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt two 2023 Prop L 5-Year Prioritization Programs (5YPPs):</p> <ul style="list-style-type: none"> • Traffic Signs and Signals Maintenance • Safer and Complete Streets <p>Amend the Strategic Plan Baseline</p> <p>SUMMARY</p> <p>The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs (Attachment 1), a 5YPP to identify the specific projects that will be funded over the next five years. Board adoption of these documents is a prerequisite for allocation of Prop L funds from the relevant programs. To spread out the workload for staff and project sponsors, we are bringing 5YPPs to the Board in groups. The Board has adopted 12 5YPPs to date. This third round consists of two related 5YPPs: Safer and Complete Streets and Traffic Signs and Signals Maintenance. We are recommending concurrent adoption of a Strategic Plan Baseline amendment to incorporate the programming and cash flow for the five-year project lists in the subject 5YPPs. We have also updated cash flow for the BART Core Capacity project (the subject of a separate agenda item), where BART agreed to delay cash flow one year for about \$8 million of a \$35 million request since they are drawing down a large state grant first. Also, we delayed outyear (i.e., post first 5-years) cash flow (not programming) for the largest Prop L program (Muni Maintenance) to help with some outyear pinch points for debt service by freeing up cash in those years. In all, these changes result in a \$16 million reduction in project finance costs from \$684.9 million to \$668.9 million over the 30-year Expenditure Plan period compared to the Baseline, as amended.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: ____
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BACKGROUND

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

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

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

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

DISCUSSION

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

- Eligibility and Expected Fund Leveraging
- Public Engagement
- Performance Measures
- Project Delivery Snapshot
- Project Prioritization
- Project List (covering FY 2023/24 - FY 2027/28)



- Project Information Forms (e.g., scope, schedule, cost, funding)

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

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

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

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

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



the proposed cash flow in the first five years is \$14.1 million or about 200% more than the pay-go budget in the Baseline, as amended.

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

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

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

Next Steps. We are working with SFMTA on a plan to bring Muni Maintenance to the Board for partial approval in December 2023 that would only program projects in FY 2023/24 with placeholders in the remaining four years to provide more time to refine project priorities and funding plans. Except for the Muni Maintenance 5YPP, the remaining 5YPPs will come to the Board in early 2024, followed by adoption of the final 2023 Strategic Plan. SFMTA anticipates that it will be ready to seek a comprehensive Muni Maintenance 5YPP in fall 2024 where the Board would be asked to approve projects for FY 24/25 through FY 27/28.

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 considered this item at its October 25, 2023, meeting, and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - List of the 28 Programs in the Prop L Expenditure Plan
- Attachment 2 - Round 3 5YPPs List of Projects by Expenditure Plan Program
- Attachment 3 - Round 3 5YPPs Summary by Program: Fund Leveraging and Advancement
- Attachment 4 - Prop L Strategic Plan Baseline Amendment Sources and Uses
- Attachment 5 - Strategic Plan Baseline Amendment - Programming & Cash Flow by FY
- Attachment 6 - Resolution

- Enclosures - 2023 Prop L 5 Year Prioritization Programs (2)

Attachment 1.

Prop L's 28 Programs

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

Approved Round 1

Approved Round 2

Anticipated Round 3

Round TBD

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53	
A. MAJOR CAPITAL PROJECTS																
I. Muni																
201	Muni Reliability and Efficiency Improvements	\$ 6,046,102	\$ 6,142,839	\$ 6,241,124	\$ 6,340,980	\$ 6,443,785	\$ 6,549,600	\$ 6,657,420	\$ 6,767,276	\$ 6,879,205	\$ 7,402,169	\$ 7,655,058	\$ 7,797,124	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,046,102	\$ 6,142,839	\$ 6,241,124	\$ 6,340,980	\$ 6,443,785	\$ 6,549,600	\$ 6,657,420	\$ 6,767,276	\$ 6,879,205	\$ 7,402,169	\$ 7,655,058	\$ 7,797,124	\$ -	\$ -	
202	Muni Rail Core Capacity	\$ 2,748,228	\$ 2,792,200	\$ 2,836,875	\$ 2,882,264	\$ 2,928,993	\$ 2,977,091	\$ 3,026,100	\$ 3,076,035	\$ 3,126,911	\$ 3,364,622	\$ 3,479,572	\$ 3,544,147	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 2,748,228	\$ 2,792,200	\$ 2,836,875	\$ 2,882,264	\$ 2,928,993	\$ 2,977,091	\$ 3,026,100	\$ 3,076,035	\$ 3,126,911	\$ 3,364,622	\$ 3,479,572	\$ 3,544,147	\$ -	\$ -	
II. BART																
203	BART Core Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,841,974	\$ 1,608,638	\$ 1,376,953	\$ 1,148,754	\$ 929,972	\$ 727,297	\$ 540,736	\$ 369,125	\$ 213,928	\$ 76,806	\$ -	\$ -	\$ -	\$ -	
		\$ 1,841,974	\$ 1,608,638	\$ 1,376,953	\$ 1,148,754	\$ 929,972	\$ 727,297	\$ 540,736	\$ 369,125	\$ 213,928	\$ 76,806	\$ -	\$ -	\$ -	\$ -	
III. Caltrain																
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 6,316,384	\$ 5,599,523	\$ 4,882,004	\$ 4,168,346	\$ 3,477,739	\$ 2,833,564	\$ 2,235,093	\$ 1,675,115	\$ 1,152,162	\$ 668,809	\$ 265,265	\$ 3,304	\$ -	\$ -	
		\$ 6,316,384	\$ 5,599,523	\$ 4,882,004	\$ 4,168,346	\$ 3,477,739	\$ 2,833,564	\$ 2,235,093	\$ 1,675,115	\$ 1,152,162	\$ 668,809	\$ 265,265	\$ 3,304	\$ -	\$ -	
TOTAL MAJOR CAPITAL PROJECTS		\$ 8,794,331	\$ 8,935,039	\$ 9,077,999	\$ 9,223,244	\$ 9,372,778	\$ 9,526,691	\$ 9,683,519	\$ 9,843,311	\$ 10,006,116	\$ 10,766,792	\$ 11,134,630	\$ 11,341,272	\$ -	\$ -	
		\$ 8,158,358	\$ 7,208,161	\$ 6,258,958	\$ 5,317,100	\$ 4,407,711	\$ 3,560,861	\$ 2,775,829	\$ 2,044,240	\$ 1,366,090	\$ 745,615	\$ 265,265	\$ 3,304	\$ -	\$ -	
		\$ 16,952,688	\$ 16,143,200	\$ 15,336,957	\$ 14,540,344	\$ 13,780,489	\$ 13,087,552	\$ 12,459,349	\$ 11,887,551	\$ 11,372,206	\$ 11,512,407	\$ 11,399,895	\$ 11,344,575	\$ -	\$ -	
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																
I. Transit Maintenance, Rehabilitation, and																
206	Muni Maintenance	\$ 23,000,000	\$ 23,000,000	\$ 23,000,000	\$ 23,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 30,000,000	\$ 38,000,000	\$ 38,000,000	\$ 38,000,000	\$ 38,000,000	\$ 38,000,000	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 23,000,000	\$ 23,000,000	\$ 23,000,000	\$ 23,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 30,000,000	\$ 38,000,000	\$ 38,000,000	\$ 38,000,000	\$ 38,000,000	\$ 38,000,000	\$ -	\$ -
207	BART Maintenance	\$ 1,923,760	\$ 1,954,540	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 605,784	\$ 593,265	\$ 539,172	\$ 457,087	\$ 377,903	\$ 304,212	\$ 235,960	\$ 172,456	\$ 113,766	\$ 60,288	\$ 17,219	\$ -	\$ -		
		\$ 2,529,544	\$ 2,547,805	\$ 1,389,172	\$ 457,087	\$ 377,903	\$ 304,212	\$ 235,960	\$ 172,456	\$ 113,766	\$ 60,288	\$ 17,219	\$ -	\$ -		
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 913,347	\$ 874,583	\$ 828,177	\$ 773,825	\$ 713,901	\$ 652,570	\$ 589,609	\$ 414,398	\$ 254,627	\$ 111,764	\$ 2,385	\$ -	\$ -		
		\$ 5,913,347	\$ 5,874,583	\$ 5,828,177	\$ 5,773,825	\$ 5,713,901	\$ 5,652,570	\$ 5,589,609	\$ 414,398	\$ 254,627	\$ 111,764	\$ 2,385	\$ -	\$ -		
209	Ferry Maintenance	\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 317,780	\$ 322,869	\$ 327,958	\$ 333,047	\$ 338,136	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 317,780	\$ 322,869	\$ 327,958	\$ 333,047	\$ 338,136	
II. Transit Enhancements																
210	Transit Enhancements	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ 1,951,481	\$ 2,018,152	\$ 2,055,606	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ 1,951,481	\$ 2,018,152	\$ 2,055,606	\$ -	\$ -	
211	Bayview Caltrain Station	\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 358,929	\$ 351,583	\$ 341,667	\$ 328,725	\$ 285,701	\$ 229,160	\$ 176,837	\$ 128,230	\$ 83,441	\$ 42,796	\$ 10,410	\$ -	\$ -		
		\$ 1,842,972	\$ 1,859,371	\$ 1,873,579	\$ 1,885,147	\$ 885,701	\$ 229,160	\$ 176,837	\$ 128,230	\$ 83,441	\$ 42,796	\$ 10,410	\$ -	\$ -		
212	Mission Bay Ferry Landing	\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 317,780	\$ 322,869	\$ 327,958	\$ 333,047	\$ 338,136	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 274,823	\$ 279,220	\$ 283,687	\$ 288,226	\$ 292,899	\$ 297,709	\$ 302,610	\$ 307,603	\$ 312,691	\$ 317,780	\$ 322,869	\$ 327,958	\$ 333,047	\$ 338,136	
213	Next Generation Transit Investments	\$ 1,209,220	\$ 1,228,568	\$ 1,248,225	\$ 1,268,196	\$ 1,288,757	\$ 1,309,920	\$ 1,331,484	\$ 1,353,455	\$ 1,375,841	\$ 1,480,434	\$ 1,531,012	\$ 1,559,425	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,209,220	\$ 1,228,568	\$ 1,248,225	\$ 1,268,196	\$ 1,288,757	\$ 1,309,920	\$ 1,331,484	\$ 1,353,455	\$ 1,375,841	\$ 1,480,434	\$ 1,531,012	\$ 1,559,425	\$ -	\$ -	
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		\$ 34,760,642	\$ 34,868,811	\$ 33,842,900	\$ 33,072,784	\$ 35,173,372	\$ 34,632,051	\$ 34,691,842	\$ 33,752,762	\$ 41,814,832	\$ 42,104,839	\$ 42,245,078	\$ 42,323,860	\$ -	\$ -	
		\$ 1,878,061	\$ 1,819,431	\$ 1,709,015	\$ 1,559,637	\$ 1,377,505	\$ 1,185,942	\$ 1,002,406	\$ 715,084	\$ 451,833	\$ 214,848	\$ 30,014	\$ -	\$ -		
		\$ 36,638,702	\$ 36,688,242	\$ 35,551,915	\$ 34,632,421	\$ 36,550,877	\$ 35,817,993	\$ 35,694,248	\$ 34,467,847	\$ 42,266,665	\$ 42,319,688	\$ 42,275,092	\$ 42,323,860	\$ -	\$ -	
C. PARATRANSIT																
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 4,484,792	\$ 3,948,649	\$ 3,414,099	\$ 2,884,928	\$ 2,375,138	\$ 1,901,185	\$ 1,462,799	\$ 1,055,908	\$ 681,585	\$ 342,678	\$ 74,270	\$ -	\$ -		
		\$ 4,484,792	\$ 3,948,649	\$ 3,414,099	\$ 2,884,928	\$ 2,375,138	\$ 1,901,185	\$ 1,462,799	\$ 1,055,908	\$ 681,585	\$ 342,678	\$ 74,270	\$ -	\$ -		
TOTAL PARATRANSIT		\$ 4,484,792	\$ 3,948,649	\$ 3,414,099	\$ 2,884,928	\$ 2,375,138	\$ 1,901,185	\$ 1,462,799	\$ 1,055,908	\$ 681,585	\$ 342,678	\$ 74,270	\$ -	\$ -		
		\$ 4,484,792	\$ 3,948,649	\$ 3,414,099	\$ 2,884,928	\$ 2,375,138	\$ 1,901,185	\$ 1,462,799	\$ 1,055,908	\$ 681,585	\$ 342,678	\$ 74,270	\$ -	\$ -		
D. STREETS AND FREEWAYS																
I. Maintenance, Rehabilitation, and 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 163,823	\$ 160,546	\$ 150,090	\$ 143,307	\$ 135,964	\$ 128,053	\$ 93,582	\$ 61,726	\$ 32,699	\$ 9,325	\$ -	\$ -	\$ -		
		\$ 1,208,150	\$ 1,221,582	\$ 1,234,103	\$ 1,245,506	\$ 1,256,324	\$ 1,267,259	\$ 1,277,971	\$ 93,582	\$ 61,726	\$ 32,699	\$ 9,325	\$ -	\$ -		

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

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53	
217	Traffic Signs & Signals Maintenance	\$ 4,946,811	\$ 5,025,960	\$ 5,106,375	\$ 5,188,075	\$ 5,272,188	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,131,414	\$ 1,108,313	\$ 1,077,107	\$ 1,036,357	\$ 988,084	\$ 828,931	\$ 650,648	\$ 484,119	\$ 329,094	\$ 186,423	\$ 68,575	\$ -	\$ -	\$ -	\$ -
		\$ 6,078,225	\$ 6,134,273	\$ 6,183,481	\$ 6,224,432	\$ 6,260,272	\$ 2,028,931	\$ 650,648	\$ 484,119	\$ 329,094	\$ 186,423	\$ 68,575	\$ -	\$ -	\$ -	\$ -
II. Safer and Complete Streets																
218	Safer and Complete Streets	\$ 8,305,936	\$ 8,438,822	\$ 8,573,843	\$ 8,711,025	\$ 8,850,919	\$ 5,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,817,648	\$ 1,778,891	\$ 1,727,237	\$ 1,660,412	\$ 1,581,646	\$ 1,414,231	\$ 1,112,282	\$ 830,045	\$ 566,970	\$ 324,439	\$ 123,238	\$ -	\$ -	\$ -	\$ -
		\$ 10,123,584	\$ 10,217,713	\$ 10,301,080	\$ 10,371,436	\$ 10,432,566	\$ 7,164,231	\$ 1,112,282	\$ 830,045	\$ 566,970	\$ 324,439	\$ 123,238	\$ -	\$ -	\$ -	\$ -
219	Curb Ramps	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 141,839	\$ 139,144	\$ 135,418	\$ 130,477	\$ 124,575	\$ 118,317	\$ 111,552	\$ 103,586	\$ 93,339	\$ 49,159	\$ 13,653	\$ -	\$ -	\$ -	\$ -
		\$ 1,735,811	\$ 1,758,620	\$ 1,780,806	\$ 1,802,190	\$ 1,823,391	\$ 1,845,030	\$ 1,866,690	\$ 1,887,686	\$ 1,906,948	\$ 49,159	\$ 13,653	\$ -	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 214,416	\$ 210,072	\$ 204,189	\$ 196,494	\$ 187,370	\$ 177,722	\$ 138,489	\$ 101,932	\$ 68,053	\$ 37,065	\$ 11,863	\$ -	\$ -	\$ -	\$ -
		\$ 1,313,707	\$ 1,326,952	\$ 1,338,938	\$ 1,349,399	\$ 1,358,968	\$ 1,368,558	\$ 138,489	\$ 101,932	\$ 68,053	\$ 37,065	\$ 11,863	\$ -	\$ -	\$ -	\$ -
III. Freeway Safety and Operational Impr																
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 105,153	\$ 103,002	\$ 100,098	\$ 96,307	\$ 78,595	\$ 62,161	\$ 46,999	\$ 32,995	\$ 20,229	\$ 8,820	\$ 97	\$ -	\$ -	\$ -	\$ -
		\$ 544,869	\$ 549,754	\$ 553,997	\$ 557,469	\$ 78,595	\$ 62,161	\$ 46,999	\$ 32,995	\$ 20,229	\$ 8,820	\$ 97	\$ -	\$ -	\$ -	\$ -
222	Managed Lanes and Express Bus	\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
223	Transformative Freeway and Major Street Projects	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	
TOTAL STREETS AND FREEWAYS		\$ 24,850,270	\$ 25,247,865	\$ 25,651,829	\$ 26,062,252	\$ 26,014,820	\$ 19,036,989	\$ 11,075,525	\$ 10,089,394	\$ 10,256,269	\$ 9,084,480	\$ 9,394,844	\$ 9,569,198	\$ -	\$ -	
		\$ 3,574,293	\$ 3,499,968	\$ 3,400,138	\$ 3,270,292	\$ 3,103,578	\$ 2,737,327	\$ 2,188,024	\$ 1,646,260	\$ 1,139,411	\$ 638,606	\$ 226,751	\$ -	\$ -	\$ -	
		\$ 28,424,564	\$ 28,747,833	\$ 29,051,967	\$ 29,332,544	\$ 29,118,398	\$ 21,774,316	\$ 13,263,549	\$ 11,735,654	\$ 11,395,680	\$ 9,723,086	\$ 9,621,595	\$ 9,569,198	\$ -	\$ -	
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANA																
I. Transportation Demand Management																
224	Transportation Demand Management	\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -	
II. Transportation, Land Use, and Commu																
225	Neighborhood Transportation Program	\$ 2,253,547	\$ 2,289,604	\$ 2,326,237	\$ 2,363,456	\$ 2,401,774	\$ 2,441,215	\$ 2,481,402	\$ 2,522,348	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 297,918	\$ 292,032	\$ 283,996	\$ 273,429	\$ 260,865	\$ 247,563	\$ 233,220	\$ 216,396	\$ 146,192	\$ 81,724	\$ 28,761	\$ -	\$ -	\$ -	
		\$ 2,551,465	\$ 2,581,636	\$ 2,610,234	\$ 2,636,885	\$ 2,662,640	\$ 2,688,778	\$ 2,714,621	\$ 2,738,744	\$ 146,192	\$ 81,724	\$ 28,761	\$ -	\$ -	\$ -	
226	Equity Priority Transportation Program	\$ 2,308,512	\$ 2,345,448	\$ 2,382,975	\$ 2,421,101	\$ 2,460,354	\$ 2,500,756	\$ 2,541,924	\$ 2,583,869	\$ 2,626,606	\$ 2,826,283	\$ 2,922,840	\$ 2,977,084	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 2,308,512	\$ 2,345,448	\$ 2,382,975	\$ 2,421,101	\$ 2,460,354	\$ 2,500,756	\$ 2,541,924	\$ 2,583,869	\$ 2,626,606	\$ 2,826,283	\$ 2,922,840	\$ 2,977,084	\$ -	\$ -	
227	Development-Oriented Transportation	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	
228	Citywide / Modal Planning	\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		\$ 7,200,358	\$ 7,315,563	\$ 7,432,612	\$ 7,551,531	\$ 7,673,962	\$ 7,799,978	\$ 7,928,381	\$ 8,059,211	\$ 8,192,111	\$ 8,326,411	\$ 8,462,230	\$ 8,599,465	\$ -	\$ -	
		\$ 297,918	\$ 292,032	\$ 283,996	\$ 273,429	\$ 260,865	\$ 247,563	\$ 233,220	\$ 216,396	\$ 146,192	\$ 81,724	\$ 28,761	\$ -	\$ -		
		\$ 7,498,276	\$ 7,607,595	\$ 7,716,608	\$ 7,824,960	\$ 7,934,827	\$ 8,047,541	\$ 8,161,601	\$ 8,275,607	\$ 8,391,503	\$ 8,508,135	\$ 8,626,191	\$ 8,745,465	\$ -	\$ -	
TOTAL PROP L STRATEGIC PLAN		\$ 75,605,600	\$ 76,367,279	\$ 76,005,340	\$ 75,909,810	\$ 78,234,933	\$ 70,995,710	\$ 63,379,268	\$ 61,744,678	\$ 67,705,658	\$ 68,012,432	\$ 69,037,782	\$ 69,613,795	\$ -	\$ -	
		\$ 18,393,422	\$ 16,768,240	\$ 15,066,205	\$ 13,305,387	\$ 11,524,796	\$ 9,632,878	\$ 7,662,277	\$ 5,677,888	\$ 3,785,110	\$ 2,023,470	\$ 625,061	\$ 3,304	\$ -	\$ -	
		\$ 93,999,022	\$ 93,135,519	\$ 91,071,546	\$ 89,215,197	\$ 89,759,729	\$ 80,628,587	\$ 71,041,545	\$ 67,422,566	\$ 71,490,768	\$ 70,035,901	\$ 69,662,843	\$ 69,617,099	\$ -	\$ -	
Prop. K Related Programming (since 7/1/22)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 15,165,142	\$ 14,841,781	\$ 14,410,813	\$ 13,853,274	\$ 13,195,991	\$ 12,502,410	\$ 11,758,260	\$ 10,892,150	\$ 9,791,678	\$ 8,410,568	\$ 6,508,977	\$ 1,831,215	\$ -	\$ -	
		\$ 15,165,142	\$ 14,841,781	\$ 14,410,813	\$ 13,853,274	\$ 13,195,991	\$ 12,502,410	\$ 11,758,260	\$ 10,892,150	\$ 9,791,678	\$ 8,410,568	\$ 6,508,977	\$ 1,831,215	\$ -	\$ -	

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
Pending November 2023 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53	
217	Traffic Signs & Signals Maintenance	\$ 4,946,811	\$ 5,025,960	\$ 5,106,375	\$ 5,188,075	\$ 5,272,188	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,131,414	\$ 1,108,313	\$ 1,077,107	\$ 1,036,357	\$ 988,084	\$ 828,931	\$ 650,648	\$ 484,119	\$ 329,094	\$ 186,423	\$ 68,575	\$ -	\$ -	\$ -	\$ -
		\$ 6,078,225	\$ 6,134,273	\$ 6,183,481	\$ 6,224,432	\$ 6,260,272	\$ 2,028,931	\$ 650,648	\$ 484,119	\$ 329,094	\$ 186,423	\$ 68,575	\$ -	\$ -	\$ -	\$ -
II. Safer and Complete Streets																
218	Safer and Complete Streets	\$ 8,305,936	\$ 8,438,822	\$ 8,573,843	\$ 8,711,025	\$ 8,850,919	\$ 5,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,817,648	\$ 1,778,891	\$ 1,727,237	\$ 1,660,412	\$ 1,581,646	\$ 1,414,231	\$ 1,112,282	\$ 830,045	\$ 566,970	\$ 324,439	\$ 123,238	\$ -	\$ -	\$ -	\$ -
		\$ 10,123,584	\$ 10,217,713	\$ 10,301,080	\$ 10,371,436	\$ 10,432,566	\$ 7,164,231	\$ 1,112,282	\$ 830,045	\$ 566,970	\$ 324,439	\$ 123,238	\$ -	\$ -	\$ -	\$ -
219	Curb Ramps	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 141,839	\$ 139,144	\$ 135,418	\$ 130,477	\$ 124,575	\$ 118,317	\$ 111,552	\$ 103,586	\$ 93,339	\$ 49,159	\$ 13,653	\$ -	\$ -	\$ -	\$ -
		\$ 1,735,811	\$ 1,758,620	\$ 1,780,806	\$ 1,802,190	\$ 1,823,391	\$ 1,845,030	\$ 1,866,690	\$ 1,887,686	\$ 1,906,948	\$ 49,159	\$ 13,653	\$ -	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 214,416	\$ 210,072	\$ 204,189	\$ 196,494	\$ 187,370	\$ 177,722	\$ 138,489	\$ 101,932	\$ 68,053	\$ 37,065	\$ 11,863	\$ -	\$ -	\$ -	\$ -
		\$ 1,313,707	\$ 1,326,952	\$ 1,338,938	\$ 1,349,399	\$ 1,358,968	\$ 1,368,558	\$ 138,489	\$ 101,932	\$ 68,053	\$ 37,065	\$ 11,863	\$ -	\$ -	\$ -	\$ -
III. Freeway Safety and Operational Impr																
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 105,153	\$ 103,002	\$ 100,098	\$ 96,307	\$ 78,595	\$ 62,161	\$ 46,999	\$ 32,995	\$ 20,229	\$ 8,820	\$ 97	\$ -	\$ -	\$ -	\$ -
		\$ 544,869	\$ 549,754	\$ 553,997	\$ 557,469	\$ 78,595	\$ 62,161	\$ 46,999	\$ 32,995	\$ 20,229	\$ 8,820	\$ 97	\$ -	\$ -	\$ -	\$ -
222	Managed Lanes and Express Bus	\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	\$ -
223	Transformative Freeway and Major Street Projects	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
TOTAL STREETS AND FREEWAYS		\$ 24,850,270	\$ 25,247,865	\$ 25,651,829	\$ 26,062,252	\$ 26,014,820	\$ 19,036,989	\$ 11,075,525	\$ 10,089,394	\$ 10,256,269	\$ 9,084,480	\$ 9,394,844	\$ 9,569,198	\$ -	\$ -	
		\$ 3,574,293	\$ 3,499,968	\$ 3,400,138	\$ 3,270,292	\$ 3,103,578	\$ 2,737,327	\$ 2,188,024	\$ 1,646,260	\$ 1,139,411	\$ 638,606	\$ 226,751	\$ -	\$ -	\$ -	
		\$ 28,424,564	\$ 28,747,833	\$ 29,051,967	\$ 29,332,544	\$ 29,118,398	\$ 21,774,316	\$ 13,263,549	\$ 11,735,654	\$ 11,395,680	\$ 9,723,086	\$ 9,621,595	\$ 9,569,198	\$ -	\$ -	
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANA																
I. Transportation Demand Management																
224	Transportation Demand Management	\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -	\$ -
II. Transportation, Land Use, and Commu																
225	Neighborhood Transportation Program	\$ 2,253,547	\$ 2,289,604	\$ 2,326,237	\$ 2,363,456	\$ 2,401,774	\$ 2,441,215	\$ 2,481,402	\$ 2,522,348	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 297,918	\$ 292,032	\$ 283,996	\$ 273,429	\$ 260,865	\$ 247,563	\$ 233,220	\$ 216,396	\$ 146,192	\$ 81,724	\$ 28,761	\$ -	\$ -	\$ -	\$ -
		\$ 2,551,465	\$ 2,581,636	\$ 2,610,234	\$ 2,636,885	\$ 2,662,640	\$ 2,688,778	\$ 2,714,621	\$ 2,738,744	\$ 146,192	\$ 81,724	\$ 28,761	\$ -	\$ -	\$ -	\$ -
226	Equity Priority Transportation Program	\$ 2,308,512	\$ 2,345,448	\$ 2,382,975	\$ 2,421,101	\$ 2,460,354	\$ 2,500,756	\$ 2,541,924	\$ 2,583,869	\$ 2,626,606	\$ 2,826,283	\$ 2,922,840	\$ 2,977,084	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,308,512	\$ 2,345,448	\$ 2,382,975	\$ 2,421,101	\$ 2,460,354	\$ 2,500,756	\$ 2,541,924	\$ 2,583,869	\$ 2,626,606	\$ 2,826,283	\$ 2,922,840	\$ 2,977,084	\$ -	\$ -	\$ -
227	Development-Oriented Transportation	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
228	Citywide / Modal Planning	\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	\$ -
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		\$ 7,200,358	\$ 7,315,563	\$ 7,432,612	\$ 7,551,531	\$ 7,673,962	\$ 7,799,978	\$ 7,928,381	\$ 8,059,211	\$ 8,194,411	\$ 8,332,320	\$ 8,473,991	\$ 8,619,465	\$ -	\$ -	
		\$ 297,918	\$ 292,032	\$ 283,996	\$ 273,429	\$ 260,865	\$ 247,563	\$ 233,220	\$ 216,396	\$ 146,192	\$ 81,724	\$ 28,761	\$ -	\$ -	\$ -	
		\$ 7,498,276	\$ 7,607,595	\$ 7,716,608	\$ 7,824,960	\$ 7,934,827	\$ 8,047,541	\$ 8,161,601	\$ 8,275,607	\$ 8,410,603	\$ 8,558,044	\$ 8,702,226	\$ 8,852,226	\$ -	\$ -	
TOTAL PROP L STRATEGIC PLAN		\$ 75,605,600	\$ 76,367,279	\$ 76,005,340	\$ 75,909,810	\$ 78,234,933	\$ 70,995,710	\$ 63,379,268	\$ 61,744,678	\$ 67,705,658	\$ 68,012,432	\$ 69,037,782	\$ 69,613,795	\$ -	\$ -	
		\$ 18,393,422	\$ 16,768,240	\$ 15,066,205	\$ 13,305,387	\$ 11,524,796	\$ 9,632,878	\$ 7,662,277	\$ 5,677,888	\$ 3,785,110	\$ 2,023,470	\$ 625,061	\$ 3,304	\$ -	\$ -	
		\$ 93,999,022	\$ 93,135,519	\$ 91,071,546	\$ 89,215,197	\$ 89,759,729	\$ 80,628,587	\$ 71,041,545	\$ 67,422,566	\$ 71,490,768	\$ 70,035,901	\$ 69,662,843	\$ 69,617,099	\$ -	\$ -	

Prop. K Related Cashflow (since 7/1/22)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 15,165,142	\$ 14,841,781	\$ 14,410,813	\$ 13,853,274	\$ 13,195,991	\$ 12,502,410	\$ 11,758,260	\$ 10,892,150	\$ 9,791,678	\$ 8,410,568	\$ 6,508,977	\$ 1,831,215	\$ -	\$ -	\$ -
	\$ 15,165,142	\$ 14,841,781	\$ 14,410,813	\$ 13,853,274	\$ 13,195,991	\$ 12,502,410	\$ 11,758,260	\$ 10,892,150	\$ 9,791,678	\$ 8,410,568	\$ 6,508,977	\$ 1,831,215	\$ -	\$ -	\$ -

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.



RESOLUTION ADOPTING TWO 2023 PROP L 5-YEAR PRIORITIZATION PROGRAMS
AND AMENDING THE PROP L STRATEGIC PLAN BASELINE

WHEREAS, 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 5-Year Prioritization Program (5YPP) to identify the specific projects that will be funded over the next five years; and

WHEREAS, Transportation Authority Board adoption of these documents is a prerequisite for allocation of Prop L funds from the relevant program; and

WHEREAS, The 5YPPs provide transparency about how Prop L projects are prioritized and the resulting 5-year project lists and associated sales tax programming commitments support a steady project development pipeline, enabling project sponsors to plan ahead, facilitating their ability to secure other funding sources to leverage Prop L and fully fund projects, to line up staff resources, and to coordinate with other planned projects; and

WHEREAS, In accordance with Expenditure Plan requirements, each 5YPP includes: a prioritization methodology to rank projects; a 5-year program or list of projects; information on scope, schedule, cost and funding (including leveraging of other fund sources); and performance measures to inform future 5YPP updates; and

WHEREAS, Through approval of Resolution 23-57, the Transportation Authority adopted the guidance to project sponsors and staff for developing the 2023 Prop L 5YPPs which cover Fiscal Years 2023/24 through 2027/28; and

WHEREAS, Through approval of Resolution 23-56, the Transportation Authority adopted the 2023 Prop L Strategic Plan Baseline which sets the amount of pay-go funding available for 23 of the 28 programs, by fiscal year, through the end of the Expenditure Plan (2053), and for the 5 remaining programs, including BART Core Capacity and Caltrain Maintenance, Rehabilitation, and Replacement, approves an accelerated cash flow schedule to support project delivery; and



WHEREAS, The Transportation Authority previously adopted four Prop L 5YPPs through approval of Resolution 24-02 and eight Prop L 5YPPs through approval of Resolution 42-13; and

WHEREAS, Working in collaboration with project sponsors and taking into consideration input from public engagement supporting the 5YPP development process as well as prior engagement related to the Expenditure Plan and the San Francisco Transportation Plan, Transportation Authority staff has recommended approval of the two enclosed 2023 Prop L 5YPPs for the following programs: Traffic Signs and Signals Maintenance, and Safer and Complete Streets; and

WHEREAS, The Traffic Signs and Signals Maintenance and Safer and Complete Streets 5YPPs require advancement of funds beyond the pay-as-you-go annual funding levels to provide sufficient funding to support project delivery in the first five years of Prop L as described in the enclosed draft 5YPPs; and

WHEREAS, Staff has prepared a proposed amendment to the Strategic Plan Baseline to reflect recommended programming and cash flow schedules for the proposed projects in the two 5YPPs recommended for approval (Attachment 2); and

WHEREAS, The proposed amendment to the Strategic Plan also includes delaying \$8 million in cash flow for the BART Core Capacity project by one fiscal year, since BART is able to draw down a state grant before Prop L funding, and delaying outyear cash flow for the Muni Maintenance program to reduce projected outyear pinch points for debt service by freeing up cash in those years; and

WHEREAS, The proposed Strategic Plan Baseline amendment would result in a decrease in financing costs of 2.3% (\$16 million) versus the current Baseline, as amended, for a total of \$668.9 million in finance costs estimated over the 30-year Expenditure Plan period, as shown in Attachment 3; and

WHEREAS, At its October 25, 2023, meeting, the Community Advisory Committee was briefed on the proposed 5YPPs and Strategic Plan Baseline



amendment and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the amended Prop L Strategic Plan Baseline; and be it further

RESOLVED, That the Transportation Authority hereby adopts the two enclosed 2023 Prop L 5YPPs.

Attachments:

1. List of the 28 Programs in the Prop L Expenditures Plan
2. Strategic Plan Baseline Amendment - Programming & Cash Flow by FY
3. Amended Prop L Strategic Plan Sources and Uses

Enclosures: 2023 Prop L 5-Year Prioritization Programs (2)

1. Traffic Signs and Signals Maintenance
2. Safer and Complete Streets