San Francisco
County Transportation
Authority

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

Agenda

COMMUNITY ADVISORY COMMITTEE
Meeting Notice

DATE: Wednesday, November 29, 2023, 6:00 p.m.

LOCATION: Hearing Room, SFCTA Offices

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

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PUBLIC COMMENT DURING THE MEETING:

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

CLERK: Elijah Saunders

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**

3. Nominations for 2024 Community Advisory Committee Chair and Vice Chair**– ACTION**

At the November 29 Community Advisory Committee (CAC) meeting, nominations will be made for the CAC Chairperson and Vice-Chairperson for 2024. Per the CAC's By-Laws, nominations for the Chairperson and Vice-Chairperson shall be made at the last CAC meeting of the calendar year (i.e. November 29, 2023) to be eligible for election at the first CAC meeting of the following year (i.e. January 24, 2023). A nomination must be accepted by the candidate. Self-nominations are allowed. Candidates will be required to submit statements of qualifications and objectives to the Clerk of the Transportation Authority by January 17, 2023 for inclusion in the January meeting packet. The Chairperson and Vice-Chairperson shall be elected by a majority of the appointed members at the January CAC meeting. The term of office shall be for one year. There are no term limits.

4. Approve the Minutes of the October 25, 2023 Meeting **– ACTION*** **page 5**

5. Adopt a Motion of Support to Adopt the 2023 Prop L 5-Year Prioritization Program for Muni Maintenance, Rehabilitation, and Replacement and Amend the Prop L Strategic Plan Baseline **– ACTION*** **page 15**

6. Adopt a Motion of Support to Allocate $23,040,000 in Prop L Funds, with Conditions, Appropriate $150,000 in Prop L Funds, and Allocate $6,000,000 in Traffic Congestion Mitigation Tax (TNC Tax) Funds for Eight Requests **– ACTION*** **page 35**

Projects: PCJPB: Next Generation Visual Messaging Sign – FY24 ($1,200,000), State of Good Repair Maintenance of Way Track Equipment ($2,113,000), Stations State of Good Repair – FY 24 ($1,227,000). SFMTA: Potrero Yard Modernization ($12,500,000), Bicycle Safety Education and Outreach ($200,000), Sloat and Skyline Intersection Improvements ($800,000), Vision Zero Quick-Build Program Implementation FY24 ($6,000,000). Multi-Agency: Presidio Yard Modernization (SFMTA $5,000,000; SFCTA $150,000).

7. Adopt a Motion of Support to Approve the 2023 San Francisco Congestion Management Program **– ACTION*** **page 239**

Other Items

8. 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.

9. Public Comment

10. Adjournment

*Additional Materials

Next Meeting: January 24, 2024

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

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DRAFT MINUTES

Community Advisory Committee

Wednesday, October 25, 2023

1. Committee Meeting Call to Order

Vice Chair Siegal called the meeting to order at 6:03 p.m.

CAC members present at Roll: Rosa Chen, Najuawanda Daniels, Mariko Davidson, Sean Kim, Jerry Levine, Rachael Ortega, and Kat Siegal (9)

CAC Members Absent at Roll: Sara Barz and Kevin Ortiz (2)

2. Chair's Report – INFORMATION

Vice Chair Siegal reported that the Metropolitan Transportation Commission (MTC) had started early work on a potential 2026 regional transportation revenue measure. Over the past year, MTC staff conducted public outreach and had launched another poll. Vice Chair Siegal reported that MTC staff would be seeking Commission support on guiding principles in December and that the Transportation Authority was coordinating with San Francisco agencies to provide input to the process. Next, Vice Chair Siegal welcomed Austin Milford-Rosales to the CAC as the new District 6 representative who then introduced himself to the CAC.

There was no public comment.

Consent Agenda

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

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

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

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

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

There was no public comment on the Consent Agenda.

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

The Consent Agenda was approved by the following vote:

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

Absent: CAC Members Barz and Ortiz (2)

End of Consent Agenda

8. State and Federal Legislation Update – INFORMATION

Amber Crabbe, Public Policy Manager, presented the item per the staff memorandum.

Member Levine asked whether there were plans to add autonomous vehicles (AV) to next year's legislative program.

Ms. Crabbe responded in the affirmative and said that the Transportation Authority would be looking at taking a more comprehensive approach including ensuring the traffic code could be enforced on AVs, that AVs can interact safely with emergency vehicles, and that there are set thresholds for AVs to be 'licensed'. Ms. Crabbe added that Transportation Authority staff were already taking meetings on this topic.

Mr. Levine asked if there was the possibility to add more local control over AVs through either fines or legislation.

Ms. Crabbe responded that while local control would be great, the Transportation Authority was also working with the Department of Motor Vehicles and the California Public Utilities Commission to identify other options.

During public comment, Ed Mason commented that AVs were using the city as a laboratory, but the city was not seeing any benefit from that research and development. He added that city agencies are allocating resources to monitor AVs but the technology companies were not paying any of that cost, rather the residents were paying that cost. He closed by stating that any proposed legislation should include reimbursement from the AV companies.

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

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

Member Ortega asked what the useful life of a traffic signal was.

Bryant Woo, SFMTA Senior Traffic Engineer, stated that traffic signals lasted about 40 years if east of the fog line and 35 years if west of the fog line.

Member Ortega expressed her interest in more details about planned traffic calming measures due to her observation of aggressive driving behavior in the city, particularly in SoMa around freeway ramps. Member Ortega observed a decrease in aggressive drivers once measures are put into place. She expressed her concern with how traffic would be affected by proposed SoMa Arterial Traffic Callming project and

requested a future update.

Member Davis thanked staff for their presentation and asked what would happen to the unallocated [no locations yet identified] safe streets funds for schools, bike lanes, and speed safety cameras and asked how they could get those types of improvements in the city and her district specifically.

Mike Pickford clarified that the To Be Determined (TBD) designation in the Attachment 2 District(s) column was for projects where the location or locations had not been determined and that there were different factors that were used to identify locations depending on the project.

Deputy Director Anna LaForte, stated that with respect to the speed safety cameras, there was a limit on the number of cameras allowed by the state legislation. She said that SFMTA staff would bring an update on the implementation plan to the Transportation Authority Board and CAC (anticipated in January) that would include more information on locations. She stated that for schools, SFMTA would be releasing guidelines for what to expect from a school walk audit prior to the Board approving allocation of funds. She said that prioritization of bike improvements would come out of SFMTA's Active Communities Plan. She clarified that this action before the CAC was more about setting aside the funds for these projects and that specific allocation requests with a lot more details on scope, schedule, etc. would come before the CAC for action in the future.

Mr. Woo stated that SFMTA was identifying ideal locations for speed safety camera locations and noted that the 5-year pilot program limits SFMTA to 33 cameras which must be on the high injury network and not on a state route. He said this limited the number of possible streets, and that the SFMTA wanted to focus on areas around schools, with a collision history, and where speeding occurred as an example. He also stated that the Proactive School Traffic Calming Program was long standing and successful and proactively installed traffic calming measures at all schools in the city.

Member Davidson asked if the CAC would have the opportunity to comment on specific intersections.

Mr. Woo responded that he believed that would be a part of the outreach and noted that most of the speeding happens mid-block so it might be best to put cameras mid-block instead of at intersections. He added that no citation could be given unless a vehicle is going more than 11 MPH above the speed limit and that was an important consideration.

Member Kim asked about bicycle education classes. He stated that he saw a class in his neighborhood but that not many people rode their bikes to school to. He asked if schools had enough locks/parking spaces to accommodate all the bikes.

Mr. Pickford clarified that this specific project focused on adult education.

Matt Lasky, SFMTA, confirmed that this program focused on adult education and learning to ride and ride safely. Mr. Lasky stated that the League of American Bicyclists had a well-established program that SFMTA had contracted with for 10-20 years.

Member Kim asked about Safe Route to School Non-Infrastructure Projecct which recommended kids K-5 walk or bike to school. Member Kim stated that for this to be realistic there needed to be enough bike parking at schools. He added that the older

kids also needed safe routes to school and facilities for their bikes.

Mr. Lasky responded that there were other programs that got at that problem more directly and that SFMTA worked with SFUSD as well as the San Fracisco Recreation and Parks Department to put bike parking where it currently didn't exist.

Member Kim stated anecdotally that some highschoolers faced unsafe conditions on Muni buses and stated that Safe Routes to School program should include buses not just bike routes. He asked is SFMTA had any plans to improve safety on its buses and trains and what to do when someone was faced with a situation.

Director LaForte stated that staff would follow up with the SFMTA Safe Routes to School Program staff.

Member Ford stated that $3 million for signal upgrades on the Great Highway seemed like a lot and asked if SFMTA had considered other options like roundabouts. She asked for more context as it would cost $1 million more than the Safe Routes to School Program.

Mr. Woo stated that many of the signals needed a lot of repair or had already fallen off due to the salt air. Mr. Woo stated that the cost was actually relatively cheap since there were only two vehicular directions and one crosswalk compared to the normal four directions and four crosswalks. He explained that the scope of the project would include not just the signal work, where nothing might be salvageable because of the salt and sand, but also to provide curb ramps and update the lighting to current standards. He added that his team had not considered roundabouts instead of signals but clarified that it would cost more than $3 million to add that infrastructure.

Member Ford stated that she worried the sand would just blow back in.

Mr. Woo agreed and added that there was uncertainty about what the Great Highway would look like in the future so his team had designed a plan that could be flexible and would work with all of the various options under consideration.

Member Ford asked why the Valencia Street Bikeway Improvements was not scheduled until Fiscal Year 2027 given the controversy around it.

Mr. Lasky stated that the pilot was scheduled to last through September 2024 as directed by the SMTA Board, although that may change. Mr. Lasky stated that the proposed funding request was for the longer term project which would be informed by a number of studies they were currently conducting on the entire Valencia corridor. He said it would take some time to plan and design the permanent project once that was decided upon.

Member Ford commented that the Safe Routes to Schools and walk audits should include bike routes to school as there was a difference between pedestrian and bike routes.

Mr. Pickford stated that many of the traffic calming measures would slow cars and benefit both pedestrians and bicyclists. He added that Vice Chair Melgar recently passed a resolution at the Transportation Authority Board directing SFMTA to prioritize safe bike routes to school for middle and high school students.

Director LaForte added that walk audits focused on a one to two mile radius around schools. She added that Vice Chair Melgar's resolution for safe passage to school

directed SFMTA to consider the location of schools when implementing the Active Communities Plan and to ensure they were connected to the network.

Vice Chair Siegal asked about SFMTA's ability to deliver the traffic signal priority projects on schedule, particularly due to her concern that stemmed from the CAC hearing past reports of the SFMTA's sign shop having a backlog due to a lack of capacity.

Mr. Woo responded that he makes it a point not to overpromise and under deliver. He stated that issues arise during more complex projects, especially when SFMTA has to integrate new systems into older infrastructure. He stated that their ability to deliver on time really depended on specific scopes of work.

Vice Chair Siegal asked if there was a design for the 7th Avenue bike lane yet.

Mr. Lasky stated that there was not a design yet. He said that the street could easily accommodate bike lanes but it would be a challenge to accommodate protected lanes given the street width.

Vice Chair Siegal asked whether the Sloat and Skyline intersection currently had traffic signals.

Mr. Woo described the intersection as partially stop sign controlled. He stated that his team was working with Caltrans and the San Francisco Department of Public Works to get a signal installed as quickly as possible. Mr. Woo stated that the signal design had 100% fully signalized controlled intersections at all crosswalks and that the design would also remove the sharrow and replace it with a Class 2 bike lane.

Vice Chair Siegal stated that she was happy to hear about the bike lane as she has avoided Sloat since the intersection was very difficult for bicyclists. Vice Chair Siegal asked if there were plans to either remove the slip lane or add traffic calming measures to slow drivers down.

Mr. Woo stated that when the Transportation Authority first approved this project, it was planned as an interim design with a reconfigured intersection plan coming later. He said that remained a long term goal and Caltrans had agreed in writing to provide ⅔ of the funding based on who was responsible for which legs of the intersection. Mr. Woo said this signal project would address the immediate concerns and handle the reroute of traffic from the Great Highway south of Sloat.

During public comment, Ed Mason stated his opinion that the current design of Valencia Street tried to accommodate too many interests in its limited space. He stated that the bike route should be shifted to Folsom Street.

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

The item was approved by the following vote:

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

Absent: CAC Members Barz and Ortiz (2)

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

Lynda Viray, Transportation Planner, presented the item per the staff memorandum.

There was no public comment.

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

The item was approved by the following vote:

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

Absent: CAC Members Barz and Ortiz (2)

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

Camille Cauchois, Assistant Transportation Planner, presented the item per staff memorandum.

Vice Chair Siegal asked if the proposed widening of the road to accommodate the multi-use pathway involved digging further into the hill.

Mike Tan, Senior Engineer, replied in the affirmative.

Vice Chair Siegal asked if the multi-use path would be located on the water side of the road.

Mr. Tan confirmed that the multi-use path would be located on the waterside along the entire length on Hillcrest Road and Treasure Island Road.

Vice Chair Siegal stated that she was glad that the multi-use path was being accommodated in the Hillcrest project and that it would be a great improvement over the Class II bike lane.

Member Ford asked if the project team looked into different alternatives for the project, such as narrower roads.

Mr. Tan replied that the Treasure Island Environmental Impact Report laid out a Class II bike lane for the entire length on Yerba Buena Island (YBI). He stated that this section had been studied extensively through the YBI Multi-Use Pathway Feasibility Study and also by the Bay Area Toll Authority as part of the larger West Span Skyway Project. He added that due to the nature of YBI and the limited roadways, there were limited locations to put the multi-use path.

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

The item was approved by the following vote:

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

Absent: CAC Members Barz and Ortiz (2)

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

Julie Kirschbaum, SFMTA Director of Transit, and Bonnie-Jean von Krogh, SFMTA Building Progress Public Affairs Manager, presented the item.

Member Ortega asked how the leasing model would work for the joint development project at Potrero Yard and noted that it would be a missed opportunity if the SFMTA would not make revenue from it.

Ms. von Krogh responded that the Potrero Yard project would be on the SFMTA's land and the housing built would be rental units. She stated that the SFMTA would get a critical bus yard out of the project, but that the housing would be affordable housing which would generate a different level of revenue than market rate housing. She added that the SFMTA was focused on finding additional opportunities for joint development, such as at Presidio Yard and parking facilities, that would generate funding for the agency. She noted that the Potrero Yard project was a unique project and that it started with talks with the community in 2018 in which the SFMTA heard an intense need for affordable housing in that part of the city.

Chris Jauregui, a representative from the Potrero Neighborhood Collective, responded that the 4.4 acre Potrero Yard site was the SFMTA's and that there was a ground lease component. He added that the housing component, which would be adjacent to and above the bus facility, would pay for its own costs and that the developer would be responsible for the housing costs. He noted that there would be shared elements, such as shared walls and basements, which would have shared costs between the SFMTA and the developer. He reiterated that the SFMTA would not be exposed to the financial risk of the housing units.

Member Ortega asked where the buses at Potrero Yard would be stored while the site was under construction.

Ms. Kirschbaum responded that the SFMTA currently had a flatter service plan and was delivering as many bus miles as they were prior to COVID but did not need as many buses to do so. She continued that eventually the SFMTA would need more buses as San Francisco continued to recover and grow. She stated that the SFMTA was planning to store the buses at the Muni Metro East facility during construction and that they were assessing the best way to protect the assets while in storage. She stated that mid-life overhauls were scheduled for the buses and that they would be postponed until just before the vehicles were ready to be put back in service.

Member Ortega asked about the reasons for the bus manufacturers going out of business.

Ms. Kirschbaum replied that the whole industry and the Federal Transit Administration were trying to understand the state of the bus manufacturing industry. She noted that part of the reason it was struggling was because it was already an optimized

production line, the supply chain issues from COVID were difficult, and that in some cases there was almost 100% escalation in the cost of materials while the manufacturer was already locked in a contract it had to deliver on. She continued that the industry was looking at more risk sharing between private companies and the public sector, which would be good because then risk would not get built into the cost of proposals, and in things like an inflation index, which the SFMTA used for the purchase of their light rail vehicles.

Member Milford-Rosales noted that many of the hurdles for Battery Electric Buses were tied to bus manufacturers and issues with getting power from PG&E. He asked if there was consideration for expanding the trolley bus fleet.

Ms. Kirschbaum replied that the SFMTA was committed to staying in the trolley business but noted that there were barriers to expansion such as the risk that there may be no manufacturer making trolley buses and that trolley facilities were facing some of the most serious structural and earthquake issues. She added that the fleet and facility program was adaptive, and this was a reason they were seeking to update the SFMTA policy to be mode neutral, as long as it is zero emissions. She stated that they were excited about in motion charging technology and were testing it on four trolleys, which could go five to ten miles off wire and recharge in service within 45 minutes, which would open up new possibilities for upgrading the trolley fleet.

Member Kim asked if there was consideration for fare evasion prevention tools in the new buses, noting that it could help restore fare revenue and address safety issues for Muni riders, especially youth.

Ms. Kirschbaum responded that as SFMTA tackled questions about raising additional revenue, they also needed to ensure they were collecting revenue from the sources they controlled. She added that they were completing a fare evasion study, while also increasing transit fare inspectors, and had an ongoing campaign around gender-based harassment to send a strong signal there was no place for harassment of any kind. She noted that the SFMTA was also learning from BART's "Not One More Girl Campaign" which highlighted the voices of customers to improve safety for everyone. She stated that the all-door boarding model was the best model for Muni as it allowed for faster boarding and allowed for more seating for seniors and people with disabilities at the front of the bus.

Vice Chair Siegal asked if SFMTA planned to maintain a certain number of hybrids past 2040 and if they would re-evaluate closer to 2040 in case there was risk involved in not having hybrids as an option in the fleet.

Ms. Kirschbaum responded that the hybrid fleet was very resilient, and they were purchasing another round of hybrids which would give the industry another 10-15 years to help answer that question. She stated that the California Air Resources Board (CARB) required 100% zero emission vehicles by 2040 and that the SFMTA thought there may be other technologies, such as fuel cells, that could play a role in achieving that goal. She added that it was very important to consider resiliency in planning for bus procurements.

Vice Chair Siegal observed that it seemed restraining to lock public transit into a certain vehicle type moving forward and to hold public transit vehicles to a higher emissions standard than private vehicles, given that public transit contributed such a

small amount to transportation emissions in the city and region. She asked if San Francisco was involved in advocacy to protect the city from the risk of investment in cutting edge transit technology, especially considering the volatility of the manufacturing industry.

Ms. Kirschbaum replied that San Francisco's climate goals were focused on mode shift and things like more transit lanes and more transit service as they believed this was the best choice to reduce emissions. She added that they would still have to meet the zero-emission mandate, which was flexible enough for exemptions, and that the SFMTA would ask for a 2026-2029 exemption to buy the 60' hybrid buses. She noted that it would also be possible for CARB to extend the timeline and that San Francisco advocated for things like mode shift goals in the policy but was not successful.

During public comment, Ed Mason stated that he appreciated the planning as the city headed into unknown territory, such as electrical availability and the risk of not having infrastructure in place to provide all the electricity that electrification would demand. He asked if there would be a qualified work force given the aging population and if training programs, such as the one at City College, would emphasize electrical training. He added that there were additional unknown factors, such as worldwide manufacturers of trolley buses, fuel cells to make the hydrogen, and the need for green sources to make the hydrogen.

Roland Lebrun thanked SFMTA for the thorough presentation and stated that he was happy that in-route charging for electric buses was being studied. He noted that Tesla was going into the trucking industry and asked if it would be possible to incentivize them to mass produce 40' and 60' buses that could be transferred to the overhead catenary system. He expressed strong support for the Potrero Yard project and appreciated the intention of generating revenue for Muni and providing affordable housing units. He asked if any of the affordable housing units would be prioritized for Muni bus operators.

Vice Chair Seigal asked staff to respond to Mr. Lebrun's last comment.

Ms. von Krogh replied that there were two types of housing proposed at Potrero Yard- affordable housing and workforce housing. She continued that SFMTA was completing a survey and exploring the idea of creating a housing preference for SFMTA employees, as they had heard interest in this from operators and maintenance staff. She noted that the creation of a new housing preference would go through the SFMTA Board and Mayor's Office of Housing.

Other Items

13. Introduction of New Business – INFORMATION

There were no new items introduced.

14. Public Comment

During public comment, Ed Mason commented on micromobility stating that he almost got run over by a bike that ran a red light. He stated that there has been a proliferation in micromobility devices in the city and added that he is concerned

about safety. Next, he stated that corporate community buses were still running mostly empty which stumped him.

Roland Lebrun asked if anybody had considered that there was a future Caltrain station planned to be adjacent to SFMTA's Potrero development. Next, Mr. Lebrun thanked and appreciated Carl Holmes for attending the CAC meeting in person and staying through the end to hear comments.

15. Adjournment

The meeting was adjourned at 8:48 p.m.

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Memorandum

AGENDA ITEM 5

DATE: November 21, 2023

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 12/5/2023 Board Meeting: Adopt the 2023 Prop L 5-Year Prioritization Program for Muni Maintenance, Rehabilitation, and Replacement and Amend the Prop L Strategic Plan Baseline

RECOMMENDATION ☐ Information ☒ Action

Adopt the 2023 Prop L 5-Year Prioritization Program (5YPP) for Muni Maintenance, Rehabilitation, and Replacement and Amend the Strategic Plan Baseline (Baseline)

SUMMARY

The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs (Attachment 1), a 5YPP to identify the specific projects that will be funded over the next five years. Board adoption of these documents is a prerequisite for allocation of Prop L funds from the relevant programs. To spread out the workload for staff and project sponsors, we are bringing 5YPPs to the Board in groups. The Board has adopted 12 5YPPs through October, with the Board expected to approve two more in November. We are recommending approval of the Muni Maintenance 5YPP in two steps. The first step, the subject of this item, includes programming for only FY 2023/24 for projects with time sensitive funding needs and requiring Prop L allocations this fiscal year, as summarized in Attachments 2 and 3 and detailed in the enclosure. The proposed 5YPP includes placeholder funds for projects in FYs 2024/25 through 2027/28 to provide more time for us to work with SFMTA to refine project priorities and strengthen funding plans. In fall 2024, we anticipate recommending funds for specific projects to replace the placeholders through a comprehensive Muni Maintenance 5YPP amendment. The enclosed 5YPP includes two dollar-for-dollar fund exchanges between Prop L and Regional Transportation Improvement Program funds, one initiated by Transportation Authority staff and the other by the Metropolitan Transportation Commission to take advantage of the

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

flexibility of Prop L to advance projects. SFMTA supports the exchanges which are described in Attachment 2. We are recommending concurrent adoption of an amendment to the Baseline to incorporate the programming and cash flow for the five-year project list in the subject 5YPP. This involves advancing $17.8 million in Prop L programming and pushing out some cash flow from FY 2023/24 to correspond to the recommended project list. The proposed Baseline amendment would slightly decrease finance costs by $1.9 million (0.3%) over the 30-year Expenditure Period, from $668.9 million to $667.0 million.	

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.

The Strategic Plan Baseline advanced funds for the Muni Maintenance program beyond the pay-as-you-go amounts in anticipation of the need to advance funds to accommodate the programming requests in the 5YPP. The Muni Maintenance program is more than double the size of any other program, therefore we advanced funds to get a more realistic picture of financing costs for Prop L as a whole.

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)

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.

Muni Maintenance 5YPP. As noted above, we are recommending that the Board approve the Muni Maintenance 5YPP in two steps. This first part, the subject of this item, only would program funds for Fiscal Year 2023/24 for projects with time sensitive funding needs and requiring Prop L allocations this fiscal year. For instance, the SFMTA is requesting allocation of Prop L funds for the Potrero and Presidio modernization projects as a separate item on this agenda and conditioned upon Board approval of this 5YPP. The 5YPP includes placeholder funds for Fiscal Years 2024/25 through 2027/28 to provide more time to us to work with SFMTA to refine project priorities and strengthen funding plans. SFMTA staff estimates that they would be ready to seek a comprehensive 5YPP amendment in fall 2024 to program the last four years of placeholders to specific projects.

Attachment 2 lists the proposed projects 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). The enclosed 5YPP contains more detail, including the project information forms.

One of the advantages of having a local sales tax for transportation is the flexibility to advance projects through fund exchanges that help resolve challenges with the timing of availability of funds and/or mismatches between projects and the requirements associated with a particular fund source. This 5YPP includes two dollar-for-dollar fund exchanges between Prop L and Regional Transportation Improvement (RTIP) funds that have strict timely use of funds requirements and other requirements that limit the types of projects that are a good fit for this grant program. In each case, the SFMTA is held harmless (i.e., the Transportation Authority staff initiated The Portal (Prop L/RTIP Fund Exchange with SFMTA Mid-Life Overhauls) or benefits from the exchange (i.e., the MTC-initiated Housing Incentive Pool (HIP) Grant Program Placeholder (Prop L/RTIP Fund Exchange with SFMTA Mid-Life Overhauls). These fund exchanges are detailed in Attachment 2 and the relevant project information forms in the 5YPP enclosure.

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

The Strategic Plan Baseline includes $129 million in the first five years (advanced from $74.2 million). We recommend advancing an additional $17.8 million in programming into the current 5YPP period and a slight pushing out (delay) of cash flow from FY 24/25 to correspond to the proposed FY 23/24 projects compared to the Baseline. These changes result in a $1.9 million decrease in finance costs from $668.9 million to $667.0 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.

Next Steps. We are working with various project sponsors to develop the remaining 12 5YPPs. We will bring the next group to the Board in early 2024, followed by adoption of the final Strategic Plan. With respect to the Muni Maintenance 5YPP placeholders for FYs 2024/25 through 2027/28), over the coming months, we will work closely with SFMTA staff, as well as MTC staff, to determine the amount and timing for Prop L funds to support state of good repair needs and the significant investments in facilities to meet the regulatory requirements around electrification.

Additionally, we are aware that the SFMTA's bus fleet will require mid-life overhauls in the near term and replacements as the vehicles approach the end of their useful life. Prop L funds are intended to provide the local match to other grants, so it's critical to align all of the various funding sources to best meet the needs of the projects within the capacity of available funds.

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 November 29, 2023, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – List of the 28 Programs in the Prop L Expenditure Plan
- Attachment 2 – Muni Maintenance, Rehabilitation and Replacement 5YPP List of Projects
- Attachment 3 – Muni Maintenance, Rehabilitation and Replacement 5YPP Summary: 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 Program for Muni Maintenance, Rehabilitation and Replacement

Attachment 1.

Prop L's 28 Programs

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

Approved
Pending approval
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**

*#17 and #18 are pending final adoption by the Board on November 28. #6 will advance to the Board for adoption in December.

Attachment 2
Muni Transit Maintenance, Rehabilitation, and Replacement 5-Year Prioritization Program - List of Projects

SFMTA is the sponsor for all of the projects in this 5YPP except TJPA's The Portal (RTIP Fund Exchange with SFMTA's Mid-Life Overhauls) project.

#	Program: Sub-Program	Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
1	Muni Maintenance: Vehicles	40' Hybrid Motor Coach Replacement (94 Vehicles)	This project is to replace the 94 hybrid 40' vehicles that were procured in 2013 and have reached the end of their useful life. Replacing vehicles at the end of their useful life will keep the average fleet age down, which increases the reliabiltiy of service. The original scope of work was to replace these 94 vehicles with zero emission vehicles but due to impacts from COVID, facility upgrade progress to support electric buses is delayed and the SFMTA has to purchase additional hybrid vehicles for this procurement. The intention of this procurement is to conditionally accept the vehicles in 2 years from start of procurement. This would help to lower the average age of the bus fleet, which increases service reliability. The SFMTA intends to procure these vehicles through a Cooperative Agreement on a state procurement contract.	Citywide	Construction	$32,300,000	FY24
2		60’ and 40’ Battery Electric Bus Procurement Replacing Motor Coaches (18 Vehicles)	Purchase 6 60' and 12 40' battery electric buses, along with all required accessories, and deploy the vehicles in revenue service as replacements for 18 40' diesel electric hybrid buses procured in 2013. Battery electric buses generate zero greenhouse gas emissions because they are powered by a battery in their operating system rather than fuel and do not produce harmful exhaust. SFMTA intends to procure the battery electric buses from multiple manufacturers (i.e., Gillig and New Flyer) through state procurement contracts (through Virginia or Washington State), or possibly as options through existing procurement contracts. The 60' battery electric buses will be stored and operated out of the Islais Creek bus facility, and the 40' battery electric buses will be stored and operated out of the Woods bus facility. The project scope does not include the required charging infrastructure needed to accommodate the 18 battery electric buses. The charging infrastructure will be required to be installed prior to the arrival of these buses. 	Citywide	Construction	$10,000,000	FY24
3		The Portal (RTIP Fund Exchange with Mid-Life Overhauls)	Extension of Caltrain from Fourth and King Streets to the Salesforce Transit Center at First and Mission streets, with accommodations for future high-speed rail. This programming would be the result of a dollar-for-dollar fund exchange of Regional Transportation Improvement Program (RTIP) funds and Prop L. The fund exchange enables the Transportation Authority to fulfill its RTIP commitment to The Portal, which can’t receive the RTIP funds directly since the project's progressive design build approach doesn't easily comply with RTIP guidelines. In October 2023, the Transportation Authority Board recommended programming the RTIP funds to the SFMTA's New Flyer Mid-Life Overhauls Project Phase III conditioned upon approval of the subject fund exchange, which would be approved as part of the Muni Maintenance 5YPP adoption.	Citywide, D6	Construction	$17,847,000	FY28

Attachment 2
Muni Transit Maintenance, Rehabilitation, and Replacement 5-Year Prioritization Program - List of Projects

SFMTA is the sponsor for all of the projects in this 5YPP except TJPA's The Portal (RTIP Fund Exchange with SFMTA's Mid-Life Overhauls) project.

#	Program: Sub-Program	Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
4	Muni Maintenance: Vehicles	Housing Incentive Pool (HIP) Grant Program Placeholder (RTIP Fund Exchange with Mid-Life Overhauls)	This is a placeholder for $18.27 million in Prop L funds for one or more SFMTA projects that are eligible to receive Housing Incentive Pool (HIP) grant program funding. The Metropolitan Transportation Commission's (MTC) HIP Program rewards jurisdictions that have created the most qualifying housing units over the five year period ending with calendar year 2022. San Francisco is likely to be awarded around half of the $71 million in transportation funding available for distribution in mid-2024, based on data shared by MTC to date. MTC proposes to program $18.27 million in MTC RTIP funds reserved for the HIP program to the SFMTA's Mid-Life Overhauls Phase III project in exchange for a like amount of Prop L funds for a HIP-eligible SFMTA project or projects. The benefits of this fund exchange include: earlier availability of the HIP funds than if they were in the RTIP (FY31 for RTIP funds); ability for SFMTA to use flexible Prop L funds instead of RTIP funds, which are much more restrictive; and, the mid-life overhauls project would become a top priority for RTIP programming in the region. The $18.27 million in MTC RTIP funds would be added to the $45.569 million in San Francisco RTIP funds that the SFCTA Board recommended programming to the bus overhauls in October 2023. SFMTA will be requesting additional Prop L funds for the mid-life overhauls projects in the Muni Maintenance 5YPP amendment anticipated in Fall 2024.	TBD	TBD	$18,270,000	FY25
5	Muni Maintenance: Facilities and Guideways	Potrero Yard Modernization	The Potrero Modernization Project will rebuild the Potrero Transit Division from the ground up - replacing a 1915 building that last received major renovations in 1950 when it was converted to a trolley bus division. The new multi-floor facility will increase capacity from 93-60' and 45-40' trolley buses to 213 60' and 40' trolley buses. Joint development includes construction of up to 513 residential units adjacent and above, including ground floor commercial/active use along Bryant, 17th and Hampshire Streets. Note: SFCTA has an existing appropriation for enhanced oversight of this complex, critical project.	Citywide, D9	Design Engineering	$12,500,000	FY24
6		Presidio Yard Modernization	The Presidio Yard Modernization project is a reconstruction and modernization of a 110+ year old transit facility. The 5.4-acre site on Geary Boulevard between Presidio and Masonic avenues was last upgraded in 1950. The existing facility services 132 40’ trolley buses. The new facility will service 215+ 40’ and 60’ Zero Emission/Electric Buses. Above the transit facility a SFMTA Paratransit operations facility may be built. Additionally, parallel development plans are to build an adjacent mixed used development to generate operating revenues for capital maintenance and transit service. The scope includes $150,000 for SFCTA to conduct enhanced oversight of this complex, critical project.	Citywide, D2	Planning	$5,150,000	FY24

Attachment 2
Muni Transit Maintenance, Rehabilitation, and Replacement 5-Year Prioritization Program - List of Projects

SFMTA is the sponsor for all of the projects in this 5YPP except TJPA's The Portal (RTIP Fund Exchange with SFMTA's Mid-Life Overhauls) project.

#	Program: Sub-Program	Project Name	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
7	Muni Maintenance: Facilities and Guideways	Station Condition Assessment (Embarcadero to West Portal)	The proposed project is to complete condition assessment of nine Muni Metro subway stations from Embarcadero to West Portal to address deferred subway station maintenance issues. The condition assessment will consider the structural, mechanical, and electrical components of each subway station. Work products will include an independent, prioritized review of deficiencies, estimates of repair options and comprehensive work plan and program. The SFMTA must determine and develop a clear program of improvements to keep this infrastructure in a state of good repair.	Citywide	Planning	$750,000	FY24
8		Woods/Islais Creek Yard Electrification Phase I	The project consists of the installation of inverted pantograph battery electric bus (BEB) charging infrastructure and related charging equipment at two SFMTA bus yards for the purpose of transitioning Muni's bus fleet of bio-diesel/hybrid buses to battery-electric. The project entails the installation of 12 charging stations and 6 charging stations at the Woods and Islais Creek facilities, respectively, that will be supported by a structural steel frame and overhead gantry infrastructure, electrical distribution equipment, and an elevated platform for the electrical equipment.	Citywide	Design Engineering	$3,108,000	FY24
9	Muni Maintenance: Vehicles, Facilities, and Guideways Placeholders [Subject to Future 5YPP Amendment]	Muni Maintenance FY25-28 Placeholder	This is a placeholder for projects in Fiscal Years 2024/25 through 2027/28 for the Muni Maintenance, Rehabilitation, and Replacement program to provide more time to refine project priorities and strengthen funding plans. Funds will be programmed to specific projects through a comprehensive Muni Maintenance 5YPP amendment, expected in fall 2024.	TBD	TBD	$14,530,000	FY25
10						$14,180,000	FY26
11						$1,177,000	FY27
12						$17,035,000	FY28

Attachment 3
Muni Transit Maintenance, Rehabilitation, and Replacement 5-Year Prioritization Program Summary: Fund Leveraging and Advancement

#	Program	Programming Amount Requested in 5YPP	Amount of Prop L Cash Fow Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
1	Muni Transit Maintenance, Rehabilitation, and Replacement	$146,847,000	$54.8 million (advanced in the baseline)	90.1%	94.1%	We recommend that the Board approve the Muni Maintenance 5YPP in two parts. Part one, the subject of this item, includes programming for only Fiscal Year 2023/24 for projects with time sensitive funding needs and requiring Prop L allocations this fiscal year. The proposed 5YPP includes placeholder funds for projects in Fiscal Years 2024/25 through 2027/28 to provide more time to refine project priorities and strengthen funding plans. Transportation Authority staff plan to recommend programming funds to specific projects through a comprehensive Muni Maintenance 5YPP amendment (part two), anticipated in fall 2024. SFCTA staff developed this approach in consultation with SFMTA staff which are supportive of this approach. The Muni Maintenance program is the largest program in Prop L by an order of magnitude. As such, we already advance funds in the Strategic Plan Baseline recognizing the signficant funds needs in this program and wanting to have a more realistic sense of financing costs for the Baseline. For the Muni Maintenance 5YPP, we recommend advancing an additional $17.8 million in Prop L out-year programming, the equivalent programming amount involved in the proposed The Portal/New Flyer Mid-Life Overhaul fund exchange, so that the SFMTA can use all the programming capacity available in this 5-year period consistent with the Strategic Plan Baseline, as amended. This doesn't increase cash flow (nor financing costs) since The Portal project doesn't need cash flow capacity until FYs 2030/31 and 2031/32. Programming in the 5-year period is heaving front-loaded (over 65% in FY 2023/24) to make funds available for allocation to several priority fleet and facility projects shown in Attachment 2.

Attachment 4: Prop L Strategic Plan Baseline Amendment Sources and Uses (11.20.23)

SOURCES	(YOE$)
Sales Tax Revenue	$4,674.6 M
Investment Income	$4.9 M
Long Term Bond Proceeds	$770.8 M
Loans - Yerba Buena Island Capital Projects	$126.8 M
TOTAL	$5,577.0 M

USES	(YOE$)
Funds Available for Projects	$3,038.1 M
Long Term Bond Principal	$979.1 M
Financing Costs	$667.0 M
Capital Reserve	$468.1 M
Program Administration and Operating Costs	$304.6 M
Loans - Yerba Buena Island Capital Projects	$120.2 M
TOTAL	$5,577.0 M

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

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Interest Costs	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	FY2034/35	FY2035/36	FY2036/37	FY2037/38	FY2038/39
A. MAJOR CAPITAL PROJECTS																					
	I. Muni																				
201	Muni Reliability and Efficiency Improvements	$ 152,134,334	0.00%	Programming	$ 151,869,315	$ -	$ 1,156,434	$ 2,312,868	$ 2,312,868	$ 2,312,868	$ 2,312,868	$ 5,077,443	$ 5,158,682	$ 5,241,220	$ 5,322,316	$ 5,410,280	$ 5,496,844	$ 5,584,793	$ 5,674,149	$ 5,764,935	$ 5,857,174	$ 5,950,888
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 151,869,315	$ -	$ 1,156,434	$ 2,312,868	$ 2,312,868	$ 2,312,868	$ 2,312,868	$ 5,077,443	$ 5,158,682	$ 5,241,220	$ 5,322,316	$ 5,410,280	$ 5,496,844	$ 5,584,793	$ 5,674,149	$ 5,764,935	$ 5,857,174	$ 5,950,888
202	Muni Rail Core Capacity	$ 69,151,970	0.00%	Programming	$ 69,031,507	$ -	$ 525,652	$ 1,051,304	$ 1,051,304	$ 1,051,304	$ 1,051,304	$ 2,307,929	$ 2,344,855	$ 2,382,373	$ 2,419,234	$ 2,459,218	$ 2,498,565	$ 2,538,542	$ 2,579,159	$ 2,620,425	$ 2,662,352	$ 2,704,949
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 69,031,507	$ -	$ 525,652	$ 1,051,304	$ 1,051,304	$ 1,051,304	$ 1,051,304	$ 2,307,929	$ 2,344,855	$ 2,382,373	$ 2,419,234	$ 2,459,218	$ 2,498,565	$ 2,538,542	$ 2,579,159	$ 2,620,425	$ 2,662,352	$ 2,704,949
	II. BART																				
203	BART Core Capacity	$ 138,303,940	28.15%	Programming	$ 90,296,000	$ -	$ 35,296,000	$ -	$ -	$ -	$ -	$ -	$ 55,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Interest Costs	$ 38,932,103	$ -	$ -	$ -	$ 499,767	$ 737,872	$ 1,050,658	$ 946,190	$ 2,573,365	$ 2,564,497	$ 3,133,194	$ 2,967,860	$ 2,774,972	$ 3,145,354	$ 2,791,665	$ 2,549,892	$ 2,305,810	$ 2,072,827
				Total	$ 129,228,103	$ -	$ 35,296,000	$ -	$ 499,767	$ 737,872	$ 1,050,658	$ 946,190	$ 57,573,365	$ 2,564,497	$ 3,133,194	$ 2,967,860	$ 2,774,972	$ 3,145,354	$ 2,791,665	$ 2,549,892	$ 2,305,810	$ 2,072,827
	III. Caltrain																				
204	Caltrain Service Vision: Capital System Capacity Investments	$ -	#DIV/0!	Programming	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	$ 414,911,821	27.91%	Programming	$ 300,000,000	$ -	$ -	$ 10,000,000	$ 15,000,000	$ 25,000,000	$ 40,000,000	$ 40,000,000	$ 40,000,000	$ 40,000,000	$ 40,000,000	$ 25,000,000	$ -	$ -	$ 25,000,000	$ -	$ -	$ -
				Interest Costs	$ 115,790,266	$ -	$ -	$ -	$ 145,861	$ 671,300	$ 2,393,525	$ 3,699,558	$ 4,103,125	$ 5,283,153	$ 8,057,502	$ 8,637,941	$ 8,057,729	$ 9,109,076	$ 9,198,214	$ 8,468,087	$ 7,727,231	$ 7,020,181
				Total	$ 415,790,266	$ -	$ -	$ 10,000,000	$ 15,145,861	$ 25,671,300	$ 42,393,525	$ 43,699,558	$ 44,103,125	$ 45,283,153	$ 48,057,502	$ 33,637,941	$ 8,057,729	$ 9,109,076	$ 34,198,214	$ 8,468,087	$ 7,727,231	$ 7,020,181
TOTAL MAJOR CAPITAL PROJECTS		$ 774,502,066	19.98%	Programming	$ 611,196,821	$ -	$ 36,978,086	$ 13,364,172	$ 18,364,172	$ 28,364,172	$ 43,364,172	$ 47,385,371	$ 102,503,537	$ 47,623,593	$ 47,741,550	$ 32,869,498	$ 7,995,410	$ 8,123,336	$ 33,253,308	$ 8,385,361	$ 8,519,526	$ 8,655,838
				Interest Costs	$ 154,722,369	$ -	$ -	$ -	$ 645,628	$ 1,409,172	$ 3,444,183	$ 4,645,748	$ 6,676,489	$ 7,847,650	$ 11,190,696	$ 11,605,801	$ 10,832,701	$ 12,254,431	$ 11,989,879	$ 11,017,979	$ 10,033,041	$ 9,093,008
				Total	$ 765,919,191	$ -	$ 36,978,086	$ 13,364,172	$ 19,009,800	$ 29,773,343	$ 46,808,354	$ 52,031,120	$ 109,180,026	$ 55,471,243	$ 58,932,246	$ 44,475,299	$ 18,828,111	$ 20,377,766	$ 45,243,187	$ 19,403,339	$ 18,552,567	$ 17,748,846
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																					
	I. Transit Maintenance, Rehabilitation, and Replacement																				
206	Muni Maintenance	$ 1,084,302,892	1.40%	Programming	$ 788,000,000	$ -	$ 63,808,000	$ 32,800,000	$ 14,180,000	$ 1,177,000	$ 34,882,000	$ 32,000,000	$ 35,000,000	$ 26,076,000	$ 26,077,000	$ 32,000,000	$ 30,000,000	$ 30,000,000	$ 20,000,000	$ 15,000,000	$ 20,000,000	$ 23,000,000
				Interest Costs	$ 15,210,278	$ -	$ -	$ -	$ 469,198	$ 903,473	$ 1,936,140	$ 1,932,128	$ 1,614,774	$ 1,639,092	$ 2,019,019	$ 1,772,643	$ 1,404,383	$ 1,243,253	$ 276,175	$ -	$ -	$ -
				Total	$ 803,210,278	$ -	$ 63,808,000	$ 32,800,000	$ 14,649,198	$ 2,080,473	$ 36,818,140	$ 33,932,128	$ 36,614,774	$ 27,715,092	$ 28,096,019	$ 33,772,643	$ 31,404,383	$ 31,243,253	$ 20,276,175	$ 15,000,000	$ 20,000,000	$ 23,000,000
207	BART Maintenance	$ 48,406,379	22.35%	Programming	$ 36,515,621	$ -	$ 12,525,000	$ -	$ -	$ -	$ -	$ 1,615,550	$ 1,641,399	$ 1,667,661	$ 1,693,464	$ 1,721,453	$ 1,748,996	$ 1,776,980	$ 1,805,411	$ 1,834,298	$ 1,863,646	$ 1,893,464
				Interest Costs	$ 10,818,593	$ -	$ 99,636	$ 395,711	$ 259,546	$ 278,500	$ 398,887	$ 432,944	$ 374,308	$ 398,044	$ 520,490	$ 529,127	$ 532,636	$ 652,362	$ 627,887	$ 624,682	$ 618,556	$ 612,798
				Total	$ 47,334,214	$ -	$ 12,624,636	$ 395,711	$ 259,546	$ 278,500	$ 398,887	$ 2,048,494	$ 2,015,707	$ 2,065,705	$ 2,213,954	$ 2,250,580	$ 2,281,632	$ 2,429,342	$ 2,433,298	$ 2,458,979	$ 2,482,203	$ 2,506,263
208	Caltrain Maintenance	$ 138,303,940	11.90%	Programming	$ 115,002,000	$ -	$ 5,002,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000
				Interest Costs	$ 16,455,489	$ -	$ -	$ 85,040	$ 121,921	$ 231,679	$ 501,801	$ 666,661	$ 587,635	$ 633,771	$ 836,599	$ 854,612	$ 860,936	$ 1,051,266	$ 1,005,217	$ 990,243	$ 967,773	$ 943,323
				Total	$ 131,457,489	$ -	$ 5,002,000	$ 5,085,040	$ 5,121,921	$ 5,231,679	$ 5,501,801	$ 5,666,661	$ 5,587,635	$ 5,633,771	$ 5,836,599	$ 5,854,612	$ 5,860,936	$ 6,051,266	$ 6,005,217	$ 5,990,243	$ 5,967,773	$ 5,943,323
209	Ferry Maintenance	$ 6,915,197	0.00%	Programming	$ 6,903,064	$ -	$ -	$ 473,000	$ -	$ -	$ -	$ 230,793	$ 234,486	$ 238,237	$ 241,923	$ 245,922	$ 249,857	$ 253,854	$ 257,916	$ 262,043	$ 266,235	$ 270,495
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 6,903,064	$ -	$ -	$ 473,000	$ -	$ -	$ -	$ 230,793	$ 234,486	$ 238,237	$ 241,923	$ 245,922	$ 249,857	$ 253,854	$ 257,916	$ 262,043	$ 266,235	$ 270,495
	II. Transit Enhancements																				
210	Transit Enhancements	$ 40,108,143	0.00%	Programming	$ 40,038,274	$ -	$ 304,878	$ 609,756	$ 609,756	$ 609,756	$ 609,756	$ 1,338,599	$ 1,360,016	$ 1,381,776	$ 1,403,156	$ 1,426,347	$ 1,449,168	$ 1,472,355	$ 1,495,912	$ 1,519,847	$ 1,544,164	$ 1,568,871
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 40,038,274	$ -	$ 304,878	$ 609,756	$ 609,756	$ 609,756	$ 609,756	$ 1,338,599	$ 1,360,016	$ 1,381,776	$ 1,403,156	$ 1,426,347	$ 1,449,168	$ 1,472,355	$ 1,495,912	$ 1,519,847	$ 1,544,164	$ 1,568,871
211	Bayview Caltrain Station	$ 37,342,064	16.68%	Programming	$ 30,069,671	$ -	$ 2,086,000	$ 4,644,000	$ -	$ 1,800,000	$ -	$ 1,246,281	$ 1,266,222	$ 1,286,481	$ 1,306,387	$ 1,327,978	$ 1,349,225	$ 1,370,813	$ 1,392,746	$ 1,415,030	$ 1,437,670	$ 1,460,673
				Interest Costs	$ 6,230,068	$ -	$ -	$ 62,112	$ 80,821	$ 124,000	$ 167,908	$ 216,052	$ 214,790	$ 235,642	$ 308,211	$ 313,404	$ 315,560	$ 386,584	$ 372,166	$ 370,348	$ 366,796	$ 363,459
				Total	$ 36,299,739	$ -	$ 2,086,000	$ 4,706,112	$ 80,821	$ 1,924,000	$ 167,908	$ 1,462,333	$ 1,481,012	$ 1,522,123	$ 1,614,598	$ 1,641,382	$ 1,664,785	$ 1,757,397	$ 1,764,911	$ 1,785,378	$ 1,804,466	$ 1,824,131
212	Mission Bay Ferry Landing	$ 6,915,197	0.00%	Programming	$ 6,903,151	$ -	$ 52,565	$ 105,130	$ 105,130	$ 105,130	$ 105,130	$ 230,793	$ 234,486	$ 238,237	$ 241,923	$ 245,922	$ 249,857	$ 253,854	$ 257,916	$ 262,043	$ 266,235	$ 270,495
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 6,903,151	$ -	$ 52,565	$ 105,130	$ 105,130	$ 105,130	$ 105,130	$ 230,793	$ 234,486	$ 238,237	$ 241,923	$ 245,922	$ 249,857	$ 253,854	$ 257,916	$ 262,043	$ 266,235	$ 270,495
213	Next Generation Transit Investments	$ 30,426,867	0.00%	Programming	$ 30,373,863	$ -	$ 231,287	$ 462,574	$ 462,574	$ 462,574	$ 462,574	$ 1,015,489	$ 1,031,736	$ 1,048,244	$ 1,064,463	$ 1,082,056	$ 1,099,369	$ 1,116,959	$ 1,134,830	$ 1,152,987	$ 1,171,435	$ 1,190,178
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 30,373,863	$ -	$ 231,287	$ 462,574	$ 462,574	$ 462,574	$ 462,574	$ 1,015,489	$ 1,031,736	$ 1,048,244	$ 1,064,463	$ 1,082,056	$ 1,099,369	$ 1,116,959	$ 1,134,830	$ 1,152,987	$ 1,171,435	$ 1,190,178
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		$ 1,392,720,679	3.50%	Programming	$ 1,053,805,644	$ -	$ 84,009,730	$ 44,094,460	$ 20,357,460	$ 9,154,460	$ 41,059,460	$ 42,677,504	$ 45,768,344	$ 36,936,637	$ 37,028,317	$ 43,049,677	$ 41,146,471	$ 41,244,814	$ 31,344,731	$ 26,446,246	$ 31,549,386	$ 34,654,175
				Interest Costs	$ 48,714,428	$ -	$ 99,636	$ 542,864	$ 931,487	$ 1,537,652	$ 3,004,736	$ 3,247,785	$ 2,791,507	$ 2,906,549	$ 3,684,319	$ 3,469,787	$ 3,113,515	$ 3,333,465	$ 2,281,445	$ 1,985,273	$ 1,953,126	$ 1,919,580
				Total	$ 1,102,520,072	$ -	$ 84,109,366	$ 44,637,324	$ 21,288,947	$ 10,692,112	$ 44,064,196	$ 45,925,289	$ 48,559,851	$ 39,843,186	$ 40,712,635	$ 46,519,463	$ 44,259,986	$ 44,578,280	$ 33,626,176	$ 28,431,519	$ 33,502,511	$ 36,573,755
C. PARATRANSIT																					
214	Paratransit	$ 313,949,944	22.30%	Programming	$ 234,048,020	$ -	$ 13,113,000	$ 13,506,000	$ 13,911,000	$ 14,329,000	$ 14,758,000	$ 15,201,241	$ 15,657,278	$ 16,126,997	$ 16,610,806	$ 17,109,131	$ 17,622,405	$ 18,151,077	$ 18,695,609	$ 19,256,477	$ 10,000,000	$ -
				Interest Costs	$ 70,026,089	$ -	$ 199,644	$ 493,071	$ 562,316	$ 901,019	$ 1,785,490	$ 2,132,832	$ 2,015,346	$ 2,329,539	$ 3,295,193	$ 3,605,444	$ 3,889,391	$ 5,085,771	$ 5,206,073	$ 5,491,069	$ 5,445,520	$ 5,012,108
				Total	$ 304,074,109	$ -	$ 13,312,644	$ 13,999,071	$ 14,473,316	$ 15,230,019	$ 16,543,490	$ 17,334,073	$ 17,672,624	$ 18,456,535	$ 19,906,000	$ 20,714,574	$ 21,511,795	$ 23,236,848	$ 23,901,682	$ 24,747,546	$ 15,445,520	$ 5,012,108
TOTAL PARATRANSIT		$ 313,949,944	22.30%	Programming	$ 234,048,020	$ -	$ 13,113,000	$ 13,506,000	$ 13,911,000	$ 14,329,000	$ 14,758,000	$ 15,201,241	$ 15,657,278	$ 16,126,997	$ 16,610,806	$ 17,109,131	$ 17,622,405	$ 18,151,077	$ 18,695,609	$ 19,256,477	$ 10,000,000	$ -
				Interest Costs	$ 70,026,089	$ -	$ 199,644	$ 493,071	$ 562,316	$ 901,019	$ 1,785,490	$ 2,132,832	$ 2,015,346	$ 2,329,539	$ 3,295,193	$ 3,605,444	$ 3,889,391	$ 5,085,771	$ 5,206,073	$ 5,491,069	$ 5,445,520	$ 5,012,108
				Total	$ 304,074,109	$ -	$ 13,312,644	$ 13,999,071	$ 14,473,316	$ 15,230,019	$ 16,543,490	$ 17,334,073	$ 17,672,624	$ 18,456,535	$ 19,906,000	$ 20,714,574	$ 21,511,795	$ 23,236,848	$ 23,901,682	$ 24,747,546	$ 15,445,520	$ 5,012,108
D. STREETS AND FREEWAYS																					
	I. Maintenance, Rehabilitation, and Replacement																				
215	Street Resurfacing, Rehabilitation and Maintenance	$ 145,219,137	0.00%	Programming	$ 144,966,345	$ -	$ 1,980,000	$ 2,235,000	$ 1,800,000	$ 2,100,000	$ 1,820,000	$ 4,846,650	$ 4,924,196	$ 5,002,983	$ 5,080,392	$ 5,164,358	$ 5,246,988	$ 5,330,939	$ 5,416,234	$ 5,502,893	$ 5,590,939	$ 5,680,393
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 144,966,345	$ -	$ 1,980,000	$ 2,235,000	$ 1,800,000	$ 2,100,000	$ 1,820,000	$ 4,846,650	$ 4,924,196	$ 5,002,983	$ 5,080,392	$ 5,164,358	$ 5,246,988	$ 5,330,939	$ 5,416,234	$ 5,502,893	$ 5,590,939	$ 5,680,393
216	Pedestrian and Bicycle Facilities Maintenance	$ 26,277,749	11.34%	Programming	$ 22,735,554	$ -	$ 977,000	$ 551,000	$ 1,045,000	$ 1,227,000	$ 806,000	$ 877,013	$ 891,045	$ 905,302	$ 919,309	$ 934,503	$ 949,455	$ 964,646	$ 980,080	$ 995,762	$ 1,011,694	$ 1,027,881
				Interest Costs	$ 2,979,189	$ -	$ -	$ 8,303	$ 18,119	$ 36,737	$ 85,104	$ 116,237	$ 100,586	$ 107,060	$ 140,117	$ 142,562	$ 143,625	$ 176,050	$ 169,575	$ 168,836	$ 167,302	$ 165,861
				Total	$ 25,714,743	$ -	$ 977,000	$ 559,303	$ 1,063,119	$ 1,263,737	$ 891,104	$ 993,250	$ 991,631	$ 1,012,361	$ 1,059,426	$ 1,077,065	$ 1,093,080	$ 1,140,696	$ 1,149,656	$ 1,164,597	$ 1,178,995	$ 1,193,742

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

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Interest Costs		FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	FY2034/35	FY2035/36	FY2036/37	FY2037/38	FY2038/39
217	Traffic Signs & Signals Maintenance	$ 124,473,546	16.12%	Programming	$ 103,762,091	$ -	$ 11,204,000	$ 7,875,000	$ 2,804,000	$ 2,804,000	$ 2,804,000	$ 4,154,271	$ 4,220,739	$ 4,288,271	$ 4,354,622	$ 4,426,593	$ 4,497,418	$ 4,569,376	$ 4,642,486	$ 4,716,765	$ 4,792,233	$ 4,868,909
				Interest Costs	$ 20,069,802	$ -	$ -	$ -	$ 101,632	$ 355,399	$ 673,879	$ 805,290	$ 698,206	$ 742,726	$ 971,521	$ 987,953	$ 994,808	$ 1,218,783	$ 1,173,394	$ 1,167,728	$ 1,156,590	$ 1,146,126
				Total	$ 123,831,894	$ -	$ 11,204,000	$ 7,875,000	$ 2,905,632	$ 3,159,399	$ 3,477,879	$ 4,959,561	$ 4,918,945	$ 5,030,997	$ 5,326,143	$ 5,414,546	$ 5,492,226	$ 5,788,159	$ 5,815,880	$ 5,884,493	$ 5,948,824	$ 6,015,035
	II. Safer and Complete Streets																					
218	Safer and Complete Streets	$ 210,221,989	14.58%	Programming	$ 179,114,586	$ -	$ 8,080,000	$ 15,593,000	$ 9,136,000	$ 8,001,000	$ 6,508,000	$ 6,975,253	$ 7,086,858	$ 7,200,248	$ 7,311,169	$ 7,432,501	$ 7,551,421	$ 7,672,245	$ 7,795,002	$ 7,919,722	$ 8,046,439	$ 8,175,182
				Interest Costs	$ 30,643,172	$ -	$ -	$ -	$ 39,369	$ 177,360	$ 514,936	$ 809,729	$ 900,031	$ 1,102,396	$ 1,530,617	$ 1,598,625	$ 1,607,925	$ 1,967,805	$ 1,892,535	$ 1,881,480	$ 1,861,691	$ 1,843,067
					$ 209,757,758	$ -	$ 8,080,000	$ 15,593,000	$ 9,175,369	$ 8,178,360	$ 7,022,936	$ 7,784,982	$ 7,986,889	$ 8,302,644	$ 8,841,786	$ 9,031,126	$ 9,159,347	$ 9,640,050	$ 9,687,537	$ 9,801,203	$ 9,908,130	$ 10,018,249
219	Curb Ramps	$ 40,108,143	6.53%	Programming	$ 36,586,133	$ -	$ 575,000	$ 1,100,000	$ 1,155,000	$ 1,212,000	$ 1,275,000	$ 1,338,599	$ 1,360,016	$ 1,381,776	$ 1,403,156	$ 1,426,347	$ 1,449,168	$ 1,472,355	$ 1,495,912	$ 1,519,847	$ 1,544,164	$ 1,568,871
				Interest Costs	$ 2,617,357	$ -	$ -	$ -	$ 4,698	$ 21,439	$ 57,311	$ 99,300	$ 86,051	$ 91,716	$ 120,199	$ 122,457	$ 123,526	$ 151,599	$ 146,197	$ 145,725	$ 144,562	$ 143,472
				Total	$ 39,203,490	$ -	$ 575,000	$ 1,100,000	$ 1,159,698	$ 1,233,439	$ 1,332,311	$ 1,437,899	$ 1,446,067	$ 1,473,492	$ 1,523,355	$ 1,548,803	$ 1,572,694	$ 1,623,954	$ 1,642,109	$ 1,665,572	$ 1,688,726	$ 1,712,342
220	Tree Planting	$ 27,660,788	13.86%	Programming	$ 23,403,301	$ -	$ 1,000,000	$ 1,050,000	$ 1,100,000	$ 1,160,000	$ 1,220,000	$ 923,171	$ 937,942	$ 952,949	$ 967,694	$ 983,687	$ 999,426	$ 1,015,417	$ 1,031,664	$ 1,048,170	$ 1,064,941	$ 1,081,980
				Interest Costs	$ 3,833,668	$ -	$ -	$ 14,954	$ 25,886	$ 48,466	$ 105,051	$ 152,651	$ 132,050	$ 140,499	$ 183,818	$ 186,964	$ 188,298	$ 230,736	$ 222,184	$ 221,150	$ 219,078	$ 217,132
				Total	$ 27,236,969	$ -	$ 1,000,000	$ 1,064,954	$ 1,125,886	$ 1,208,466	$ 1,325,051	$ 1,075,823	$ 1,069,992	$ 1,093,448	$ 1,151,512	$ 1,170,652	$ 1,187,724	$ 1,246,153	$ 1,253,847	$ 1,269,320	$ 1,284,019	$ 1,299,112
	III. Freeway Safety and Operational Improvements																					
221	Vision Zero Ramps	$ 11,064,315	16.83%	Programming	$ 8,644,347	$ -	$ 2,000,000	$ -	$ 90,000	$ 350,000	$ -	$ 369,269	$ 375,177	$ 381,180	$ 387,078	$ 393,475	$ 399,770	$ 406,167	$ 412,665	$ 419,268	$ 425,976	$ 432,792
				Interest Costs	$ 1,862,110	$ -	$ -	$ 27,980	$ 37,647	$ 46,688	$ 69,098	$ 75,019	$ 64,877	$ 69,011	$ 90,264	$ 91,787	$ 92,419	$ 113,221	$ 109,000	$ 108,469	$ 107,430	$ 106,453
				Total	$ 10,506,457	$ -	$ 2,000,000	$ 27,980	$ 127,647	$ 396,688	$ 69,098	$ 444,288	$ 440,054	$ 450,190	$ 477,342	$ 485,261	$ 492,189	$ 519,388	$ 521,665	$ 527,737	$ 533,406	$ 539,245
222	Managed Lanes and Express Bus	$ 13,830,394	0.00%	Programming	$ 13,806,301	$ -	$ 105,130	$ 210,261	$ 210,261	$ 210,261	$ 210,261	$ 461,586	$ 468,971	$ 476,475	$ 483,847	$ 491,844	$ 499,713	$ 507,708	$ 515,832	$ 524,085	$ 532,470	$ 540,990
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 13,806,301	$ -	$ 105,130	$ 210,261	$ 210,261	$ 210,261	$ 210,261	$ 461,586	$ 468,971	$ 476,475	$ 483,847	$ 491,844	$ 499,713	$ 507,708	$ 515,832	$ 524,085	$ 532,470	$ 540,990
223	Transformative Freeway and Major Street Projects	$ 27,660,788	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		$ 626,516,850	9.90%	Programming	$ 560,631,262	$ -	$ 26,131,391	$ 29,034,782	$ 17,760,782	$ 17,484,782	$ 15,063,782	$ 20,868,983	$ 21,202,886	$ 21,542,132	$ 21,874,960	$ 22,236,995	$ 22,592,786	$ 22,954,270	$ 23,321,538	$ 23,694,682	$ 24,073,797	$ 24,458,977
				Interest Costs	$ 62,005,297	$ -	$ 51,236	$ 227,350	$ 686,088	$ 1,505,379	$ 2,058,227	$ 1,981,801	$ 2,253,408	$ 3,036,537	$ 3,130,348	$ 3,150,602	$ 3,858,194	$ 3,712,884	$ 3,693,388	$ 3,656,652	$ 3,622,112
				Total	$ 622,636,559	$ -	$ 26,131,391	$ 29,086,018	$ 17,988,133	$ 18,170,870	$ 16,569,161	$ 22,927,210	$ 23,184,688	$ 23,795,540	$ 24,911,496	$ 25,367,342	$ 25,743,387	$ 26,812,463	$ 27,034,422	$ 27,388,070	$ 27,730,449	$ 28,081,089
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																						
	I. Transportation Demand Management																					
224	Transportation Demand Management	$ 24,894,709	0.00%	Programming	$ 24,851,342	$ -	$ 189,235	$ 378,469	$ 378,469	$ 378,469	$ 378,469	$ 830,854	$ 844,148	$ 857,654	$ 870,924	$ 885,319	$ 899,484	$ 913,875	$ 928,497	$ 943,353	$ 958,447	$ 973,782
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 24,851,342	$ -	$ 189,235	$ 378,469	$ 378,469	$ 378,469	$ 378,469	$ 830,854	$ 844,148	$ 857,654	$ 870,924	$ 885,319	$ 899,484	$ 913,875	$ 928,497	$ 943,353	$ 958,447	$ 973,782
	II. Transportation, Land Use, and Community Coordination																					
225	Neighborhood Transportation Program	$ 56,704,616	10.32%	Programming	$ 50,344,018	$ -	$ 4,050,000	$ 2,200,000	$ 2,050,000	$ 200,000	$ 200,000	$ 1,892,501	$ 1,922,781	$ 1,953,546	$ 1,983,772	$ 2,016,559	$ 2,048,824	$ 2,081,605	$ 2,114,910	$ 2,148,749	$ 2,183,129	$ 2,218,058
				Interest Costs	$ 5,854,287	$ -	$ 19,441	$ 125,790	$ 118,436	$ 143,218	$ 193,674	$ 210,482	$ 182,204	$ 193,996	$ 253,981	$ 258,496	$ 260,504	$ 319,411	$ 307,754	$ 306,498	$ 303,795	$ 301,260
				Total	$ 56,198,304	$ -	$ 4,069,441	$ 2,325,790	$ 2,168,436	$ 343,218	$ 393,674	$ 2,102,984	$ 2,104,985	$ 2,147,541	$ 2,237,753	$ 2,275,055	$ 2,309,328	$ 2,401,016	$ 2,422,664	$ 2,455,246	$ 2,486,924	$ 2,519,319
226	Equity Priority Transportation Program	$ 58,087,655	0.00%	Programming	$ 57,986,466	$ -	$ 441,548	$ 883,095	$ 883,095	$ 883,095	$ 883,095	$ 1,938,660	$ 1,969,678	$ 2,001,193	$ 2,032,157	$ 2,065,743	$ 2,098,795	$ 2,132,376	$ 2,166,493	$ 2,201,157	$ 2,236,376	$ 2,272,157
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 57,986,466	$ -	$ 441,548	$ 883,095	$ 883,095	$ 883,095	$ 883,095	$ 1,938,660	$ 1,969,678	$ 2,001,193	$ 2,032,157	$ 2,065,743	$ 2,098,795	$ 2,132,376	$ 2,166,493	$ 2,201,157	$ 2,236,376	$ 2,272,157
227	Development-Oriented Transportation	$ 27,660,788	0.00%	Programming	$ 27,612,603	$ -	$ 210,261	$ 420,521	$ 420,521	$ 420,521	$ 420,521	$ 923,171	$ 937,942	$ 952,949	$ 967,694	$ 983,687	$ 999,426	$ 1,015,417	$ 1,031,664	$ 1,048,170	$ 1,064,941	$ 1,081,980
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 27,612,603	$ -	$ 210,261	$ 420,521	$ 420,521	$ 420,521	$ 420,521	$ 923,171	$ 937,942	$ 952,949	$ 967,694	$ 983,687	$ 999,426	$ 1,015,417	$ 1,031,664	$ 1,048,170	$ 1,064,941	$ 1,081,980
228	Citywide / Modal Planning	$ 13,830,394	0.00%	Programming	$ 13,806,301	$ -	$ 105,130	$ 210,261	$ 210,261	$ 210,261	$ 210,261	$ 461,586	$ 468,971	$ 476,475	$ 483,847	$ 491,844	$ 499,713	$ 507,708	$ 515,832	$ 524,085	$ 532,470	$ 540,990
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 13,806,301	$ -	$ 105,130	$ 210,261	$ 210,261	$ 210,261	$ 210,261	$ 461,586	$ 468,971	$ 476,475	$ 483,847	$ 491,844	$ 499,713	$ 507,708	$ 515,832	$ 524,085	$ 532,470	$ 540,990
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		$ 181,178,162	3.23%	Programming	$ 174,600,730	$ -	$ 4,996,173	$ 4,092,347	$ 3,942,347	$ 2,092,347	$ 2,092,347	$ 6,046,773	$ 6,143,521	$ 6,241,817	$ 6,338,394	$ 6,443,152	$ 6,546,242	$ 6,650,981	$ 6,757,396	$ 6,865,514	$ 6,975,362	$ 7,086,967
				Interest Costs	$ 5,854,287	$ -	$ 19,441	$ 125,790	$ 118,436	$ 143,218	$ 193,674	$ 210,482	$ 182,204	$ 193,996	$ 253,981	$ 258,496	$ 260,504	$ 319,411	$ 307,754	$ 306,498	$ 303,795	$ 301,260
				Total	$ 180,455,016	$ -	$ 5,015,614	$ 4,218,137	$ 4,060,783	$ 2,235,565	$ 2,286,021	$ 6,257,255	$ 6,325,724	$ 6,435,812	$ 6,592,375	$ 6,701,648	$ 6,806,746	$ 6,970,392	$ 7,065,150	$ 7,172,012	$ 7,279,157	$ 7,388,227
TOTAL PROP L STRATEGIC PLAN		$ 3,288,867,700	10.38%	Programming	$ 2,634,282,477	$ -	$ 165,228,380	$ 104,091,760	$ 74,335,760	$ 71,424,760	$ 116,337,760	$ 132,179,873	$ 191,275,566	$ 128,471,175	$ 129,594,027	$ 121,708,452	$ 95,903,312	$ 97,124,477	$ 113,372,582	$ 84,648,280	$ 81,118,070	$ 74,855,957
				Interest Costs	$ 341,322,470	$ -	$ 318,721	$ 1,212,961	$ 2,485,218	$ 4,677,149	$ 9,933,462	$ 12,295,074	$ 13,647,347	$ 15,531,141	$ 21,460,726	$ 22,069,875	$ 21,246,712	$ 24,851,272	$ 23,498,035	$ 22,494,206	$ 21,392,135	$ 19,948,067
				Total	$ 2,975,604,947	$ -	$ 165,547,101	$ 105,304,721	$ 76,820,979	$ 76,101,910	$ 126,271,222	$ 144,474,946	$ 204,922,913	$ 144,002,316	$ 151,054,752	$ 143,778,327	$ 117,150,025	$ 121,975,749	$ 136,870,617	$ 107,142,486	$ 102,510,205	$ 94,804,024
	Prop. K Related Programming (since 7/1/22)	$ 397,993,863	83.18%	Programming	$ 66,942,431	$ 67,104,722	$ (162,290)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Interest Costs	$ 331,051,432	$ 7,214,050	$ 7,078,301	$ 7,822,751	$ 6,868,282	$ 8,374,451	$ 11,971,832	$ 10,937,159	$ 9,447,453	$ 10,037,759	$ 13,114,212	$ 13,320,742	$ 13,398,238	$ 16,396,978	$ 15,769,785	$ 15,677,670	$ 15,512,773	$ 15,357,577
				Total	$ 397,993,863	$ 74,318,772	$ 6,916,011	$ 7,822,751	$ 6,868,282	$ 8,374,451	$ 11,971,832	$ 10,937,159	$ 9,447,453	$ 10,037,759	$ 13,114,212	$ 13,320,742	$ 13,398,238	$ 16,396,978	$ 15,769,785	$ 15,677,670	$ 15,512,773	$ 15,357,577

Attachment 5a:
Amended 2023 Strategic Plan Baseline Programming
Pending December 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**	$ 1,839,750	$ 1,606,488	$ 1,374,873	$ 1,146,765	$ 928,089	$ 725,668	$ 539,351	$ 367,981	$ 213,032	$ 76,183	$ -	$ -	$ -	$ -
		$ 1,839,750	$ 1,606,488	$ 1,374,873	$ 1,146,765	$ 928,089	$ 725,668	$ 539,351	$ 367,981	$ 213,032	$ 76,183	$ -	$ -	$ -	$ -
	III. Caltrain														
204	**Caltrain Service Vision: Capital System Capacity Investments**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
205	**Caltrain Downtown Rail Extension and Pennsylvania Alignment**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 6,309,011	$ 5,592,311	$ 4,874,932	$ 4,161,470	$ 3,471,092	$ 2,827,685	$ 2,229,954	$ 1,670,698	$ 1,148,492	$ 665,920	$ 263,274	$ 2,944	$ -	$ -
		$ 6,309,011	$ 5,592,311	$ 4,874,932	$ 4,161,470	$ 3,471,092	$ 2,827,685	$ 2,229,954	$ 1,670,698	$ 1,148,492	$ 665,920	$ 263,274	$ 2,944	$ -	$ -
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	$ -	$ -
		$ 8,148,761	$ 7,198,799	$ 6,249,805	$ 5,308,235	$ 4,399,181	$ 3,553,353	$ 2,769,305	$ 2,038,679	$ 1,361,524	$ 742,103	$ 263,274	$ 2,944	$ -	$ -
		$ 16,943,091	$ 16,133,838	$ 15,327,804	$ 14,531,479	$ 13,771,960	$ 13,080,044	$ 12,452,824	$ 11,881,990	$ 11,367,641	$ 11,508,895	$ 11,397,904	$ 11,344,216	$ -	$ -
B. TRANSIT MAINTENANCE AND ENHANCEMENTS															
	I. Transit Maintenance, Rehabilitation, an														
206	**Muni Maintenance**	$ 23,000,000	$ 23,000,000	$ 23,000,000	$ 23,000,000	$ 26,000,000	$ 26,000,000	$ 26,000,000	$ 30,000,000	$ 38,000,000	$ 38,000,000	$ 38,000,000	$ 38,000,000	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 23,000,000	$ 23,000,000	$ 23,000,000	$ 23,000,000	$ 26,000,000	$ 26,000,000	$ 26,000,000	$ 30,000,000	$ 38,000,000	$ 38,000,000	$ 38,000,000	$ 38,000,000	$ -	$ -
207	**BART Maintenance**	$ 1,923,760	$ 1,954,540	$ 850,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 604,086	$ 591,548	$ 537,473	$ 455,450	$ 376,337	$ 302,780	$ 234,660	$ 171,295	$ 112,762	$ 59,463	$ 16,623	$ -	$ -	$ -
		$ 2,527,846	$ 2,546,088	$ 1,387,473	$ 455,450	$ 376,337	$ 302,780	$ 234,660	$ 171,295	$ 112,762	$ 59,463	$ 16,623	$ -	$ -	$ -
208	**Caltrain Maintenance**	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 912,087	$ 873,286	$ 826,835	$ 772,442	$ 712,472	$ 651,204	$ 588,306	$ 413,323	$ 253,786	$ 111,175	$ 2,096	$ -	$ -	$ -
		$ 5,912,087	$ 5,873,286	$ 5,826,835	$ 5,772,442	$ 5,712,472	$ 5,651,204	$ 5,588,306	$ 413,323	$ 253,786	$ 111,175	$ 2,096	$ -	$ -	$ -
209	**Ferry Maintenance**	$ 274,823	$ 279,220	$ 283,687	$ 288,226	$ 292,899	$ 297,709	$ 302,610	$ 307,603	$ 312,691	$ 336,462	$ 347,957	$ 354,415	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 274,823	$ 279,220	$ 283,687	$ 288,226	$ 292,899	$ 297,709	$ 302,610	$ 307,603	$ 312,691	$ 336,462	$ 347,957	$ 354,415	$ -	$ -
	II. Transit Enhancements														
210	**Transit Enhancements**	$ 1,593,972	$ 1,619,476	$ 1,645,387	$ 1,671,713	$ 1,698,816	$ 1,726,713	$ 1,755,138	$ 1,784,100	$ 1,813,609	$ 1,951,481	$ 2,018,152	$ 2,055,606	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,593,972	$ 1,619,476	$ 1,645,387	$ 1,671,713	$ 1,698,816	$ 1,726,713	$ 1,755,138	$ 1,784,100	$ 1,813,609	$ 1,951,481	$ 2,018,152	$ 2,055,606	$ -	$ -
211	**Bayview Caltrain Station**	$ 1,484,043	$ 1,507,788	$ 1,531,912	$ 1,556,422	$ 600,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 358,365	$ 350,998	$ 341,056	$ 328,088	$ 285,071	$ 228,603	$ 176,350	$ 127,813	$ 83,097	$ 42,531	$ 10,241	$ -	$ -	$ -
		$ 1,842,409	$ 1,858,786	$ 1,872,969	$ 1,884,510	$ 885,071	$ 228,603	$ 176,350	$ 127,813	$ 83,097	$ 42,531	$ 10,241	$ -	$ -	$ -
212	**Mission Bay Ferry Landing**	$ 274,823	$ 279,220	$ 283,687	$ 288,226	$ 292,899	$ 297,709	$ 302,610	$ 307,603	$ 312,691	$ 336,462	$ 347,957	$ 354,415	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 274,823	$ 279,220	$ 283,687	$ 288,226	$ 292,899	$ 297,709	$ 302,610	$ 307,603	$ 312,691	$ 336,462	$ 347,957	$ 354,415	$ -	$ -
213	**Next Generation Transit Investments**	$ 1,209,220	$ 1,228,568	$ 1,248,225	$ 1,268,196	$ 1,288,757	$ 1,309,920	$ 1,331,484	$ 1,353,455	$ 1,375,841	$ 1,480,434	$ 1,531,012	$ 1,559,425	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,209,220	$ 1,228,568	$ 1,248,225	$ 1,268,196	$ 1,288,757	$ 1,309,920	$ 1,331,484	$ 1,353,455	$ 1,375,841	$ 1,480,434	$ 1,531,012	$ 1,559,425	$ -	$ -
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		$ 34,760,642	$ 34,868,811	$ 33,842,900	$ 33,072,784	$ 35,173,372	$ 34,632,051	$ 34,691,842	$ 33,752,762	$ 41,814,832	$ 42,104,839	$ 42,245,078	$ 42,323,860	$ -	$ -
		$ 1,874,539	$ 1,815,832	$ 1,705,365	$ 1,555,980	$ 1,373,881	$ 1,182,586	$ 999,316	$ 712,432	$ 449,645	$ 213,169	$ 28,960	$ -	$ -	$ -
		$ 36,635,181	$ 36,684,643	$ 35,548,264	$ 34,628,764	$ 36,547,253	$ 35,814,637	$ 35,691,158	$ 34,465,194	$ 42,264,477	$ 42,318,008	$ 42,274,038	$ 42,323,860	$ -	$ -
C. PARATRANSIT															
214	**Paratransit**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 4,478,454	$ 3,942,477	$ 3,408,088	$ 2,879,132	$ 2,369,593	$ 1,896,265	$ 1,458,486	$ 1,052,199	$ 678,516	$ 340,307	$ 72,748	$ -	$ -	$ -
		$ 4,478,454	$ 3,942,477	$ 3,408,088	$ 2,879,132	$ 2,369,593	$ 1,896,265	$ 1,458,486	$ 1,052,199	$ 678,516	$ 340,307	$ 72,748	$ -	$ -	$ -
TOTAL PARATRANSIT		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 4,478,454	$ 3,942,477	$ 3,408,088	$ 2,879,132	$ 2,369,593	$ 1,896,265	$ 1,458,486	$ 1,052,199	$ 678,516	$ 340,307	$ 72,748	$ -	$ -	$ -
		$ 4,478,454	$ 3,942,477	$ 3,408,088	$ 2,879,132	$ 2,369,593	$ 1,896,265	$ 1,458,486	$ 1,052,199	$ 678,516	$ 340,307	$ 72,748	$ -	$ -	$ -
D. STREETS AND FREEWAYS															
	I. Maintenance, Rehabilitation, and Repla														
215	**Street Resurfacing, Rehabilitation and Maintenance**	$ 5,771,279	$ 5,863,619	$ 5,957,437	$ 6,052,754	$ 6,150,886	$ 6,251,891	$ 6,354,810	$ 6,459,673	$ 6,566,514	$ 7,065,707	$ 7,307,101	$ 7,442,710	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 5,771,279	$ 5,863,619	$ 5,957,437	$ 6,052,754	$ 6,150,886	$ 6,251,891	$ 6,354,810	$ 6,459,673	$ 6,566,514	$ 7,065,707	$ 7,307,101	$ 7,442,710	$ -	$ -
216	**Pedestrian and Bicycle Facilities Maintenance**	$ 1,044,327	$ 1,061,036	$ 1,078,012	$ 1,095,260	$ 1,113,017	$ 1,131,295	$ 1,149,918	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 163,616	$ 160,329	$ 155,859	$ 150,001	$ 143,046	$ 135,708	$ 127,800	$ 93,372	$ 61,558	$ 32,575	$ 9,252	$ -	$ -	$ -
		$ 1,207,943	$ 1,221,364	$ 1,233,872	$ 1,245,262	$ 1,256,063	$ 1,267,002	$ 1,277,718	$ 93,372	$ 61,558	$ 32,575	$ 9,252	$ -	$ -	$ -

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Pending December 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	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,130,122	$ 1,106,945	$ 1,075,643	$ 1,034,793	$ 986,402	$ 827,423	$ 649,349	$ 483,021	$ 328,200	$ 185,740	$ 68,130	$ -	$ -	$ -
		$ 6,076,933	$ 6,132,904	$ 6,182,018	$ 6,222,868	$ 6,258,590	$ 2,027,423	$ 649,349	$ 483,021	$ 328,200	$ 185,740	$ 68,130	$ -	$ -	$ -
	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	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,815,617	$ 1,776,737	$ 1,724,931	$ 1,657,945	$ 1,578,990	$ 1,411,730	$ 1,110,129	$ 828,228	$ 565,491	$ 323,308	$ 122,498	$ -	$ -	$ -
		$ 10,121,553	$ 10,215,559	$ 10,298,775	$ 10,368,969	$ 10,429,910	$ 7,161,730	$ 1,110,129	$ 828,228	$ 565,491	$ 323,308	$ 122,498	$ -	$ -	$ -
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	$ -	$ -	$ -	$ -	$ -
		$ 141,679	$ 138,974	$ 135,236	$ 130,281	$ 124,365	$ 118,109	$ 111,346	$ 103,382	$ 93,137	$ 49,017	$ 13,578	$ -	$ -	$ -
		$ 1,735,651	$ 1,758,450	$ 1,780,624	$ 1,801,994	$ 1,823,181	$ 1,844,822	$ 1,866,484	$ 1,887,482	$ 1,906,745	$ 49,017	$ 13,578	$ -	$ -	$ -
220	Tree Planting	$ 1,099,291	$ 1,116,880	$ 1,134,750	$ 1,152,905	$ 1,171,597	$ 1,190,836	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 214,135	$ 209,777	$ 203,877	$ 196,164	$ 187,020	$ 177,378	$ 138,193	$ 101,681	$ 67,849	$ 36,910	$ 11,765	$ -	$ -	$ -
		$ 1,313,427	$ 1,326,657	$ 1,338,627	$ 1,349,070	$ 1,358,618	$ 1,368,214	$ 138,193	$ 101,681	$ 67,849	$ 36,910	$ 11,765	$ -	$ -	$ -
	III. Freeway Safety and Operational Impr														
221	Vision Zero Ramps	$ 439,717	$ 446,752	$ 453,900	$ 461,162	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 104,963	$ 102,806	$ 99,895	$ 96,097	$ 78,396	$ 61,984	$ 46,844	$ 32,862	$ 20,120	$ 8,737	$ 46	$ -	$ -	$ -
		$ 544,679	$ 549,558	$ 553,795	$ 557,260	$ 78,396	$ 61,984	$ 46,844	$ 32,862	$ 20,120	$ 8,737	$ 46	$ -	$ -	$ -
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	$ -	$ -
		$ 3,570,132	$ 3,495,568	$ 3,395,442	$ 3,265,282	$ 3,098,219	$ 2,732,332	$ 2,183,661	$ 1,642,545	$ 1,136,354	$ 636,287	$ 225,270	$ -	$ -	$ -
		$ 28,420,402	$ 28,743,433	$ 29,047,272	$ 29,327,534	$ 29,113,039	$ 21,769,321	$ 13,259,186	$ 11,731,939	$ 11,392,623	$ 9,720,768	$ 9,620,114	$ 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	$ -	$ -	$ -	$ -	$ -	$ -
		$ 297,259	$ 291,360	$ 283,308	$ 272,726	$ 260,144	$ 246,863	$ 232,540	$ 215,738	$ 145,644	$ 81,293	$ 28,469	$ -	$ -	$ -
		$ 2,550,806	$ 2,580,963	$ 2,609,546	$ 2,636,182	$ 2,661,919	$ 2,688,078	$ 2,713,942	$ 2,738,087	$ 145,644	$ 81,293	$ 28,469	$ -	$ -	$ -
226	Equity Priority Transportation Program	$ 2,308,512	$ 2,345,448	$ 2,382,975	$ 2,421,101	$ 2,460,354	$ 2,500,756	$ 2,541,924	$ 2,583,869	$ 2,626,606	$ 2,826,283	$ 2,922,840	$ 2,977,084	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 2,308,512	$ 2,345,448	$ 2,382,975	$ 2,421,101	$ 2,460,354	$ 2,500,756	$ 2,541,924	$ 2,583,869	$ 2,626,606	$ 2,826,283	$ 2,922,840	$ 2,977,084	$ -	$ -
227	Development-Oriented Transportation	$ 1,099,291	$ 1,116,880	$ 1,134,750	$ 1,152,905	$ 1,171,597	$ 1,190,836	$ 1,210,440	$ 1,230,414	$ 1,250,765	$ 1,345,849	$ 1,391,829	$ 1,417,659	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,099,291	$ 1,116,880	$ 1,134,750	$ 1,152,905	$ 1,171,597	$ 1,190,836	$ 1,210,440	$ 1,230,414	$ 1,250,765	$ 1,345,849	$ 1,391,829	$ 1,417,659	$ -	$ -
228	Citywide / Modal Planning	$ 549,646	$ 558,440	$ 567,375	$ 576,453	$ 585,799	$ 595,418	$ 605,220	$ 615,207	$ 625,382	$ 672,924	$ 695,914	$ 708,829	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 549,646	$ 558,440	$ 567,375	$ 576,453	$ 585,799	$ 595,418	$ 605,220	$ 615,207	$ 625,382	$ 672,924	$ 695,914	$ 708,829	$ -	$ -
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		$ 7,200,358	$ 7,315,563	$ 7,432,612	$ 7,551,531	$ 7,673,962	$ 7,799,978	$ 7,928,381	$ 8,059,211	$ 5,628,441	$ 6,056,320	$ 6,263,230	$ 6,379,465	$ -	$ -
		$ 297,259	$ 291,360	$ 283,308	$ 272,726	$ 260,144	$ 246,863	$ 232,540	$ 215,738	$ 145,644	$ 81,293	$ 28,469	$ -	$ -	$ -
		$ 7,497,617	$ 7,606,923	$ 7,715,920	$ 7,824,257	$ 7,934,107	$ 8,046,841	$ 8,160,922	$ 8,274,949	$ 5,774,085	$ 6,137,613	$ 6,291,698	$ 6,379,465	$ -	$ -
TOTAL PROP L STRATEGIC PLAN		$ 75,605,600	$ 76,367,279	$ 76,005,340	$ 75,909,810	$ 78,234,933	$ 70,995,710	$ 63,379,268	$ 61,744,678	$ 67,705,658	$ 68,012,432	$ 69,037,782	$ 69,613,795	$ -	$ -
		$ 18,369,145	$ 16,744,035	$ 15,042,008	$ 13,281,356	$ 11,501,019	$ 9,611,399	$ 7,643,309	$ 5,661,593	$ 3,771,683	$ 2,013,159	$ 618,720	$ 2,944	$ -	$ -
		$ 93,974,746	$ 93,111,314	$ 91,047,348	$ 89,191,166	$ 89,735,951	$ 80,607,109	$ 71,022,576	$ 67,406,271	$ 71,477,341	$ 70,025,591	$ 69,656,502	$ 69,616,739	$ -	$ -
Prop. K Related Programming (since 7/1/22)		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 15,128,844	$ 14,804,877	$ 14,373,197	$ 13,815,023	$ 13,157,005	$ 12,464,625	$ 11,721,715	$ 10,856,930	$ 9,758,091	$ 8,378,364	$ 6,477,553	$ 1,815,193	$ -	$ -
		$ 15,128,844	$ 14,804,877	$ 14,373,197	$ 13,815,023	$ 13,157,005	$ 12,464,625	$ 11,721,715	$ 10,856,930	$ 9,758,091	$ 8,378,364	$ 6,477,553	$ 1,815,193	$ -	$ -

Attachment 5b:
Amended 2023 Strategic Plan Baseline Cashflow[1]
Pending December 2023 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Interest Costs	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	FY2034/35	FY2035/36	FY2036/37	FY2037/38	FY2038/39
A. MAJOR CAPITAL PROJECTS																					
	I. Muni																				
201	Muni Reliability and Efficiency Improvements	$ 152,134,334	0.00%	Programming	$ 151,869,315	$ -	$ 1,156,434	$ 2,312,868	$ 2,312,868	$ 2,312,868	$ 2,312,868	$ 5,077,443	$ 5,158,682	$ 5,241,220	$ 5,322,316	$ 5,410,280	$ 5,496,844	$ 5,584,793	$ 5,674,149	$ 5,764,935	$ 5,857,174	$ 5,950,888
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 151,869,315	$ -	$ 1,156,434	$ 2,312,868	$ 2,312,868	$ 2,312,868	$ 2,312,868	$ 5,077,443	$ 5,158,682	$ 5,241,220	$ 5,322,316	$ 5,410,280	$ 5,496,844	$ 5,584,793	$ 5,674,149	$ 5,764,935	$ 5,857,174	$ 5,950,888
202	Muni Rail Core Capacity	$ 69,151,970	0.00%	Programming	$ 69,031,507	$ -	$ 525,652	$ 1,051,304	$ 1,051,304	$ 1,051,304	$ 1,051,304	$ 2,307,929	$ 2,344,855	$ 2,382,373	$ 2,419,234	$ 2,459,218	$ 2,498,565	$ 2,538,542	$ 2,579,159	$ 2,620,425	$ 2,662,352	$ 2,704,949
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 69,031,507	$ -	$ 525,652	$ 1,051,304	$ 1,051,304	$ 1,051,304	$ 1,051,304	$ 2,307,929	$ 2,344,855	$ 2,382,373	$ 2,419,234	$ 2,459,218	$ 2,498,565	$ 2,538,542	$ 2,579,159	$ 2,620,425	$ 2,662,352	$ 2,704,949
	II. BART																				
203	BART Core Capacity	$ 138,303,940	28.15%	Programming	$ 90,296,000	$ -	$ -	$ -	$ 27,128,000	$ 8,168,000	$ -	$ -	$ 55,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Interest Costs	$ 38,932,103	$ -	$ -	$ -	$ 499,767	$ 737,872	$ 1,050,658	$ 946,190	$ 2,573,365	$ 2,564,497	$ 3,133,194	$ 2,967,860	$ 2,774,972	$ 3,145,354	$ 2,791,665	$ 2,549,892	$ 2,305,810	$ 2,072,827
				Total	$ 129,228,103	$ -	$ -	$ -	$ 27,627,767	$ 8,905,872	$ 1,050,658	$ 946,190	$ 57,573,365	$ 2,564,497	$ 3,133,194	$ 2,967,860	$ 2,774,972	$ 3,145,354	$ 2,791,665	$ 2,549,892	$ 2,305,810	$ 2,072,827
	III. Caltrain																				
204	Caltrain Service Vision: Capital System Capacity Investments	$ -	#DIV/0!	Programming	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	$ 414,911,821	27.91%	Programming	$ 300,000,000	$ -	$ -	$ 10,000,000	$ 15,000,000	$ 25,000,000	$ 40,000,000	$ 40,000,000	$ 40,000,000	$ 40,000,000	$ 40,000,000	$ 25,000,000	$ -	$ -	$ 25,000,000	$ -	$ -	$ -
				Interest Costs	$ 115,790,266	$ -	$ -	$ -	$ 145,861	$ 671,300	$ 2,393,525	$ 3,699,558	$ 4,103,125	$ 5,283,153	$ 8,057,502	$ 8,637,941	$ 8,057,729	$ 9,109,076	$ 9,198,214	$ 8,468,087	$ 7,727,231	$ 7,020,181
				Total	$ 415,790,266	$ -	$ -	$ 10,000,000	$ 15,145,861	$ 25,671,300	$ 42,393,525	$ 43,699,558	$ 44,103,125	$ 45,283,153	$ 48,057,502	$ 33,637,941	$ 8,057,729	$ 9,109,076	$ 34,198,214	$ 8,468,087	$ 7,727,231	$ 7,020,181
TOTAL MAJOR CAPITAL PROJECTS		$ 774,502,066	19.98%	Programming	$ 611,196,821	$ -	$ 1,682,086	$ 13,364,172	$ 45,492,172	$ 36,532,172	$ 43,364,172	$ 47,385,371	$ 102,503,537	$ 47,623,593	$ 47,741,550	$ 32,869,498	$ 7,995,410	$ 8,123,336	$ 33,253,308	$ 8,385,361	$ 8,519,526	$ 8,655,838
				Interest Costs	$ 154,722,369	$ -	$ -	$ -	$ 645,628	$ 1,409,172	$ 3,444,183	$ 4,645,748	$ 6,676,489	$ 7,847,650	$ 11,190,696	$ 11,605,801	$ 10,832,701	$ 12,254,431	$ 11,989,879	$ 11,017,979	$ 10,033,041	$ 9,093,008
				Total	$ 765,919,191	$ -	$ 1,682,086	$ 13,364,172	$ 46,137,800	$ 37,941,343	$ 46,808,354	$ 52,031,120	$ 109,180,026	$ 55,471,243	$ 58,932,246	$ 44,475,299	$ 18,828,111	$ 20,377,766	$ 45,243,187	$ 19,403,339	$ 18,552,567	$ 17,748,846
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																					
	I. Transit Maintenance, Rehabilitation, and Replacement																				
206	Muni Maintenance	$ 1,084,302,892	1.40%	Programming	$ 788,000,000	$ -	$ -	$ 19,380,000	$ 49,620,000	$ 30,000,000	$ 30,000,000	$ 32,000,000	$ 35,000,000	$ 35,000,000	$ 35,000,000	$ 32,000,000	$ 30,000,000	$ 30,000,000	$ 20,000,000	$ 15,000,000	$ 20,000,000	$ 23,000,000
				Interest Costs	$ 15,210,278	$ -	$ -	$ -	$ 469,198	$ 903,473	$ 1,936,140	$ 1,932,128	$ 1,614,774	$ 1,639,092	$ 2,019,019	$ 1,772,643	$ 1,404,383	$ 1,243,253	$ 276,175	$ -	$ -	$ -
				Total	$ 803,210,278	$ -	$ -	$ 19,380,000	$ 50,089,198	$ 30,903,473	$ 31,936,140	$ 33,932,128	$ 36,614,774	$ 36,639,092	$ 37,019,019	$ 33,772,643	$ 31,404,383	$ 31,243,253	$ 20,276,175	$ 15,000,000	$ 20,000,000	$ 23,000,000
207	BART Maintenance	$ 48,406,379	22.35%	Programming	$ 36,515,621	$ -	$ 3,262,238	$ 9,262,762	$ -	$ -	$ -	$ 1,615,550	$ 1,641,399	$ 1,667,661	$ 1,693,464	$ 1,721,453	$ 1,748,996	$ 1,776,980	$ 1,805,411	$ 1,834,298	$ 1,863,646	$ 1,893,464
				Interest Costs	$ 10,818,593	$ -	$ 99,636	$ 395,711	$ 259,546	$ 278,500	$ 398,887	$ 432,944	$ 374,308	$ 398,044	$ 520,490	$ 529,127	$ 532,636	$ 652,362	$ 627,887	$ 624,682	$ 618,556	$ 612,798
				Total	$ 47,334,214	$ -	$ 3,361,874	$ 9,658,473	$ 259,546	$ 278,500	$ 398,887	$ 2,048,494	$ 2,015,707	$ 2,065,705	$ 2,213,954	$ 2,250,580	$ 2,281,632	$ 2,429,342	$ 2,433,298	$ 2,458,979	$ 2,482,203	$ 2,506,263
208	Caltrain Maintenance	$ 138,303,940	11.90%	Programming	$ 115,002,000	$ -	$ 1,776,000	$ 4,826,000	$ 4,700,000	$ 5,500,000	$ 5,700,000	$ 7,500,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000
				Interest Costs	$ 16,455,489	$ -	$ -	$ 85,040	$ 121,921	$ 231,679	$ 501,801	$ 666,661	$ 587,635	$ 633,771	$ 836,599	$ 854,612	$ 860,936	$ 1,051,266	$ 1,005,217	$ 990,243	$ 967,773	$ 943,323
				Total	$ 131,457,489	$ -	$ 1,776,000	$ 4,911,040	$ 4,821,921	$ 5,731,679	$ 6,201,801	$ 8,166,661	$ 5,587,635	$ 5,633,771	$ 5,836,599	$ 5,854,612	$ 5,860,936	$ 6,051,266	$ 6,005,217	$ 5,990,243	$ 5,967,773	$ 5,943,323
209	Ferry Maintenance	$ 6,915,197	0.00%	Programming	$ 6,903,064	$ -	$ -	$ 157,000	$ 105,000	$ 105,000	$ 106,000	$ 230,793	$ 234,486	$ 238,237	$ 241,923	$ 245,922	$ 249,857	$ 253,854	$ 257,916	$ 262,043	$ 266,235	$ 270,495
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 6,903,064	$ -	$ -	$ 157,000	$ 105,000	$ 105,000	$ 106,000	$ 230,793	$ 234,486	$ 238,237	$ 241,923	$ 245,922	$ 249,857	$ 253,854	$ 257,916	$ 262,043	$ 266,235	$ 270,495
	II. Transit Enhancements																				
210	Transit Enhancements	$ 40,108,143	0.00%	Programming	$ 40,038,274	$ -	$ 304,878	$ 609,756	$ 609,756	$ 609,756	$ 609,756	$ 1,338,599	$ 1,360,016	$ 1,381,776	$ 1,403,156	$ 1,426,347	$ 1,449,168	$ 1,472,355	$ 1,495,912	$ 1,519,847	$ 1,544,164	$ 1,568,871
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 40,038,274	$ -	$ 304,878	$ 609,756	$ 609,756	$ 609,756	$ 609,756	$ 1,338,599	$ 1,360,016	$ 1,381,776	$ 1,403,156	$ 1,426,347	$ 1,449,168	$ 1,472,355	$ 1,495,912	$ 1,519,847	$ 1,544,164	$ 1,568,871
211	Bayview Caltrain Station	$ 37,342,064	16.68%	Programming	$ 30,069,671	$ -	$ -	$ 2,886,000	$ 2,122,000	$ 1,722,000	$ -	$ 2,046,281	$ 2,066,222	$ 1,486,481	$ 1,306,387	$ 1,327,978	$ 1,349,225	$ 1,370,813	$ 1,392,746	$ 1,415,030	$ 1,437,670	$ 1,460,673
				Interest Costs	$ 6,230,068	$ -	$ -	$ 62,112	$ 80,821	$ 124,000	$ 167,908	$ 216,052	$ 214,790	$ 235,642	$ 308,211	$ 313,404	$ 315,560	$ 386,584	$ 372,166	$ 370,348	$ 366,796	$ 363,459
				Total	$ 36,299,739	$ -	$ -	$ 2,948,112	$ 2,202,821	$ 1,846,000	$ 167,908	$ 2,262,333	$ 2,281,012	$ 1,722,123	$ 1,614,598	$ 1,641,382	$ 1,664,785	$ 1,757,397	$ 1,764,911	$ 1,785,378	$ 1,804,466	$ 1,824,131
212	Mission Bay Ferry Landing	$ 6,915,197	0.00%	Programming	$ 6,903,151	$ -	$ 52,565	$ 105,130	$ 105,130	$ 105,130	$ 105,130	$ 230,793	$ 234,486	$ 238,237	$ 241,923	$ 245,922	$ 249,857	$ 253,854	$ 257,916	$ 262,043	$ 266,235	$ 270,495
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 6,903,151	$ -	$ 52,565	$ 105,130	$ 105,130	$ 105,130	$ 105,130	$ 230,793	$ 234,486	$ 238,237	$ 241,923	$ 245,922	$ 249,857	$ 253,854	$ 257,916	$ 262,043	$ 266,235	$ 270,495
213	Next Generation Transit Investments	$ 30,426,867	0.00%	Programming	$ 30,373,863	$ -	$ 231,287	$ 462,574	$ 462,574	$ 462,574	$ 462,574	$ 1,015,489	$ 1,031,736	$ 1,048,244	$ 1,064,463	$ 1,082,056	$ 1,099,369	$ 1,116,959	$ 1,134,830	$ 1,152,987	$ 1,171,435	$ 1,190,178
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 30,373,863	$ -	$ 231,287	$ 462,574	$ 462,574	$ 462,574	$ 462,574	$ 1,015,489	$ 1,031,736	$ 1,048,244	$ 1,064,463	$ 1,082,056	$ 1,099,369	$ 1,116,959	$ 1,134,830	$ 1,152,987	$ 1,171,435	$ 1,190,178
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		$ 1,392,720,679	3.50%	Programming	$ 1,053,805,644	$ -	$ 5,626,968	$ 37,689,222	$ 57,724,460	$ 38,504,460	$ 36,983,460	$ 45,977,504	$ 46,568,344	$ 46,060,637	$ 45,951,317	$ 43,049,677	$ 41,146,471	$ 41,244,814	$ 31,344,731	$ 26,446,246	$ 31,549,386	$ 34,654,175
				Interest Costs	$ 48,714,428	$ -	$ 99,636	$ 542,864	$ 931,487	$ 1,537,652	$ 3,004,736	$ 3,247,785	$ 2,791,507	$ 2,906,549	$ 3,684,319	$ 3,469,787	$ 3,113,515	$ 3,333,465	$ 2,281,445	$ 1,985,273	$ 1,953,126	$ 1,919,580
				Total	$ 1,102,520,072	$ -	$ 5,726,604	$ 38,232,086	$ 58,655,947	$ 40,042,112	$ 39,988,196	$ 49,225,289	$ 49,359,851	$ 48,967,186	$ 49,635,635	$ 46,519,463	$ 44,259,986	$ 44,578,280	$ 33,626,176	$ 28,431,519	$ 33,502,511	$ 36,573,755
C. PARATRANSIT																					
214	Paratransit	$ 313,949,944	22.30%	Programming	$ 234,048,020	$ -	$ 9,835,000	$ 13,408,000	$ 13,809,000	$ 14,225,000	$ 14,651,000	$ 15,089,931	$ 15,543,269	$ 16,009,567	$ 16,489,854	$ 16,984,550	$ 17,494,086	$ 18,018,909	$ 18,559,476	$ 19,116,260	$ 12,314,119	$ 2,500,000
				Interest Costs	$ 70,026,089	$ -	$ 199,644	$ 493,071	$ 562,316	$ 901,019	$ 1,785,490	$ 2,132,832	$ 2,015,346	$ 2,329,539	$ 3,295,193	$ 3,605,444	$ 3,889,391	$ 5,085,771	$ 5,206,073	$ 5,491,069	$ 5,445,520	$ 5,012,108
				Total	$ 304,074,109	$ -	$ 10,034,644	$ 13,901,071	$ 14,371,316	$ 15,126,019	$ 16,436,490	$ 17,222,763	$ 17,558,615	$ 18,339,106	$ 19,785,047	$ 20,589,993	$ 21,383,477	$ 23,104,680	$ 23,765,549	$ 24,607,329	$ 17,759,639	$ 7,512,108
TOTAL PARATRANSIT		$ 313,949,944	22.30%	Programming	$ 234,048,020	$ -	$ 9,835,000	$ 13,408,000	$ 13,809,000	$ 14,225,000	$ 14,651,000	$ 15,089,931	$ 15,543,269	$ 16,009,567	$ 16,489,854	$ 16,984,550	$ 17,494,086	$ 18,018,909	$ 18,559,476	$ 19,116,260	$ 12,314,119	$ 2,500,000
				Interest Costs	$ 70,026,089	$ -	$ 199,644	$ 493,071	$ 562,316	$ 901,019	$ 1,785,490	$ 2,132,832	$ 2,015,346	$ 2,329,539	$ 3,295,193	$ 3,605,444	$ 3,889,391	$ 5,085,771	$ 5,206,073	$ 5,491,069	$ 5,445,520	$ 5,012,108
				Total	$ 304,074,109	$ -	$ 10,034,644	$ 13,901,071	$ 14,371,316	$ 15,126,019	$ 16,436,490	$ 17,222,763	$ 17,558,615	$ 18,339,106	$ 19,785,047	$ 20,589,993	$ 21,383,477	$ 23,104,680	$ 23,765,549	$ 24,607,329	$ 17,759,639	$ 7,512,108
D. STREETS AND FREEWAYS																					
	I. Maintenance, Rehabilitation, and Replacement																				
215	Street Resurfacing, Rehabilitation and Maintenance	$ 145,219,137	0.00%	Programming	$ 144,966,345	$ -	$ 400,000	$ 2,440,000	$ 1,575,000	$ 2,000,000	$ 1,700,000	$ 5,966,650	$ 5,624,196	$ 5,002,983	$ 5,080,392	$ 5,164,358	$ 5,246,988	$ 5,330,939	$ 5,416,234	$ 5,502,893	$ 5,590,939	$ 5,680,393
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 144,966,345	$ -	$ 400,000	$ 2,440,000	$ 1,575,000	$ 2,000,000	$ 1,700,000	$ 5,966,650	$ 5,624,196	$ 5,002,983	$ 5,080,392	$ 5,164,358	$ 5,246,988	$ 5,330,939	$ 5,416,234	$ 5,502,893	$ 5,590,939	$ 5,680,393
216	Pedestrian and Bicycle Facilities Maintenance	$ 26,277,749	11.34%	Programming	$ 22,735,554	$ -	$ 155,000	$ 878,000	$ 912,000	$ 990,000	$ 1,107,000	$ 1,441,013	$ 891,045	$ 905,302	$ 919,309	$ 934,503	$ 949,455	$ 964,646	$ 980,080	$ 995,762	$ 1,011,694	$ 1,027,881
				Interest Costs	$ 2,979,189	$ -	$ -	$ 8,303	$ 18,119	$ 36,737	$ 85,104	$ 116,237	$ 100,586	$ 107,060	$ 140,117	$ 142,562	$ 143,625	$ 176,050	$ 169,575	$ 168,836	$ 167,302	$ 165,861
				Total	$ 25,714,743	$ -	$ 155,000	$ 886,303	$ 930,119	$ 1,026,737	$ 1,192,104	$ 1,557,250	$ 991,631	$ 1,012,361	$ 1,059,426	$ 1,077,065	$ 1,093,080	$ 1,140,696	$ 1,149,656	$ 1,164,597	$ 1,178,995	$ 1,193,742

Attachment 5b:
Amended 2023 Strategic Plan Baseline Cashflow[1]
Pending December 2023 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Interest Costs	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	FY2034/35	FY2035/36	FY2036/37	FY2037/38	FY2038/39
217	Traffic Signs & Signals Maintenance	$ 124,473,546	16.12%	Programming	$ 103,762,091	$ -	$ 550,000	$ 2,150,000	$ 7,211,000	$ 10,747,000	$ 5,036,000	$ 5,901,271	$ 4,270,739	$ 4,288,271	$ 4,354,622	$ 4,426,593	$ 4,497,418	$ 4,569,376	$ 4,642,486	$ 4,716,765	$ 4,792,233	$ 4,868,909
				Interest Costs	$ 20,069,802	$ -	$ -	$ -	$ 101,632	$ 355,399	$ 673,879	$ 805,290	$ 698,206	$ 742,726	$ 971,521	$ 987,953	$ 994,808	$ 1,218,783	$ 1,173,394	$ 1,167,728	$ 1,156,590	$ 1,146,126
				Total	$ 123,831,894	$ -	$ 550,000	$ 2,150,000	$ 7,312,632	$ 11,102,399	$ 5,709,879	$ 6,706,561	$ 4,968,945	$ 5,030,997	$ 5,326,143	$ 5,414,546	$ 5,492,226	$ 5,788,159	$ 5,815,880	$ 5,884,493	$ 5,948,824	$ 6,015,035
	II. Safer and Complete Streets																				
218	Safer and Complete Streets	$ 210,221,989	14.58%	Programming	$ 179,114,586	$ -	$ 150,000	$ 4,273,000	$ 6,805,000	$ 8,099,000	$ 9,189,000	$ 12,947,253	$ 12,836,858	$ 11,280,248	$ 9,311,169	$ 8,432,501	$ 7,551,421	$ 7,672,245	$ 7,795,002	$ 7,919,722	$ 8,046,439	$ 8,175,182
				Interest Costs	$ 30,643,172	$ -	$ -	$ -	$ 39,369	$ 177,360	$ 514,936	$ 809,729	$ 900,031	$ 1,102,396	$ 1,530,617	$ 1,598,625	$ 1,607,925	$ 1,967,805	$ 1,892,535	$ 1,881,480	$ 1,861,691	$ 1,843,067
				Total	$ 209,757,758	$ -	$ 150,000	$ 4,273,000	$ 6,844,369	$ 8,276,360	$ 9,703,936	$ 13,756,982	$ 13,736,889	$ 12,382,644	$ 10,841,786	$ 10,031,126	$ 9,159,347	$ 9,640,050	$ 9,687,537	$ 9,801,203	$ 9,908,130	$ 10,018,249
219	Curb Ramps	$ 40,108,143	6.53%	Programming	$ 36,586,133	$ -	$ -	$ 925,000	$ 1,100,000	$ 1,205,000	$ 1,212,000	$ 2,213,599	$ 1,360,016	$ 1,381,776	$ 1,403,156	$ 1,426,347	$ 1,449,168	$ 1,472,355	$ 1,495,912	$ 1,519,847	$ 1,544,164	$ 1,568,871
				Interest Costs	$ 2,617,357	$ -	$ -	$ -	$ 4,698	$ 21,439	$ 57,311	$ 99,300	$ 86,051	$ 91,716	$ 120,199	$ 122,457	$ 123,526	$ 151,599	$ 146,197	$ 145,725	$ 144,562	$ 143,472
				Total	$ 39,203,490	$ -	$ -	$ 925,000	$ 1,104,698	$ 1,226,439	$ 1,269,311	$ 2,312,899	$ 1,446,067	$ 1,473,492	$ 1,523,355	$ 1,548,803	$ 1,572,694	$ 1,623,954	$ 1,642,109	$ 1,665,572	$ 1,688,726	$ 1,712,342
220	Tree Planting	$ 27,660,788	13.86%	Programming	$ 23,403,301	$ -	$ 250,000	$ 1,012,500	$ 1,062,500	$ 1,115,000	$ 1,175,000	$ 1,838,171	$ 937,942	$ 952,949	$ 967,694	$ 983,687	$ 999,426	$ 1,015,417	$ 1,031,664	$ 1,048,170	$ 1,064,941	$ 1,081,980
				Interest Costs	$ 3,833,668	$ -	$ -	$ 14,954	$ 25,886	$ 48,466	$ 105,051	$ 152,651	$ 132,050	$ 140,499	$ 183,818	$ 186,964	$ 188,298	$ 230,736	$ 222,184	$ 221,150	$ 219,078	$ 217,132
				Total	$ 27,236,969	$ -	$ 250,000	$ 1,027,454	$ 1,088,386	$ 1,163,466	$ 1,280,051	$ 1,990,823	$ 1,069,992	$ 1,093,448	$ 1,151,512	$ 1,170,652	$ 1,187,724	$ 1,246,153	$ 1,253,847	$ 1,269,320	$ 1,284,019	$ 1,299,112
	III. Freeway Safety and Operational Improvements																				
221	Vision Zero Ramps	$ 11,064,315	16.83%	Programming	$ 8,644,347	$ -	$ 100,000	$ 1,025,000	$ 920,000	$ 295,000	$ 100,000	$ 369,269	$ 375,177	$ 381,180	$ 387,078	$ 393,475	$ 399,770	$ 406,167	$ 412,665	$ 419,268	$ 425,976	$ 432,792
				Interest Costs	$ 1,862,110	$ -	$ -	$ 27,980	$ 37,647	$ 46,688	$ 69,098	$ 75,019	$ 64,877	$ 69,011	$ 90,264	$ 91,787	$ 92,419	$ 113,221	$ 109,000	$ 108,469	$ 107,430	$ 106,453
				Total	$ 10,506,457	$ -	$ 100,000	$ 1,052,980	$ 957,647	$ 341,688	$ 169,098	$ 444,288	$ 440,054	$ 450,190	$ 477,342	$ 485,261	$ 492,189	$ 519,388	$ 521,665	$ 527,737	$ 533,406	$ 539,245
222	Managed Lanes and Express Bus	$ 13,830,394	0.00%	Programming	$ 13,806,301	$ -	$ 105,130	$ 210,261	$ 210,261	$ 210,261	$ 210,261	$ 461,586	$ 468,971	$ 476,475	$ 483,847	$ 491,844	$ 499,713	$ 507,708	$ 515,832	$ 524,085	$ 532,470	$ 540,990
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 13,806,301	$ -	$ 105,130	$ 210,261	$ 210,261	$ 210,261	$ 210,261	$ 461,586	$ 468,971	$ 476,475	$ 483,847	$ 491,844	$ 499,713	$ 507,708	$ 515,832	$ 524,085	$ 532,470	$ 540,990
223	Transformative Freeway and Major Street Projects	$ 27,660,788	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		$ 626,516,850	9.90%	Programming	$ 560,631,262	$ -	$ 1,920,391	$ 13,334,282	$ 20,216,282	$ 25,081,782	$ 20,149,782	$ 32,061,983	$ 27,702,886	$ 25,622,132	$ 23,874,960	$ 23,236,995	$ 22,592,786	$ 22,954,270	$ 23,321,538	$ 23,694,682	$ 24,073,797	$ 24,458,977
				Interest Costs	$ 62,005,297	$ -	$ -	$ 51,236	$ 227,350	$ 686,088	$ 1,505,379	$ 2,058,227	$ 1,981,801	$ 2,253,408	$ 3,036,537	$ 3,130,348	$ 3,150,602	$ 3,858,194	$ 3,712,884	$ 3,693,388	$ 3,656,652	$ 3,622,112
				Total	$ 622,636,559	$ -	$ 1,920,391	$ 13,385,518	$ 20,443,633	$ 25,767,870	$ 21,655,161	$ 34,120,210	$ 29,684,688	$ 27,875,540	$ 26,911,496	$ 26,367,342	$ 25,743,387	$ 26,812,463	$ 27,034,422	$ 27,388,070	$ 27,730,449	$ 28,081,089
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																					
	I. Transportation Demand Management																				
224	Transportation Demand Management	$ 24,894,709	0.00%	Programming	$ 24,851,342	$ -	$ 189,235	$ 378,469	$ 378,469	$ 378,469	$ 378,469	$ 830,854	$ 844,148	$ 857,654	$ 870,924	$ 885,319	$ 899,484	$ 913,875	$ 928,497	$ 943,353	$ 958,447	$ 973,782
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 24,851,342	$ -	$ 189,235	$ 378,469	$ 378,469	$ 378,469	$ 378,469	$ 830,854	$ 844,148	$ 857,654	$ 870,924	$ 885,319	$ 899,484	$ 913,875	$ 928,497	$ 943,353	$ 958,447	$ 973,782
	II. Transportation, Land Use, and Community Coordination																				
225	Neighborhood Transportation Program	$ 56,704,616	10.32%	Programming	$ 50,344,018	$ -	$ 1,355,000	$ 3,895,000	$ 2,125,000	$ 1,125,000	$ 200,000	$ 1,892,501	$ 1,922,781	$ 1,953,546	$ 1,983,772	$ 2,016,559	$ 2,048,824	$ 2,081,605	$ 2,114,910	$ 2,148,749	$ 2,183,129	$ 2,218,058
				Interest Costs	$ 5,854,287	$ -	$ 19,441	$ 125,790	$ 118,436	$ 143,218	$ 193,674	$ 210,482	$ 182,204	$ 193,996	$ 253,981	$ 258,496	$ 260,504	$ 319,411	$ 307,754	$ 306,498	$ 303,795	$ 301,260
				Total	$ 56,198,304	$ -	$ 1,374,441	$ 4,020,790	$ 2,243,436	$ 1,268,218	$ 393,674	$ 2,102,984	$ 2,104,985	$ 2,147,541	$ 2,237,753	$ 2,275,055	$ 2,309,328	$ 2,401,016	$ 2,422,664	$ 2,455,246	$ 2,486,924	$ 2,519,319
226	Equity Priority Transportation Program	$ 58,087,655	0.00%	Programming	$ 57,986,466	$ -	$ 441,548	$ 883,095	$ 883,095	$ 883,095	$ 883,095	$ 1,938,660	$ 1,969,678	$ 2,001,193	$ 2,032,157	$ 2,065,743	$ 2,098,795	$ 2,132,376	$ 2,166,493	$ 2,201,157	$ 2,236,376	$ 2,272,157
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 57,986,466	$ -	$ 441,548	$ 883,095	$ 883,095	$ 883,095	$ 883,095	$ 1,938,660	$ 1,969,678	$ 2,001,193	$ 2,032,157	$ 2,065,743	$ 2,098,795	$ 2,132,376	$ 2,166,493	$ 2,201,157	$ 2,236,376	$ 2,272,157
227	Development-Oriented Transportation	$ 27,660,788	0.00%	Programming	$ 27,612,603	$ -	$ 210,261	$ 420,521	$ 420,521	$ 420,521	$ 420,521	$ 923,171	$ 937,942	$ 952,949	$ 967,694	$ 983,687	$ 999,426	$ 1,015,417	$ 1,031,664	$ 1,048,170	$ 1,064,941	$ 1,081,980
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 27,612,603	$ -	$ 210,261	$ 420,521	$ 420,521	$ 420,521	$ 420,521	$ 923,171	$ 937,942	$ 952,949	$ 967,694	$ 983,687	$ 999,426	$ 1,015,417	$ 1,031,664	$ 1,048,170	$ 1,064,941	$ 1,081,980
228	Citywide / Modal Planning	$ 13,830,394	0.00%	Programming	$ 13,806,301	$ -	$ 105,130	$ 210,261	$ 210,261	$ 210,261	$ 210,261	$ 461,586	$ 468,971	$ 476,475	$ 483,847	$ 491,844	$ 499,713	$ 507,708	$ 515,832	$ 524,085	$ 532,470	$ 540,990
				Interest Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Total	$ 13,806,301	$ -	$ 105,130	$ 210,261	$ 210,261	$ 210,261	$ 210,261	$ 461,586	$ 468,971	$ 476,475	$ 483,847	$ 491,844	$ 499,713	$ 507,708	$ 515,832	$ 524,085	$ 532,470	$ 540,990
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		$ 181,178,162	3.23%	Programming	$ 174,600,730	$ -	$ 2,301,173	$ 5,787,347	$ 4,017,347	$ 3,017,347	$ 2,092,347	$ 6,046,773	$ 6,143,521	$ 6,241,817	$ 6,338,394	$ 6,443,152	$ 6,546,242	$ 6,650,981	$ 6,757,396	$ 6,865,514	$ 6,975,362	$ 7,086,967
				Interest Costs	$ 5,854,287	$ -	$ 19,441	$ 125,790	$ 118,436	$ 143,218	$ 193,674	$ 210,482	$ 182,204	$ 193,996	$ 253,981	$ 258,496	$ 260,504	$ 319,411	$ 307,754	$ 306,498	$ 303,795	$ 301,260
				Total	$ 180,455,016	$ -	$ 2,320,614	$ 5,913,137	$ 4,135,783	$ 3,160,565	$ 2,286,021	$ 6,257,255	$ 6,325,724	$ 6,435,812	$ 6,592,375	$ 6,701,648	$ 6,806,746	$ 6,970,392	$ 7,065,150	$ 7,172,012	$ 7,279,157	$ 7,388,227
TOTAL PROP L STRATEGIC PLAN		$ 3,288,867,700	10.38%	Programming	$ 2,634,282,477	$ -	$ 21,365,618	$ 83,583,022	$ 141,259,260	$ 117,360,760	$ 117,240,760	$ 146,561,562	$ 198,461,557	$ 141,557,745	$ 140,396,074	$ 122,583,871	$ 95,774,994	$ 96,992,309	$ 113,236,449	$ 84,508,063	$ 83,432,189	$ 77,355,957
				Interest Costs	$ 341,322,470	$ -	$ 318,721	$ 1,212,961	$ 2,485,218	$ 4,677,149	$ 9,933,462	$ 12,295,074	$ 13,647,347	$ 15,531,141	$ 21,460,726	$ 22,069,875	$ 21,246,712	$ 24,851,272	$ 23,498,035	$ 22,494,206	$ 21,392,135	$ 19,948,067
				Total	$ 2,975,604,947	$ -	$ 21,684,339	$ 84,795,983	$ 143,744,479	$ 122,037,910	$ 127,174,222	$ 158,856,636	$ 212,108,903	$ 157,088,886	$ 161,856,800	$ 144,653,746	$ 117,021,706	$ 121,843,581	$ 136,734,484	$ 107,002,269	$ 104,824,324	$ 97,304,024
Prop. K Related Cashflow (since 7/1/22)		$ 787,707,198	42.03%	Cashflow	$ 456,655,766	$ 70,415,716	$ 150,116,113	$ 76,424,753	$ 101,399,601	$ 55,331,843	$ 2,283,466	$ 674,274	$ 5,000	$ 5,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
				Interest Costs	$ 331,051,432	$ 7,214,050	$ 7,078,301	$ 7,822,751	$ 6,868,282	$ 8,374,451	$ 11,971,832	$ 10,937,159	$ 9,447,453	$ 10,037,759	$ 13,114,212	$ 13,320,742	$ 13,398,238	$ 16,396,978	$ 15,769,785	$ 15,677,670	$ 15,512,773	$ 15,357,577
				Total	$ 787,707,198	$ 77,629,766	$ 157,194,414	$ 84,247,504	$ 108,267,883	$ 63,706,294	$ 14,255,298	$ 11,611,434	$ 9,452,453	$ 10,042,759	$ 13,114,212	$ 13,320,742	$ 13,398,238	$ 16,396,978	$ 15,769,785	$ 15,677,670	$ 15,512,773	$ 15,357,577

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

Attachment 5b:
Amended 2023 Strategic Plan Baseline Cashflow[1]
Pending December 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**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,839,750	$ 1,606,488	$ 1,374,873	$ 1,146,765	$ 928,089	$ 725,668	$ 539,351	$ 367,981	$ 213,032	$ 76,183	$ -	$ -	$ -	$ -
		$ 1,839,750	$ 1,606,488	$ 1,374,873	$ 1,146,765	$ 928,089	$ 725,668	$ 539,351	$ 367,981	$ 213,032	$ 76,183	$ -	$ -	$ -	$ -
	III. Caltrain														
204	**Caltrain Service Vision: Capital System Capacity Investments**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
205	**Caltrain Downtown Rail Extension and Pennsylvania Alignment**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 6,309,011	$ 5,592,311	$ 4,874,932	$ 4,161,470	$ 3,471,092	$ 2,827,685	$ 2,229,954	$ 1,670,698	$ 1,148,492	$ 665,920	$ 263,274	$ 2,944	$ -	$ -
		$ 6,309,011	$ 5,592,311	$ 4,874,932	$ 4,161,470	$ 3,471,092	$ 2,827,685	$ 2,229,954	$ 1,670,698	$ 1,148,492	$ 665,920	$ 263,274	$ 2,944	$ -	$ -
		$ 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	$ -	$ -
TOTAL MAJOR CAPITAL PROJECTS		$ 8,148,761	$ 7,198,799	$ 6,249,805	$ 5,308,235	$ 4,399,181	$ 3,553,353	$ 2,769,305	$ 2,038,679	$ 1,361,524	$ 742,103	$ 263,274	$ 2,944	$ -	$ -
		$ 16,943,091	$ 16,133,838	$ 15,327,804	$ 14,531,479	$ 13,771,960	$ 13,080,044	$ 12,452,824	$ 11,881,990	$ 11,367,641	$ 11,508,895	$ 11,397,904	$ 11,344,216	$ -	$ -
B. TRANSIT MAINTENANCE AND ENHANCEMENTS															
	I. Transit Maintenance, Rehabilitation, an														
206	**Muni Maintenance**	$ 23,000,000	$ 23,000,000	$ 23,000,000	$ 23,000,000	$ 26,000,000	$ 26,000,000	$ 26,000,000	$ 30,000,000	$ 38,000,000	$ 38,000,000	$ 38,000,000	$ 38,000,000	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 23,000,000	$ 23,000,000	$ 23,000,000	$ 23,000,000	$ 26,000,000	$ 26,000,000	$ 26,000,000	$ 30,000,000	$ 38,000,000	$ 38,000,000	$ 38,000,000	$ 38,000,000	$ -	$ -
207	**BART Maintenance**	$ 1,923,760	$ 1,954,540	$ 850,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 604,086	$ 591,548	$ 537,473	$ 455,450	$ 376,337	$ 302,780	$ 234,660	$ 171,295	$ 112,762	$ 59,463	$ 16,623	$ -	$ -	$ -
		$ 2,527,846	$ 2,546,088	$ 1,387,473	$ 455,450	$ 376,337	$ 302,780	$ 234,660	$ 171,295	$ 112,762	$ 59,463	$ 16,623	$ -	$ -	$ -
208	**Caltrain Maintenance**	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 912,087	$ 873,286	$ 826,835	$ 772,442	$ 712,472	$ 651,204	$ 588,306	$ 413,323	$ 253,786	$ 111,175	$ 2,096	$ -	$ -	$ -
		$ 5,912,087	$ 5,873,286	$ 5,826,835	$ 5,772,442	$ 5,712,472	$ 5,651,204	$ 5,588,306	$ 413,323	$ 253,786	$ 111,175	$ 2,096	$ -	$ -	$ -
209	**Ferry Maintenance**	$ 274,823	$ 279,220	$ 283,687	$ 288,226	$ 292,899	$ 297,709	$ 302,610	$ 307,603	$ 312,691	$ 336,462	$ 347,957	$ 354,415	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 274,823	$ 279,220	$ 283,687	$ 288,226	$ 292,899	$ 297,709	$ 302,610	$ 307,603	$ 312,691	$ 336,462	$ 347,957	$ 354,415	$ -	$ -
	II. Transit Enhancements														
210	**Transit Enhancements**	$ 1,593,972	$ 1,619,476	$ 1,645,387	$ 1,671,713	$ 1,698,816	$ 1,726,713	$ 1,755,138	$ 1,784,100	$ 1,813,609	$ 1,951,481	$ 2,018,152	$ 2,055,606	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 1,593,972	$ 1,619,476	$ 1,645,387	$ 1,671,713	$ 1,698,816	$ 1,726,713	$ 1,755,138	$ 1,784,100	$ 1,813,609	$ 1,951,481	$ 2,018,152	$ 2,055,606	$ -	$ -
211	**Bayview Caltrain Station**	$ 1,484,043	$ 1,507,788	$ 1,531,912	$ 1,556,422	$ 600,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 358,365	$ 350,998	$ 341,056	$ 328,088	$ 285,071	$ 228,603	$ 176,350	$ 127,813	$ 83,097	$ 42,531	$ 10,241	$ -	$ -	$ -
		$ 1,842,409	$ 1,858,786	$ 1,872,969	$ 1,884,510	$ 885,071	$ 228,603	$ 176,350	$ 127,813	$ 83,097	$ 42,531	$ 10,241	$ -	$ -	$ -
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	$ -	$ -
		$ 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	$ -	$ -
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		$ 1,874,539	$ 1,815,832	$ 1,705,365	$ 1,555,980	$ 1,373,881	$ 1,182,586	$ 999,316	$ 712,432	$ 449,645	$ 213,169	$ 28,960	$ -	$ -	$ -
		$ 36,635,181	$ 36,684,643	$ 35,548,264	$ 34,628,764	$ 36,547,253	$ 35,814,637	$ 35,691,158	$ 34,465,194	$ 42,264,477	$ 42,318,008	$ 42,274,038	$ 42,323,860	$ -	$ -
C. PARATRANSIT															
214	**Paratransit**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 4,478,454	$ 3,942,477	$ 3,408,088	$ 2,879,132	$ 2,369,593	$ 1,896,265	$ 1,458,486	$ 1,052,199	$ 678,516	$ 340,307	$ 72,748	$ -	$ -	$ -
		$ 4,478,454	$ 3,942,477	$ 3,408,088	$ 2,879,132	$ 2,369,593	$ 1,896,265	$ 1,458,486	$ 1,052,199	$ 678,516	$ 340,307	$ 72,748	$ -	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL PARATRANSIT		$ 4,478,454	$ 3,942,477	$ 3,408,088	$ 2,879,132	$ 2,369,593	$ 1,896,265	$ 1,458,486	$ 1,052,199	$ 678,516	$ 340,307	$ 72,748	$ -	$ -	$ -
		$ 4,478,454	$ 3,942,477	$ 3,408,088	$ 2,879,132	$ 2,369,593	$ 1,896,265	$ 1,458,486	$ 1,052,199	$ 678,516	$ 340,307	$ 72,748	$ -	$ -	$ -
D. STREETS AND FREEWAYS															
	I. Maintenance, Rehabilitation, and Repla														
215	**Street Resurfacing, Rehabilitation and Maintenance**	$ 5,771,279	$ 5,863,619	$ 5,957,437	$ 6,052,754	$ 6,150,886	$ 6,251,891	$ 6,354,810	$ 6,459,673	$ 6,566,514	$ 7,065,707	$ 7,307,101	$ 7,442,710	$ -	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 5,771,279	$ 5,863,619	$ 5,957,437	$ 6,052,754	$ 6,150,886	$ 6,251,891	$ 6,354,810	$ 6,459,673	$ 6,566,514	$ 7,065,707	$ 7,307,101	$ 7,442,710	$ -	$ -
216	**Pedestrian and Bicycle Facilities Maintenance**	$ 1,044,327	$ 1,061,036	$ 1,078,012	$ 1,095,260	$ 1,113,017	$ 1,131,295	$ 1,149,918	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		$ 163,616	$ 160,329	$ 155,859	$ 150,001	$ 143,046	$ 135,708	$ 127,800	$ 93,372	$ 61,558	$ 32,575	$ 9,252	$ -	$ -	$ -
		$ 1,207,943	$ 1,221,364	$ 1,233,872	$ 1,245,262	$ 1,256,063	$ 1,267,002	$ 1,277,718	$ 93,372	$ 61,558	$ 32,575	$ 9,252	$ -	$ -	$ -

Attachment 5b:
Amended 2023 Strategic Plan Baseline Cashflow[1]
Pending December 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
		$ 4,946,811	$ 5,025,960	$ 5,106,375	$ 5,188,075	$ 5,272,188	$ 1,200,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
217	Traffic Signs & Signals Maintenance	$ 1,130,122	$ 1,106,945	$ 1,075,643	$ 1,034,793	$ 986,402	$ 827,423	$ 649,349	$ 483,021	$ 328,200	$ 185,740	$ 68,130	$ -	$ -	$ -
		$ 6,076,933	$ 6,132,904	$ 6,182,018	$ 6,222,868	$ 6,258,590	$ 2,027,423	$ 649,349	$ 483,021	$ 328,200	$ 185,740	$ 68,130	$ -	$ -	$ -
	II. Safer and Complete Streets														
		$ 8,305,936	$ 8,438,822	$ 8,573,843	$ 8,711,025	$ 8,850,919	$ 5,750,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
218	Safer and Complete Streets	$ 1,815,617	$ 1,776,737	$ 1,724,931	$ 1,657,945	$ 1,578,990	$ 1,411,730	$ 1,110,129	$ 828,228	$ 565,491	$ 323,308	$ 122,498	$ -	$ -	$ -
		$ 10,121,553	$ 10,215,559	$ 10,298,775	$ 10,368,969	$ 10,429,910	$ 7,161,730	$ 1,110,129	$ 828,228	$ 565,491	$ 323,308	$ 122,498	$ -	$ -	$ -
		$ 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	$ -	$ -	$ -	$ -	$ -
219	Curb Ramps	$ 141,679	$ 138,974	$ 135,236	$ 130,281	$ 124,365	$ 118,109	$ 111,346	$ 103,382	$ 93,137	$ 49,017	$ 13,578	$ -	$ -	$ -
		$ 1,735,651	$ 1,758,450	$ 1,780,624	$ 1,801,994	$ 1,823,181	$ 1,844,822	$ 1,866,484	$ 1,887,482	$ 1,906,745	$ 49,017	$ 13,578	$ -	$ -	$ -
		$ 1,099,291	$ 1,116,880	$ 1,134,750	$ 1,152,905	$ 1,171,597	$ 1,190,836	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
220	Tree Planting	$ 214,135	$ 209,777	$ 203,877	$ 196,164	$ 187,020	$ 177,378	$ 138,193	$ 101,681	$ 67,849	$ 36,910	$ 11,765	$ -	$ -	$ -
		$ 1,313,427	$ 1,326,657	$ 1,338,627	$ 1,349,070	$ 1,358,618	$ 1,368,214	$ 138,193	$ 101,681	$ 67,849	$ 36,910	$ 11,765	$ -	$ -	$ -
	III. Freeway Safety and Operational Impr														
		$ 439,717	$ 446,752	$ 453,900	$ 461,162	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
221	Vision Zero Ramps	$ 104,963	$ 102,806	$ 99,895	$ 96,097	$ 78,396	$ 61,984	$ 46,844	$ 32,862	$ 20,120	$ 8,737	$ 46	$ -	$ -	$ -
		$ 544,679	$ 549,558	$ 553,795	$ 557,260	$ 78,396	$ 61,984	$ 46,844	$ 32,862	$ 20,120	$ 8,737	$ 46	$ -	$ -	$ -
		$ 549,646	$ 558,440	$ 567,375	$ 576,453	$ 585,799	$ 595,418	$ 605,220	$ 615,207	$ 625,382	$ 672,924	$ 695,914	$ 708,829	$ -	$ -
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	$ -	$ -
		$ 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	$ -	$ -
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	$ -	$ -
		$ 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	$ -	$ -
TOTAL STREETS AND FREEWAYS		$ 3,570,132	$ 3,495,568	$ 3,395,442	$ 3,265,282	$ 3,098,219	$ 2,732,332	$ 2,183,661	$ 1,642,545	$ 1,136,354	$ 636,287	$ 225,270	$ -	$ -	$ -
		$ 28,420,402	$ 28,743,433	$ 29,047,272	$ 29,327,534	$ 29,113,039	$ 21,769,321	$ 13,259,186	$ 11,731,939	$ 11,392,623	$ 9,720,768	$ 9,620,114	$ 9,569,198	$ -	$ -
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANA															
	I. 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	$ -	$ -
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	$ -	$ -
	II. Transportation, Land Use, and Commu														
		$ 2,253,547	$ 2,289,604	$ 2,326,237	$ 2,363,456	$ 2,401,774	$ 2,441,215	$ 2,481,402	$ 2,522,348	$ -	$ -	$ -	$ -	$ -	$ -
225	Neighborhood Transportation Program	$ 297,259	$ 291,360	$ 283,308	$ 272,726	$ 260,144	$ 246,863	$ 232,540	$ 215,738	$ 145,644	$ 81,293	$ 28,469	$ -	$ -	$ -
		$ 2,550,806	$ 2,580,963	$ 2,609,546	$ 2,636,182	$ 2,661,919	$ 2,688,078	$ 2,713,942	$ 2,738,087	$ 145,644	$ 81,293	$ 28,469	$ -	$ -	$ -
		$ 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	$ -	$ -
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	$ -	$ -
		$ 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	$ -	$ -
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	$ -	$ -
		$ 549,646	$ 558,440	$ 567,375	$ 576,453	$ 585,799	$ 595,418	$ 605,220	$ 615,207	$ 625,382	$ 672,924	$ 695,914	$ 708,829	$ -	$ -
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	$ -	$ -
		$ 7,200,358	$ 7,315,563	$ 7,432,612	$ 7,551,531	$ 7,673,962	$ 7,799,978	$ 7,928,381	$ 8,059,211	$ 5,628,441	$ 6,056,320	$ 6,263,230	$ 6,379,465	$ -	$ -
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		$ 297,259	$ 291,360	$ 283,308	$ 272,726	$ 260,144	$ 246,863	$ 232,540	$ 215,738	$ 145,644	$ 81,293	$ 28,469	$ -	$ -	$ -
		$ 7,497,617	$ 7,606,923	$ 7,715,920	$ 7,824,257	$ 7,934,107	$ 8,046,841	$ 8,160,922	$ 8,274,949	$ 5,774,085	$ 6,137,613	$ 6,291,698	$ 6,379,465	$ -	$ -

		$ 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	$ -	$ -
TOTAL PROP L STRATEGIC PLAN		$ 18,369,145	$ 16,744,035	$ 15,042,008	$ 13,281,356	$ 11,501,019	$ 9,611,399	$ 7,643,309	$ 5,661,593	$ 3,771,683	$ 2,013,159	$ 618,720	$ 2,944	$ -	$ -
		$ 93,974,746	$ 93,111,314	$ 91,047,348	$ 89,191,166	$ 89,735,951	$ 80,607,109	$ 71,022,576	$ 67,406,271	$ 71,477,341	$ 70,025,591	$ 69,656,502	$ 69,616,739	$ -	$ -

		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Prop. K Related Cashflow (since 7/1/22)		$ 15,128,844	$ 14,804,877	$ 14,373,197	$ 13,815,023	$ 13,157,005	$ 12,464,625	$ 11,721,715	$ 10,856,930	$ 9,758,091	$ 8,378,364	$ 6,477,553	$ 1,815,193	$ -	$ -
		$ 15,128,844	$ 14,804,877	$ 14,373,197	$ 13,815,023	$ 13,157,005	$ 12,464,625	$ 11,721,715	$ 10,856,930	$ 9,758,091	$ 8,378,364	$ 6,477,553	$ 1,815,193	$ -	$ -

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

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San Francisco
County Transportation
Authority

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

Memorandum

AGENDA ITEM 6

DATE: November 20, 2023

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 12/5/2023 Board Meeting: Allocate $23,040,000 in Prop L Funds, with Conditions, Appropriate $150,000 in Prop L Funds, and Allocate $6,000,000 in Traffic Congestion Mitigation Tax (TNC Tax) Funds for Eight Requests

RECOMMENDATION ☐ Information ☒ Action

Allocate $4,540,00 in Prop L funds to the Peninsula Corridor Joint Powers Board (PCJPB) for:

1. Next Generation Visual Messaging Sign – FY24 ($1,200,000)
2. State of Good Repair Maintenance of Way Track Equipment ($2,113,000)
3. Stations State of Good Repair – FY 24 ($1,227,000)

Allocate $13,500,000 in Prop L funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:

4. Potrero Yard Modernization ($12,500,000)
5. Bicycle Safety Education and Outreach ($200,000)
6. Sloat and Skyline Intersection Improvements ($800,000)

Allocate and Appropriate $5,150,000 in Prop L funds, with conditions, to SFMTA and SFCTA for:

7. Presidio Yard Modernization (SFMTA $5,000,000, SFCTA $150,000)

Allocate $6,000,000 in Traffic Congestion Mitigation Tax (TNC Tax) funds to SFMTA for:

8. Vision Zero Quick-Build Program Implementation FY24 ($6,000,000)

SUMMARY

Of the eight requests for Prop L funds that we are recommending to the Board, three are conditioned upon

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

Board adoption of the Prop L 5-Year Prioritization Program (5YPP) for the Muni Maintenance and a corresponding amendment of the Strategic Plan Baseline to incorporate the programming and cash flow for the recommended 5-year project list. These actions are part of a separate item on this agenda. Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.	

DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (i.e., stretching Prop L sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop L Expenditure Plan. 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.

The three Caltrain requests included in this item are seeking a combined total of $4,540,000 in Prop L funds out of the planned $5 million San Francisco member contribution to Caltrain's FY 2023/24 capital budget for state of good repair projects. We expect Caltrain to submit a future Prop L allocation request for $460,000 to complete San Francisco's $5 million contribution. San Mateo and Santa Clara counties are making a similar contribution.

FINANCIAL IMPACT

The recommended action would allocate $23,040,000 and appropriate $150,000 in Prop L funds, with conditions, and allocate $6,000,00 in TNC Tax funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop L and TNC Tax 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 November 29, 2023, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop L and TNC Tax Allocation Summaries – FY 2023/24
- Attachment 5 – Allocation Request Forms (8)

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category [1]	Project Sponsor [2]	Project Name	Current Prop L Request	Current TNC Tax Request	Total Cost for Requested Phase(s)	Leveraging: Expected Leveraging by EP Line [3]	Leveraging: Actual Leveraging by Project Phase(s)[4]	Phase(s) Requested	District(s)
Prop L	6	SFMTA	Potrero Yard Modernization	$ 12,500,000		$ 35,724,272	90%	65%	Design	Citywide, 9
Prop L	6	SFMTA/ SFCTA	Presidio Yard Modernization	$ 5,150,000		$ 26,843,755	90%	81%	Planning	Citywide, 2
Prop L	8	PCJPB	Next Generation Visual Messaging Signs - FY24[4]	$ 1,200,000		$ 1,200,000	82%	0%	Construction	Citywide
Prop L	8	PCJPB	State of Good Repair Maintenance of Way Track Equipment - FY24[4]	$ 2,113,000		$ 2,557,000	82%	17%	Construction	Citywide
Prop L	8	PCJPB	Stations State of Good Repair - FY24[4]	$ 1,227,000		$ 1,227,000	82%	0%	Construction	Citywide
Prop L	18	SFMTA	Bicycle Safety Education and Outreach	$ 200,000		$ 300,000	83%	33%	Construction	Citywide
Prop L	18	SFMTA	Sloat and Skyline Intersection Improvements	$ 800,000		$ 2,202,876	83%	64%	Construction	4, 7
TNC Tax	Quick-Builds	SFMTA	Vision Zero Quick-Build Program Implementation FY24	$ -	$ 6,000,000	$ 6,000,000	NA	0%	Design, Construction	Citywide
			TOTAL	**$ 23,190,000**	**$ 6,000,000**	**$ 76,054,903**				

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:Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

[2] Acronyms: PCJPB (Peninsula Corridor Joint Powers Board), 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.

Caltrain requests: Prop L funds help to offset the City and County of San Francisco's local match contribution to Caltrain's capital budget. Overall, Prop L funds meet the Expenditure Plan leveraging expectations, but may not do so on an individual allocation request basis.

Attachment 2: Brief Project Descriptions [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	TNC Tax Funds Requested	Project Description
6	SFMTA	Potrero Yard Modernization	$ 12,500,000	$ -	This project will result in the demolition and reconstruction of the existing 100+ year old transit facility to service an all-trolley bus electric transit fleet. The 4.4 acre site is located at 2500 Mariposa St. The existing facility services 153 40' and 60' trolley buses. The project is a partnership of SFMTA and SFPW in coordination with a public-private-partnership (P3) developer that will build the site. A parallel project to build affordable family and workforce housing, or to operate paratransit buses, is also proposed as part of the overall site development plan. Requested funds will support continuing milestones consistent with the pre-development agreement. This includes $4.35 million milestone payment that is due to the public-private-partnership (P3) developer in early 2024 after approvals of the Final Environmental Impact Report and entitlements, and costs to complete the design of the project, and related engineering associated staff time to achieve approval of the Final Project Agreement to advance construction planned to start in 2024. The project is expected be open for use by Fall 2027. Note the SFCTA already has an appropriation to support enhance oversight of this critical and complex project.
6	SFMTA/ SFCTA	Presidio Yard Modernization	$ 5,150,000	$ -	This request is for the reconstruction of a 110+ year old transit facility. The 5.4 acre site on Geary Boulevard between Presidio and Masonic avenues was last upgraded in 1950. The existing facility services 132 40' trolley buses. The new facility will service 215+ 40' and 60' Battery Electric Buses. Above the transit facility a SFMTA Paratransit operations facility may be built. Additionally, parallel development plans are to build an adjacent mixed used development of commercial uses, affordable and market rate housing to generate operating revenues for capital maintenance and transit service. Requested funds will allow the SFMTA to continue the pre-development planning, internal and elements of the external engagement (which began with Caltrans Planning grant), launch extensive SFMTA outreach with neighbors and community groups, move the project through environmental review (CEQA and NEPA), and prepare a Request For Qualifications and Request for Proposals for a public-private-partnership (P3) development partner. The budget includes funds for a city agency Memeorandum of Understanding to create a multi-departmental team including to advance the project. The proposed request also includes $150,000 for enhanced oversight by the Transportation Authority in recognition of the scale and impact of this project, as well as the planned P3 delivery method. The project is expected be open for use by Fall 2031.
8	PCJPB	Next Generation Visual Messaging Signs - FY24	$ 1,200,000	$ -	Funds will be used to install new visual messaging signs to replace old and obsolete signs and passenger information system for displaying the train information at Caltrain stations, including the 4th & King and 22nd Street stations. This project improves readability and maintainability of signs, as well as safety for customers and employees as these systems are used to share safety information with passengers. The project is expected be open for use by March 2025.
8	PCJPB	State of Good Repair Maintenance of Way Track Equipment - FY24	$ 2,113,000	$ -	Requested funds will be used to purchase critical track maintenance-of-way equipment to keep the Caltrain track in a state of good repair. Renovating the infrastructure at or around the tracks improves the reliability and the safety of operations, reduces the risk of harm, and limits the impact to the customers and employees in case of an incident. The project is expected be open for use by March 2026.
8	PCJPB	Stations State of Good Repair - FY24	$ 1,227,000	$ -	Funds will be used for 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 operations at arrival and departure from the stations. The project is expected be open for use by September 2025.
18	SFMTA	Bicycle Safety Education and Outreach	$ 200,000	$ -	Requested funds will be used to provide bicycle safety classes and outreach throughout San Francisco, in multiple languages and in a culturally competent manner. SFMTA expects to offer at least 80 bike classes, 18 scooter classes, and reach 1,800 with the goal of supporting the increased use and safe use of bicycle facilities in the city. Classes are expected to be conducted from July 2024 through June 2025.
18	SFMTA	Sloat and Skyline Intersection Improvements	$ 800,000	$ -	Funds will be used for the construction phase of new traffic signals 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. Prop L funds will cover a cost increase and fully fund the construction phase. The project is expected be open for use by Fall 2024.

Attachment 2: Brief Project Descriptions [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	TNC Tax Funds Requested	Project Description
TNC	SFMTA	Vision Zero Quick-Build Program Implementation FY24	$ -	$ 6,000,000	To help expedite the delivery of safer streets, the SFMTA seeks funding to continue implementing quick-build improvements on the High Injury Network. This quick-build request has two parts. The first is providing funding to implement improvements on the remaining 50 miles of the High Injury Network that haven't been touched yet building off the Fehr and Peers pre-planning report. This will be addressed primarily through the quick-build toolkit, which implements core safety improvements at the intersection level. These improvements include continental crosswalks, advanced limit lines, daylighting, leading pedestrian intervals, and pedestrian signal retiming for longer walk times. A subset of these miles will also be screened for location-specific quick-build treatments including signal lens upgrades, painted safety zones, and turn calming. The second part of this request is to fully fund the expanded scope of the corridor project on Frida Kahlo Way and Judson Avenue to enhance pedestrian safety, add a protected bikeway, install transit stop changes, and implement curb management changes near schools. The public can visit https://www.sfmta.com/vision-zero-quick-build-projects to access the interactive quick-build project map and subscribe to project updates. The SFMTA is committed to completing the full scope of the FY24 project by the end of 2024.
		TOTAL	**$23,190,000**	**$6,000,000**	

[1] See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	TNC Tax Funds Recommended	Recommendations
6	SFMTA	Potrero Yard Modernization	$ 12,500,000	$ -	**Special Conditions:** **-**The recommended allocation is contingent upon approval of the Prop L Muni Maintenance 5YPP which is a separate item on this agenda. -In recognition of the scale and impact of this project, as well as the Joint Development project delivery method which SFMTA has not used before, SFCTA will continue to perform an enhanced level of oversight on this project. SFCTA Project Management and Oversight staff shall be invited to all critical meetings, including regular project development meetings, SFMTA Board meetings, etc. and be provided project management activity reports. SFCTA oversight procedures will be refined, as appropriate and in consultation with the SFMTA project team, as the project moves through completion of the PDA phase and into project delivery/construction. -SFCTA will review/comment on design and contractual deliverables as they are developed. SFCTA acknowledges that we understand that certain deliverables (e.g., contracts) are confidential and will treat them accordingly. Note: SFCTA will continue enhanced oversight of this project, funded by a prior appropriation.
6	SFMTA/ SFCTA	Presidio Yard Modernization	$ 5,150,000	$ -	**Special Conditions:** -The recommended allocation is contingent upon approval of the Prop L Muni Maintenance 5YPP which is a separate item on this agenda. -In recognition of the scale and impact of this project, as well as the planned P3 delivery method, SFCTA will perform an enhanced level of oversight on this project. SFCTA Project Management and Oversight staff shall be invited to all critical meetings, including regular project development meetings, SFMTA Board meetings, etc. and be provided with project management activity reports. SFMTA will participate in regular project progress updates to the SFCTA Board and CAC.
8	PCJPB	Next Generation Visual Messaging Signs - FY24	$ 1,200,000	$ -	
8	PCJPB	State of Good Repair Maintenance of Way Track Equipment - FY24	$ 2,113,000	$ -	
8	PCJPB	Stations State of Good Repair - FY24	$ 1,227,000	$ -	
18	SFMTA	Bicycle Safety Education and Outreach	$ 200,000	$ -	**Special Condition:** Reimbursement is conditioned upon SFMTA acquiring from the contractor detailed records for each expenditure line item to ensure that Prop L funds were used for eligible expenditures. SFMTA shall attach these receipts to any invoices submitted to SFCTA and certify that funds were used for eligible expenses.
18	SFMTA	Sloat and Skyline Intersection Improvements	$ 800,000	$ -	
Quick-Builds	SFMTA	Vision Zero Quick-Build Program Implementation FY24	$ -	$ 6,000,000	
		TOTAL	**$ 23,190,000**	**$ 6,000,000**	

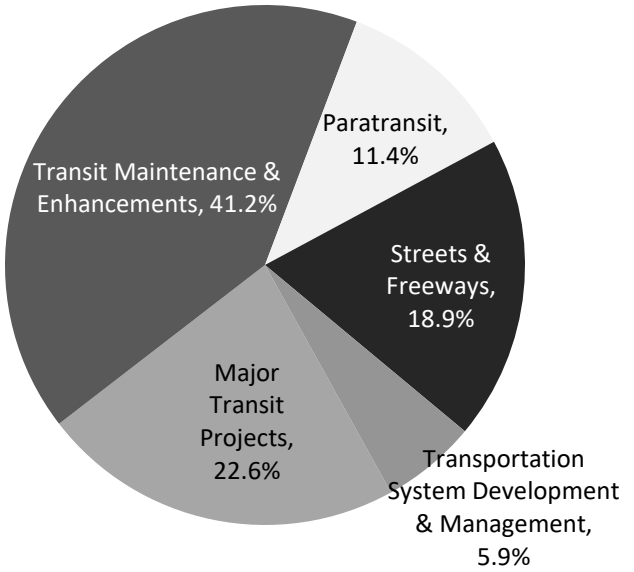
[1] See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2023/24

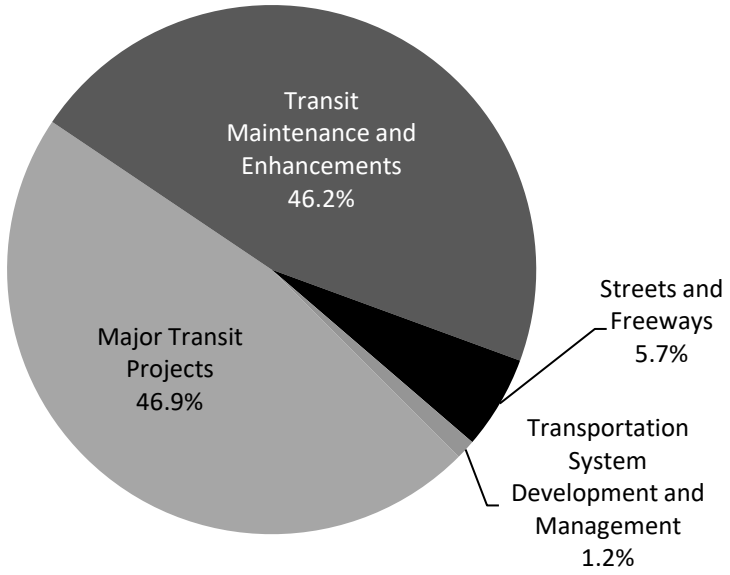
PROP L SALES TAX					
FY2023/24	**Total**	**FY 2023/24**	**FY 2024/25**	**FY 2025/26**	**FY 2026/27**
Prior Allocations	$ 52,018,335	$ 4,887,750	$ 11,635,250	$ 27,327,866	$ 8,167,469
Current Request(s)	$ 23,190,000	$ 1,430,000	$ 6,003,000	$ 4,607,000	$ 7,075,000
New Total Allocations	$ 75,208,335	$ 6,317,750	$ 17,638,250	$ 31,934,866	$ 15,242,469

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

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



TRAFFIC CONGESTION MITIGATION TAX (TNC Tax)					
FY2023/24	**Total**	**FY 2023/24**	**FY 2024/25**	**FY 2025/26**	**FY 2026/27**
Prior Allocations	$ -	$ -	$ -	$ -	$ -
Current Request(s)	$ 6,000,000	$ 3,000,000	$ 3,000,000	$ -	$ -
New Total Allocations	$ 6,000,000	$ 3,000,000	$ 3,000,000	$ -	$ -

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

Attachment 5.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Potrero Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Muni Maintenance
Current PROP L Request:	$12,500,000
Supervisorial Districts	Citywide, District 09

REQUEST

Brief Project Description

The Potrero Yard Modernization Project will result in the demolition and reconstruction of the existing 100+ year old transit facility to service an all-trolley bus electric transit fleet. The 4.4 acre site is located at 2500 Mariposa St. The existing facility services 153 40' and 60' trolley buses. The project is a partnership of SFMTA and SFPW in coordination with a public-private-partnership developer that will build the site. A parallel project to build affordable family and workforce housing, or to operate paratransit buses, is also proposed as part of the overall site development plan.

Detailed Scope, Project Benefits and Community Outreach

The Potrero Yard Modernization Project will result in the demolition and reconstruction of the existing 100+ year old transit facility to service an all trolley bus electric transit fleet, with the facility having a built-in capacity and capability to possibly transition to service of battery-electric buses (BEBs) in the future. The site is 4.4 acres located at 2500 Mariposa Street at the cross streets of Bryant, Hampshire and 17th Streets. The existing facility was built in 1915, and services 153 40' and 60' trolley buses in a building designed to maintain streetcars that was last significantly upgraded in 1950. The new facility is projected to service 213 40' and 60' trolley buses with a design that allows for possible transition to service of battery-electric buses (BEBs) in the future. The project is a partnership of SFMTA and SFPW in coordination with a public-private-partnership (P3) developer that will build the site out to specifications jointly developed by all three parties. Additionally, parallel development plans are proposed to build up to 513 units of affordable family and workforce housing adjacent to and above the bus facility on the podium, or to operate paratransit buses on the podium as a permanent site for paratransit operations that are currently located on leased space.

This allocation request support continuing milestones consistent with the pre-development agreement. This includes $4.35 million milestone payment that is due to the P3 developer in January 2024 after approvals of the Final Environmental Impact Report (FEIR) and entitlements, and costs to complete the design of the project, related engineering associated staff time to achieve approval of the Final Project Agreement to advance construction planned to start in 2024. SFMTA Board Resolution is attached - *RESOLUTION No. 221101-105:RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation to execute a Predevelopment Agreement with*

Potrero Neighborhood Collective, LLC for the Potrero Yard Modernization Project, with a term that will not exceed 568 days, a potential termination payment that will not exceed $9,990,000, and if approved by the Board of Supervisors, a potential continuation payment of $4,350,000. See the November 28, 2023 SFCTA Board meeting, agenda item 10 for a slide deck with additional details on the Potrero Yard Modernization Project.

Project Location

2500 Mariposa Street - SF (square block bounded by Mariposa, Bryant, Hampshire and 17th Streets)

Project Phase(s)

Design Engineering (PS&E)

Justification for Multi-phase Request

$4.35 M after approval of the FEIR and entitlements by the Planning Commission and SF Board of Supervisors in February 2024.
Other funding for Project Agreement and City departments and a construction consultant for construction 2024-2027.

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	$12,500,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Potrero Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2018	Oct-Nov-Dec	2023
Environmental Studies (PA&ED)	Oct-Nov-Dec	2018	Jan-Feb-Mar	2024
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2018	Apr-May-Jun	2024
Advertise Construction	Jan-Feb-Mar	2024		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2024		
Operations (OP)	Oct-Nov-Dec	2027	Oct-Nov-Dec	2027
Open for Use			Oct-Nov-Dec	2027
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2028

SCHEDULE DETAILS

Potrero Modernization Project:
• After a 3-year RFQ and RFP process, on 11/1/22 the SFMTA Board approved the Potrero Neighborhood Collective, LLC (PNC) as the lead P3 developer (LD) for the Potrero Modernization Project. Resolution is attached under the Budget.
• Work is underway under the Potrero Modernization Project Pre-development Agreement (PDA) on the technical design issues and the Project Agreement (PA), including with the SFMTA, City, consultants and the Potrero Neighborhood Collective, LLC (PNC) as the lead P3 developer (LD).
• FEIR reports are done including for FEIR Refined Project Variant (Paratransit Option). Meetings re: entitlements, zoning, and Special Use District (SUD) continue.
• 100% draft schematic design review is in process.
• Inreach to Operations and Maintenance 6/26 and 9/19/23.
• Meetings with the Potrero Working Group monthly -- 7/11, 8/8, 9/12, 10/3, 11/7.
• PNC has 1 on 1s with community groups.
• Public outreach meetings 3/18, 5/17 and re: 100% final design on 9/20/23.
• PNC met with SFAC Civic Design Review Committee (CDC), 3/20, 9/18, on 5/3, 8/2 for small group

discussions; CDC gave Phase 1 approval 10/16/23.
• Potrero relocation assessments are underway. MME 4 acres will be the relocation site. Bi-weekly meetings started 9/16/23.
• Project presentations at SFCTA CAC 9/27, SFCTA Board 10/24/23. SFCTA CAC 10/25.
• Briefed Supervisor Ronan 7/27, Supervisor Walton 9/13, Supervisor Mandelman 10/11/23.
• Planning Commission informational hearing 10/19/23.
• SFCTA Commission hearing 11/28 re: SFMTA Fleet and Facilities.
• SFPUC hearing re: FEIR water usage on 11/28/23.
• Rec & Park hearing re: FEIR shadow study on 12/21/23.
• Planning Commission FEIR CEQA certification/entitlements hearing 1/11/24, with BOS approval pending in 2/24. If approved, $4.35 M is due to PNC. MTA approved payment 11/1/22.
• As of November 2023, SFMTA has indicated to MTC that it will submit a RM3 request for this project as indicated in the funding plan. Should SFMTA elect to not use RM3 funds or use a lower amount, Prop L or other SFCTA programmed funds will not be used to backfill the reduced amount.
• Research underway re: workforce housing that would be occupied by SFMTA staff (initial focus on transit operators and maintenance staff). Survey was developed using SFUSD and other school district surveys as templates. Unions were briefed 9/15/23. SFMTA's Workforce Housing Survey is being distributed in person and via intranet.
• Links to the Building Progress Program and the Potrero Yard Modernization Project:
o https://www.sfmta.com/projects/building-progress-program
o Potrero Yard Modernization Project | SFMTA
o https://www.sfmta.com/projects/potrero-yard-modernization-project
o https://www.sfmta.com/committees/potrero-yard-neighborhood-working-group
o Potrero Yard Modernization Project Summer 2023 Newsletter | SFMTA

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Potrero Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-206: Muni Maintenance	$12,500,000	$0	$0	$12,500,000
Developer Costs	$0	$0	$19,694,217	$19,694,217
RM 3 Bay Bridges Tolls	$0	$3,503,055	$0	$3,503,055
SB1 SOGR	$0	$27,000	$0	$27,000
Phases In Current Request Total:	$12,500,000	$3,530,055	$19,694,217	$35,724,272

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	$12,500,000	$0	$0	$12,500,000
Developer Costs	$0	$0	$19,694,217	$19,694,217
Prop K	$0	$0	$5,773,403	$5,773,403
RM 3 Bay Bridges Tolls	$0	$28,503,055	$0	$28,503,055
SB1 SOGR	$0	$27,000	$0	$27,000
SFMTA Capital Fund	$0	$0	$5,786,963	$5,786,963
TBD (SFMTA FACILITY OPS, PROP B, TSF, SB1, GO Bond)	$419,197,277	$0	$0	$419,197,277
Funding Plan for Entire Project Total:	$431,697,277	$28,530,055	$31,254,583	$491,481,915

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$8,810,366		SF City rates
Environmental Studies	$2,750,000		RFP for EIR
Right of Way	$0		N/A
Design Engineering	$35,724,272	$12,500,000	RESOLUTION No. 221101-105 , SF DPW and Consultant Estimates
Construction	$444,197,277		RESOLUTION No. 221101-105 , SF DPW and Consultant Estimates

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Operations	$0		N/A
Total:	$491,481,915	$12,500,000	

% Complete of Design:	30.0%
As of Date:	11/16/2023
Expected Useful Life:	100 Years

San Francisco County Transportation Authority
Prop L Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN			
Budget Line Item		**Totals**	**% of phase**
1. Total Labor: SFMTA & City Departments	$	3,291,300	9.2%
SFMTA PM3	$	1,298,000	
SFMTA PM2	$	217,000	
SFMTA Planner 4/PM 1	$	217,000	
DPW PM4	$	1,006,300	
DPW PM1	$	275,000	
Public Relations Officer	$	278,000	
2. Consultants/Development Team	$	32,432,972	90.8%
Milestone Payment (at Entitlement/EIR)	$	4,350,000	
Site Due Diligence (Pre-Con)	$	1,650,000	
Outreach/Support - LBE Engagement	$	400,000	
CM/Project Controls Consultant Support	$	6,000,000	
Design Fee Costs	$	20,000,000	
Contingency	$	32,972	
TOTAL PHASE	**$**	**35,724,272**	100%

TOTAL LABOR COST BY AGENCY		
SFMTA & City Departments	$	3,291,300
Consultants/P3 Developer Team	$	32,432,972
TOTAL	**$**	**35,724,272**

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Potrero Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP L Requested:	$12,500,000	**Total PROP L Recommended**	$12,500,000

SGA Project Number:		**Name:**	Potrero Modernization Project
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	
Phase:		**Fundshare:**	38.83%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2024/25	FY2025/26	FY2026/27	FY2027/28	Total
PROP L EP-206	$0	$2,500,000	$1,850,000	$4,075,000	$4,075,000	$12,500,000

Deliverables

1. Quarterly progress reports shall include % complete of the planning phase; % complete by task; work performed in the prior quarter including a summary of comments and analyses provided to SFMTA; work anticipated to be performed in the upcoming quarter; and any identified issues that may impact the project schedule.

Special Conditions

1. The recommended allocation is contingent upon approval of the Prop L Muni Maintenance 5YPP which is a separate item on this agenda.

2. In recognition of the scale and impact of this project, as well as the Joint Development project delivery method which SFMTA has not used before, SFCTA will continue to perform an enhanced level of oversight on this project. SFCTA Project Management and Oversight staff shall be invited to all critical meetings, including regular project development meetings, SFMTA Board meetings, etc. and be provided project management activity reports. SFCTA oversight procedures will be refined, as appropriate and in consultation with the SFMTA project team, as the project moves through completion of the PDA phase and into project delivery/construction.

3. SFCTA will review/comment on design and contractual deliverables as they are developed. SFCTA acknowledges that we understand that certain deliverables (e.g., contracts) are confidential and will treat them accordingly.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	65.01%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	97.46%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Potrero Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$12,500,000

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

Initials of sponsor staff member verifying the above statement:

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Kerstin Magary	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
Phone:	555-5555	555-5555
Email:	kerstin.magary@sfmta.com	joel.goldberg@sfmta.com

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 221101-105

WHEREAS, The Potrero Yard Modernization Project (Project) includes the simultaneous development and construction of a facility (Facility) with a modern bus storage and maintenance component (Bus Yard Component) and, if feasible, a multi-family housing and commercial component (Housing Component); and,

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) will deliver the Bus Yard Component under its Building Progress Program and, if feasible, pursue the Housing Component consistent with the citywide Public Land for Housing initiative, which encourages joint development opportunities for housing on public sites; and,

WHEREAS, Based on the Project's public and private features, staff have determined it is appropriate and in the City's best interest to deliver the Project utilizing a joint development procurement method; and,

WHEREAS, The joint development solution provides for a single point-of-responsibility for managing project complexity and contractors (e.g., design-build contractors, maintenance contactors for private housing development), financing, and successfully delivering the Project; and,

WHEREAS, The SFMTA and San Francisco Public Works (SFPW) partnered to procure a developer to design, build, and finance the Facility, operate the Housing Component, and maintain certain Facility infrastructure elements; and,

WHEREAS, In November 2019, the SFMTA submitted a project application for the Project to the San Francisco Planning Department (Planning Department) to initiate environmental review of the Project under the California Environmental Quality Act (CEQA); and,

WHEREAS, A Request for Qualifications for the Project was issued on August 21, 2020, and three of the responding teams (Potrero Mission Community Partners, Potrero Neighborhood Collective, and Potrero Yard Community Partners) were short-listed; and,

WHEREAS, On April 7, 2020, the SFMTA Board approved Resolution 200407-035, authorizing the SFMTA to use a joint development procurement method to deliver the Project and seek approval from the Board of Supervisors (BOS) for that method; and,

WHEREAS, On March 16, 2021, the BOS adopted Ordinance 38-21 to approve a joint development delivery method and a best-value selection of the developer for the Project and exempted various Project agreements from certain San Francisco Administrative Code requirements that are

inconsistent with the joint development delivery method, with the ordinance being signed by the Mayor and effective on April 25, 2021; and,

WHEREAS, A Request for Proposals for the Project (RFP) was released to the three short-listed teams on April 9, 2021 (RFP), with proposals due December 30, 2021, and all three short-listed teams submitting timely proposals; and,

WHEREAS, The Project's Draft Environmental Impact Report (DEIR) was published by the Planning Department on June 30, 2021, reviewed by the Historic Preservation Commission on August 4, 2021, and reviewed by the Planning Commission on August 26, 2021, and the public comment period closed on August 31, 2021, and the SFMTA anticipates bringing the Environmental Impact Report to the Planning Commission for approval in 2023, after including updated Project details, responding to all comments received to the DEIR, and otherwise complying with all relevant CEQA Guidelines; and,

WHEREAS, On March 1, 2022, the SFMTA Board adopted Resolution 220301-017 to approve the form of Predevelopment Agreement (Form PDA) for the Project, with a term that will not exceed 568 days, a potential termination payment that will not exceed $9,990,000, and if approved by the Board of Supervisors, a potential continuation payment of $4,000,000; and,

WHEREAS, In March of 2022, the SFMTA completed its evaluation of the submitted RFP proposals and determined that two proposers (Qualified Proposers) submitted responsive proposals that passed all administrative pass-fail criteria, and those Qualified Proposers were Potrero Mission Community Partners, led by John Laing Group and Edgemoor Infrastructure & Real Estate, and Potrero Neighborhood Collective (PNC), led by Plenary Americas US Holdings Inc. (Plenary); and,

WHEREAS, On May 26, 2022, the SFMTA exercised its RFP right to request proposal revisions ("Proposal Revisions") from the Qualified Proposers so they could better align their proposals with the SFMTA's stated Project goals and offer the best value to the SFMTA and City with respect to the Project; and,

WHEREAS, The Form PDA was modified in the request for Proposal Revisions to increase a continuation payment from $4,000,000 to $4,350,000; and,

WHEREAS, The SFMTA received a timely Proposal Revision from PNC on July 20, 2022, and based on evaluation of the submitted Proposal Revision, the SFMTA selected PNC as the preferred proposer to enter into the PDA on September 12, 2022, and after selecting PNC as the preferred proposer, the SFMTA further modified the Form PDA to include details and commitments from PNC's RFP proposal (Final PDA) and PNC submitted the required post-selection deliverables; and,

WHEREAS, On October 17, 2022, the SFMTA issued a notification of intent to award the Final PDA and issued a public announcement naming the PNC as the preferred proposer and as permitted in the RFP, PNC created Potrero Neighborhood Collective, LLC (Lead Developer), which has Plenary as its sole member, to be the developer under the Final PDA; and,

WHEREAS, The SFMTA is requesting the SFMTA Board of Directors to authorize the Director of Transportation to execute the Final PDA with the Lead Developer; and,

WHEREAS, The Final PDA sets the terms for the parties' negotiation of the future agreements for the delivery of the Project and outlines the Project predevelopment activities to be performed by the Lead Developer; and,

WHEREAS, The SFMTA can terminate the PDA at any time for convenience, and if the PDA terminates for any reason other than the Lead Developer's default or the parties' execution of the agreements for the delivery of the Project, the PDA includes a termination payment to the Lead Developer in the amount described in the form of PDA presented to the SFMTA Board, which shall not exceed $9,990,000; and,

WHEREAS, If there is final certification of the environmental impact report for the Project under CEQA and final adoption of the special use district, conditional use authorization, General Plan Referral, and related General Plan amendments needed for the Project, the Lead Developer's PDA obligations will suspend unless the SFMTA elects, in its sole discretion, to issue a notice for the Lead Developer to continue the PDA work (Continuation Notice); and,

WHEREAS, If the SFMTA issues the Continuation Notice, it must pay the Lead Developer a continuation payment of $4,350,000 (Continuation Payment) and the SFMTA cannot make the Continuation Payment without the prior approval from the Board of Supervisors under Section 9.118 of the San Francisco Charter, so the SFMTA will not issue the Continuation Notice without first obtaining the prior approval for the Continuation Payment from the Board of Supervisors; and,

WHEREAS, The PDA should be executed as soon as possible to meet the November 30, 2027, deadline for substantial completion of the Bus Yard Component and the infrastructure it shares with the Housing Component; and,

WHEREAS, On October 6, 2022, the SFMTA, under authority delegated by the Planning Department, determined that the Potrero Yard Modernization Project Predevelopment Agreement is not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation to execute a Predevelopment Agreement with Potrero Neighborhood Collective, LLC for the Potrero Yard Modernization Project, with a term that will not exceed 568 days, a potential termination payment that will not exceed $9,990,000, and if approved by the Board of Supervisors, a potential continuation payment of $4,350,000.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 1, 2022.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Presidio Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Muni Maintenance
Current PROP L Request:	$5,150,000
Supervisorial Districts	Citywide, District 02

REQUEST

Brief Project Description

The Presidio Yard Modernization project is a reconstruction and modernization of a 110+ year old transit facility. The 5.4-acre site on Geary Boulevard between Presidio and Masonic avenues was last upgraded in 1950. The existing facility services 132 40’ trolley buses. The new facility will service 215+ 40’ and 60’ Zero Emission/Electric Buses. Above the transit facility a SFMTA Paratransit operations facility may be built. Additionally, parallel development plans are to build an adjacent mixed used development to generate operating revenues for capital maintenance and transit service.

Detailed Scope, Project Benefits and Community Outreach

The Presidio Yard Modernization project will result in the partial demolition and reconstruction of the existing 110+ year old transit facility to service an all-electric Battery Electric Bus (BEB) transit fleet in the future. The site is 5.4 acres located on Geary Boulevard between Presidio and Masonic avenues. The existing facility services 132 40’ trolley buses in a building designed to maintain streetcars that was last significantly upgraded in 1950. The new facility is projected to service 215+ 40’ and 60’ BEBs that represent the next era of electric, zero-emission bus transportation. Above the transit facility a Paratransit operations facility may be built for SFMTA Paratransit operations, which are currently operating in leased spaces. All facility plans include a commitment to preserve the historic 1912 Muni structure’s features as a part of the mixed-use development. Additionally, parallel development plans are to build a mixed used development to generate operating revenues as part of the SFMTA's Transportation 2050 program, revenues would support agency operations including capital maintenance of infrastructure and transit service.

Through an awarded Caltrans Planning grant the SFMTA has completed preliminary design for the bus facility and the proposed mixed-use joint-development. The SFMTA plans to issue a Request for Proposals (RFP) to procure an environmental consultant for CEQA and NEPA clearance as part of the planned phase of work and anticipated it to be issued in the next six months. This will then be followed by a subsequent RFP will go out for a consultant team to continue with more advanced planning and preliminary design with the finished product being an RFQ/RFP for a to secure a P3 development partner. The level of design planned prior to selection of the developer is 15% level of design for RFQ/P for P3 development team.

The entire scope of work is estimated at $27 million. This phase of work includes the following activities and deliverables: stakeholder engagement and public outreach; environmental review (NEPA & CEQA); economic and transportation facility analysis, including structural and geotechnical engineering and financial analysis of joint development options; project management; and project procurement -- schematic design, technical specifications, RFQ and RFP, reviewing bids, and selecting a preferred bidder for a Public Private Partnership. As part of the Building Progress Program the SFMTA is partnering with SF Public Works, the SF Planning Department, the Mayor's Office of Economic and Workforce Development (OEWD), the Mayor's Office of Housing and Community Development (MOHCD), and the City Attorney's Office.

The current request for $5.0 million in Prop L funding will be leveraged by $12.6 million in Regional Measure 3 funds. Combined, these funds will allow the SFMTA to continue the pre-development planning, internal and elements of the external engagement (which began with an initial Caltrans Planning grant), launch extensive SFMTA POETS outreach with neighbors and community groups, move the project through environmental review (CEQA and NEPA), and prepare a RFQ and RFP for a P3 development partner. The budget includes funds for a city agency MOU to create a multi-departmental team including to advance the project. The funds will primarily pay for salaries of City staff and consultant help that other agencies may be required to use to fulfill their duties.

The combined Prop L and RM3 funds will allow the SFMTA to keep the project on schedule, design and deliver an extensive outreach process, and complete all technical and design requirements to achieve CEQA and NEPA clearance. In addition, Prop L/RM3 funds will provide the local match for a planned RAISE grant, estimated at $9.2 million, which will provide funding to complete the technical analysis, entitlement and legal work necessary to secure a P3 development partner, including RFQ/RFP development and development of the pre-development agreement between the selected development partner and the City.

The proposed request also funds enhanced oversight by the Transportation Authority in recognition of the scale and impact of this project, as well as the planned P3 delivery method.

Project Location

2640 Geary Boulevard / 949 Presidio Avenue (block bounded by Geary Blvd., Presidio Ave., Euclid Ave. and Masonic Ave.)

Project Phase(s)

Planning/Conceptual Engineering (PLAN), Environmental Studies (PA&ED), Design Engineering (PS&E)

Justification for Multi-phase Request

The Planning and Conceptual Engineering phase substantially overlaps with the Environmental Studies work given the proposed project delivery approach. Funds will be needed to be spent simultaneously on both phases.

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	$5,150,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Presidio Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2021	Oct-Nov-Dec	2026
Environmental Studies (PA&ED)	Jul-Aug-Sep	2024	Jul-Aug-Sep	2026
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2025	Oct-Nov-Dec	2026
Advertise Construction	Jan-Feb-Mar	2027		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2027		
Operations (OP)	Oct-Nov-Dec	2030	Oct-Nov-Dec	2030
Open for Use			Oct-Nov-Dec	2030
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2031

SCHEDULE DETAILS

The current request for $5.0 million in Prop L funding is to continue the preliminary planning and inreach (which began with an initial Caltrans grant), launch extensive SFMTA POETS outreach with neighbors and community groups, move the project through environmental review (CEQA and NEPA), and prepare a RFQ and RFP for a P3 development partner. Inreach and outreach will continue during the entire planning design and construction phases.

In addition to the planning and environmental tasks described below, the request will fund enhanced oversight by the Transportation Authority through execution of the Project Agreement. This is in recognition of the scale and impact of this project, as well as the project delivery method which SFMTA has not used before.

As of November 2023, SFMTA has indicated to MTC that it will submit a RM3 request for this project as indicated in the funding plan. SFMTA applied for the RAISE grant in FY23/24 but were not

awarded and will continue to apply in FY24/25. The Presidio Yard Modernization has been a recommended project to the DOT secretary, but had yet to receive a grant due to state constraints. Should SFMTA elect to not use RM3 funds or use a lower amount, and/or not receive the proposed RAISE grant or receive a lower amount, Prop L or other SFCTA programmed funds will not be used to backfill the reduced amount.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Presidio Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-206: Muni Maintenance	$5,150,000	$0	$0	$5,150,000
FTA/RAISE FY24/25	$9,248,810	$0	$0	$9,248,810
RM3	$0	$12,594,945	$0	$12,594,945
Phases In Current Request Total:	$14,398,810	$12,594,945	$0	$26,993,755

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	$5,150,000	$0	$0	$5,150,000
FTA/RAISE FY24/25	$9,248,810	$0	$0	$9,248,810
RM3	$0	$12,594,945	$0	$12,594,945
TBD (SFMTA CAPITAL FUNDS (i.e., one-time operating funds for capital), PROP B, TSF, TIRCP, FTA Bus and Bus Facility Grant Program, FTA No and Low Emission Vehicles Program)	$33,194,000	$0	$0	$33,194,000
TBD (SFMTA CAPITAL FUNDS (i.e., one-time operating funds for capital), PROP B, TSF, TIRCP, TIFIA, RAISE, GO BONDS, FTA Bus and Bus Facility Grant Program, FTA No and Low Emission Vehicles Program)	$394,956,000	$0	$0	$394,956,000
Funding Plan for Entire Project Total:	$442,548,810	$12,594,945	$0	$455,143,755

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$26,993,755	$5,150,000	Recent major costs for similar projects
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$33,194,000		Recent major costs for similar projects

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Construction	$394,956,000		recent costs for SFMTA Building Progress projects: Potrero, 1200 15th Street, and 1570-1580 Burke
Operations	$0		
Total:	$455,143,755	$5,150,000	

% Complete of Design:	5.0%
As of Date:	09/01/2023
Expected Useful Life:	100 Years

San Francisco County Transportation Authority
Prop L Allocation Request Form

MAJOR LINE ITEM BUDGET - Presidio Yard Modernization - Planning and Environmental

BUDGET SUMMARY

Agency	Project Management	Stakeholder Outreach and Engagement	Economic and Transportation Facility Analysis	Environmental Review	Project Procurement and Joint Development Advisory Services	Total
SFMTA	$ 1,401,358	$ 1,556,369	$ 1,008,694	$ 1,031,748	$ 731,171	**$ 5,747,213**
SF Public Works	$ 1,099,505	$ 456,281	$ 299,728	$ 239,582	$ 365,335	**$ 2,460,430**
City Departments MOU (Multiple Departments)		$ 294,369	$ 353,243	$ 1,236,349	$ 1,059,728	**$ 2,943,689**
Professional Services	$ 706,250	$ 1,242,737	$ 4,484,849	$ 1,863,000	$ 2,796,627	**$ 11,093,463**
SFCTA Enhanced Oversight (Prop L funded)	$ 50,000	$ 20,000	$ 25,000	$ 30,000	$ 25,000	**$ 150,000**
Contigency*						**$ 4,448,959**
Total	**$ 3,257,113**	**$ 3,569,755**	**$ 6,171,513**	**$ 4,400,680**	**$ 4,977,861**	**$ 26,843,755**

*Contigency includes risks including: PG&E/Power Related Costs; additional Historic Preservation Stuidies or Environmental Analysis

Agency	Project Management	Stakeholder Outreach and Engagement	Economic and Transportation Facility Analysis	Environmental Review (CEQA+NEPA)	Project Procurement and Joint Development Advisory Services	Total
SFMTA						
Project Manager III (Project Director)	$ 661,332	$ 393,225	$ 214,486	$ 321,729	$ 178,739	**$ 1,787,385**
Planner IV	$ 224,218	$ 298,957	$ 373,696	$ 373,696	$ 224,218	**$ 1,494,784**
Coordinator of Citizen Inolvement	$ 48,199	$ 578,387	$ 115,677	$ 173,516	$ 48,199	**$ 963,978**
Planner II	$ 86,606	$ 285,800	$ 190,534	$ 86,606	$ 216,516	**$ 866,062**
Administrative Analyst	$ 381,002	$ -	$ 114,301	$ 76,200	$ 63,500	**$ 635,004**
Sub-Total	**$ 1,401,358**	**$ 1,556,369**	**$ 1,008,694**	**$ 1,031,748**	**$ 731,171**	$ 5,747,213
Public Works						
Project Manager III (Electrification Program)	$ 416,115	$ 297,225	$ 214,002	$ 142,668	$ 118,890	**$ 1,188,901**
Project Manager I	$ 397,638	$ 159,055	$ -	$ 39,764	$ 198,819	**$ 795,277**
Administrative Analyst	$ 285,752	$ -	$ 85,726	$ 57,150	$ 47,625	**$ 476,253**
Sub-Total	**$ 1,099,505**	**$ 456,281**	**$ 299,728**	**$ 239,582**	**$ 365,335**	$ 2,460,430
Multi-Department MOU (MOHCD, OEWD, Planning, City Attorney)						
MOHCD	$ -	$ -	$ 403,478	$ 206,350	$ 146,234	**$ 225,000**
OEWD	$ -	$ -	$ -	$ -	$ 73,067	**$ 344,383**
City Planning	$ -	$ -	$ -	$ 597,917	$ 149,479	**$ 747,396**
City Attorney	$ -	$ -	$ 40,960	$ 104,950	$ 1,284,000	**$ 1,429,910**
Public Utilities Commission	$ 50,000	$ -	$ 47,000	$ 30,000	$ 120,000	**$ 197,000**
Sub-Total	**$ 50,000**	**$ -**	**$ 491,438**	**$ 909,216**	**$ 1,652,780**	$ 2,943,689

San Francisco County Transportation Authority
Prop L Allocation Request Form

Consultant Detailed Scope	Professional Expertise	Total
Project Management Support	Land Use Planning, Facilities Planning	$ 706,250
Property Appraisal	Real Estate Appraiser	$ 27,853
Public Outreach/Engagement Support	Public Outreach and Engagement	$ 1,134,403
Joint Development Advisor	Real Estate Development Partnerships	$ 2,304,211
RFP Proposal Development	Civil/Structural Engineers	$ 1,357,000
Presidio Yard CEQA/NEPA	Environmental Review	$ 1,863,000
Economic Market Sounding	Real Estate Economists	$ 358,608
Architectural & Engineering Services	Architects/Civil/Structural Engineers	$ 3,122,884
Transit Facility Proposal Review	Public Transit Facility Consulting	$ 89,879
Development Scenario Building	Urban Designers	$ 223,125
Transit Facility Consulting	Public Transit Facility Consulting	$ 612,500
Sub-Total		$ 11,093,463
Contigency (20%)		$ 4,448,959

SFCTA Enhanced Oversignt						Total
Rail Program Manager						$ 75,000
Consultant						$ 75,000

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Presidio Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP L Requested:	$5,150,000	**Total PROP L Recommended**	$5,150,000

SGA Project Number:		**Name:**	Presidio Yard Modernization
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	06/30/2027
Phase:	Planning/Conceptual Engineering	**Fundshare:**	18.63%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	Total
PROP L EP-206	$300,000	$1,700,000	$3,000,000	$5,000,000

Deliverables

1. Quarterly progress reports shall include % complete of the planning phase; % complete by task; work performed in the prior quarter including a summary of comments and analyses provided to SFMTA; work anticipated to be performed in the upcoming quarter; and any identified issues that may impact the project schedule.

Special Conditions

1. The recommended allocation is contingent upon approval of the Prop L Muni Maintenance 5YPP which is a separate item on this agenda.

2. In recognition of the scale and impact of this project, as well as the planned P3 delivery method, SFCTA will perform an enhanced level of oversight on this project. SFCTA Project Management and Oversight staff shall be invited to all critical meetings, including regular project development meetings, SFMTA Board meetings, etc. and be provided with project management activity reports. SFMTA will participate in regular project progress updates to the SFCTA Board and CAC.

SGA Project Number:		**Name:**	Presidio Modernization
Sponsor:	San Francisco County Transportation Authority	**Expiration Date:**	06/30/2027
Phase:	Planning/Conceptual Engineering	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total

PROP L EP-201	$150,000	$150,000

Special Conditions

1. The recommended allocation is contingent upon approval of the Prop L Muni Maintenance 5YPP which is a separate item on this agenda.

2. In recognition of the scale and impact of this project, as well as the planned P3 delivery method, SFCTA will perform an enhanced level of oversight on this project. SFCTA Project Management and Oversight staff shall be invited to all critical meetings, including regular project development meetings, SFMTA Board meetings, etc. and be provided with project management activity reports. SFMTA will participate in regular project progress updates to the SFCTA Board and CAC.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	80.92%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	98.87%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Presidio Yard Modernization
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$5,150,000

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

Initials of sponsor staff member verifying the above statement:
ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Chris Lazaro	Joel C Goldberg
Title:	Section Director	Grants Procurement Manager
Phone:	(415) 646-4924	555-5555
Email:	chris.lazaro@sfmta.com	joel.goldberg@sfmta.com

Presidio Reimagined

PRESIDIO YARD MODERNIZATION PROJECT

The Presidio Yard Modernization Project is an exciting opportunity to rethink, rebuild and expand the current obsolete, century-old bus yard and deliver a multi-level, modern bus operations and maintenance facility, including:

- More reliable Muni service with new maintenance facility to speed up repairs
- Efficient bus operations and charging
- House Muni's beloved historic buses
- SFMTA Peer Assistance Program
- Public Works Street Sweeping Unit

Built in 1912, the Presidio Yard was Muni's first headquarters. It housed streetcars and later trolleybuses.

110 **Being a 110-year-old facility, the Presidio Yard is long past its lifespan, and too small to accommodate Muni's fleet.**

3 **The current three level Muni bus yard will be modernized for battery-electric buses**

60 **A modern yard will service Muni's fleet as it grows, with room for 60 percent more buses at the yard.**

0 **Advancing the City's zero-emission, climate change goals.**

Why do we need a new Presidio Bus Yard?

Bus yards are a vital part of our public transit system. They are where we store, clean and maintain the Muni buses that get San Franciscans and visitors where they need to go. Strong public transit is one of the most important tools we have to fight climate change.

This 110-year-old facility is long past its lifespan. Presidio Yard is too small to accommodate Muni's fleet, does not meet current seismic safety standards and cannot support modern maintenance and cleaning. A modern yard will:

- Support reliable transit service by improving maintenance and working conditions, getting buses back into service sooner.
- Improve the work environment for front-line mechanics and bus operators to safety and efficiently do their job.
- Provide the green charging infrastructure needed to transition Muni to battery electric buses for an entirely zero emission fleet.
- Service Muni's fleet as it grows, with room for 60 percent more buses at the yard.
- Improve street safety around the facility to reduce traffic-related injuries for people walking, bicycling, and taking transit.

311 Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuite / 無料の言語支援 / Libreng tulong para sa wikang Filipino / 무료 언어 지원 / การช่วยเหลือทางด้านภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرقم

SFMTA

Innovative Ways to Fund Transit

In addition to the critical transportation need for a rebuilt Presidio Yard, the SFMTA will also explore the potential for joint development opportunities. Over the last 20 years the demands on San Francisco's transportation system have increased while revenues haven't kept up. Potential revenues from joint development could provide a new funding source for Muni service in the future.

Upcoming Project Milestones

2022 | 2023

- Planning In-reach
- Planning Outreach
- Proposal development and alternatives
- Draft Environmental Impact Report (DEIR) and National Environmental Policy Act (NEPA)

2024 | 2026

- Continued Inreach and Outreach
- RFQ/RFP Development
- Concept Design
- Developer Selection Process
- Project Agreement and Financing
- Final EIR and NEPA

2027 | 2032

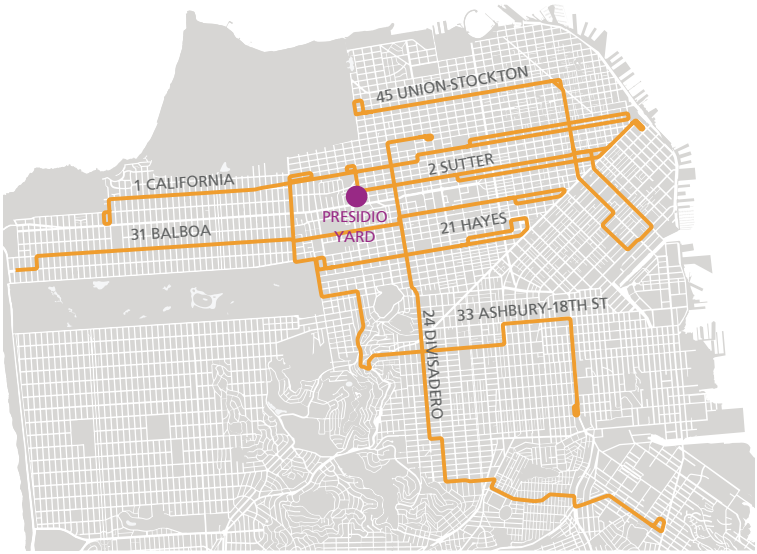
- Project Approvals
- Operations temporarily relocated to bus yard at Muni Metro East
- Construction

2033

- Projected Yard Opening

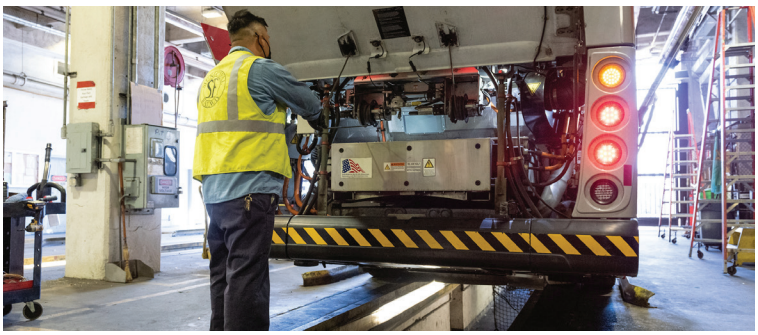
Location of Presidio Yard and routes

Presidio Yard houses bus routes that service neighborhoods across the city, including many communities that are heavily reliant on transit.



Building Progress Program

This project is part of the SFMTA's Building Progress Program, a $2.3 billion, multi-year effort to repair, renovate, and mod-ernize the SFMTA's aging facilities. This infrastructure is the backbone of San Francisco's transit system. Investments are needed to keep the City moving and transition to a battery electric bus fleet.



PresidioYard@SFMTA.com | 415.646.2223

Learn more about the PresidioYard Modernization Project, get involved and stay informed:

SFMTA.com/PresidioYard

SFMTA

Presidio Modernization Project
Outreach/In-reach

The Presidio Yard Modernization Project is an exciting opportunity to rethink, rebuild and expand the current site, resulting in a multi-level modern bus operations and maintenance facility, centralized offices, meeting spaces for the SFMTA Peer Assistance program, storage for Muni's historic bus fleet and possible joint development opportunities. The state-of-the-art facility would advance the city's goals of clean energy transit, with the potential to address needed housing and other mixed-uses. Presidio Yard is essential in serving communities that primarily rely on transit, housing bus routes that serve communities all over the city, including neighborhoods in the Muni service equity strategy.

Outreach Goals and Next Steps

The SFMTA is committed to transparency throughout this project from concept to completion. The Presidio Yard team is investing heavily in deep community outreach and stakeholder engagement with the public. We seek to build on our previous successes, keep stakeholders informed, solicit meaningful input, and explore opportunities for deeper engagement with key audiences.

To support the community's desire for regular updates and to continue building public awareness for the project, we will be deploying strategic outreach to neighborhood groups and associations, as well as community events and high-priority meetings and briefings with stakeholders. At the same time, we will provide detailed information to City stakeholders, elected officials, and SFMTA staff. We will be communicating internally and externally about the project details, environmental review, RFP process, and defining decision spaces for stakeholders at all levels.

We prioritize keeping especially hard-to-reach groups informed such as the Chinese and Korean speaking populations, low and moderate-income populations, and Presidio Yard front-line staff. Along with all other surrounding neighborhoods, we will be focusing on neighborhoods that have a history of being underserved, like the Western Addition.

Outreach Delivered during the Term of the Caltrans Grant

Initial Public Engagement Planning Workshop

- The Project hosted a workshop to discuss public engagement opportunities and priorities for the future development of Presidio Yard. Participants included staff from SFMTA, relevant city agencies and departments, and architecture, design, and communications consultants.

Public Outreach and Engagement Planning

- A Public Outreach and Engagement Plan was developed and provides an overview of the project's approach to engagement, including a stakeholder analysis, key messaging, and outreach timelines.
- A project outreach stakeholder list was developed that includes neighborhood organizations, merchant groups, Elected/City officials, Interest/Advocacy Groups, Faith-based groups, schools, senior centers, and housing advocates
- Timing of project outreach was coordinated with Citywide Planning, which requested that the SFMTA delay aspects of its public outreach until the completion of the City's Housing Element 2023.

Meetings with Stakeholders and Community Groups

- Project briefings were conducted to receive feedback from SFMTA staff and key city family stakeholders including Citywide Planning.
- Project briefings were conducted with Board of Supervisors District 2 Supervisor and staff to solicit feedback.
- Conducted outreach about the project to stakeholders for the RAISE grant application and received letters of support from Sen Feinstein, State Senator Weiner, Assemblymember Haney, Assemblymember Ting, Mayor Breed, Supervisor Stefani, TransForm, SPUR, SF Transit Riders, SF Bike Coalition, Walk SF, MTC, City Planning, and OEWD.

Yard Tours and Tabling

- Conducted outreach tabling event at Roadeo (Staff skills competition.)
- Conducted yard tour for Mayor's staff with presentation on interior and potential joint development scenarios and scheduled upcoming tour for Senator Feinstein's staff.
- Developed script for leading yard tours

Project Workshops

- Developed materials for Workshops on the bus facility with SFMTA frontline maintenance and operations staff. Developed posters, display boards, project flyer, PPT presentation and staff survey for two December workshop events.
- The Workshop on 12/12/22 was for Maintenance staff and included discussion boards and a project presentation. The 12/14/22 event was for Operators and included discussion boards and flyers. Both were well attended.
- Interior bus facility design boards were also posted for a week in the Presidio Yard breakroom for staff to view and provide project feedback.

Feedback Survey

- A staff survey was conducted to take input on how staff felt about the project, presentation of outreach materials, and how they heard about the workshops.

Outreach Materials

- Outreach and engagement materials were developed for use in current and future outreach efforts. Digital communications included a project webpage, blog posts and social media posts. Other materials included a project flyer, yard tour script, workshop posters and boards, and PPT presentations and graphics for various stakeholders.

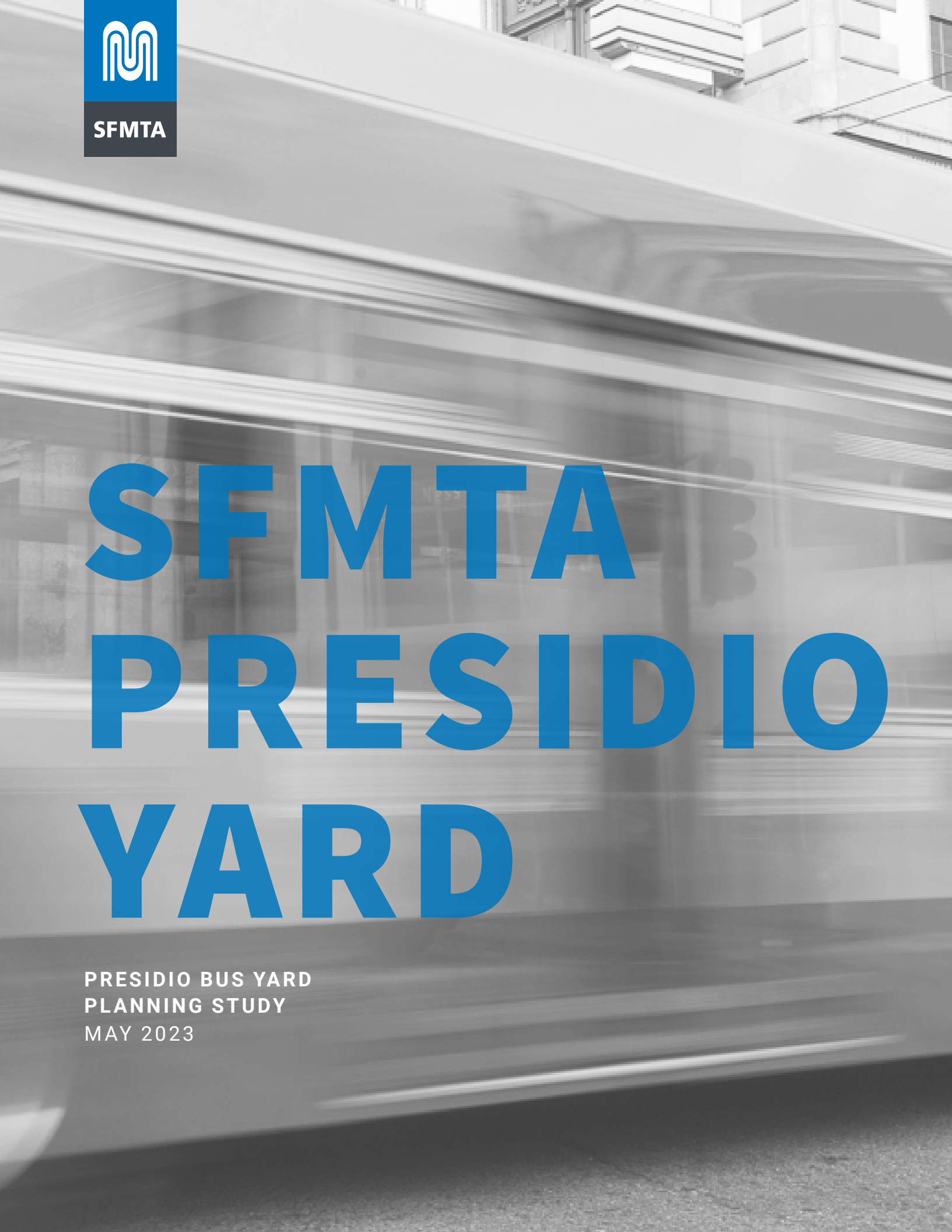
Planning for Future Neighborhood Working Group

- A draft Working Group Plan was developed, including goals, membership categories, application process and recruitment strategies. Additional materials included draft email templates and memos to be used in future Working Group recruitment.

Photos from December 2022 Workshops

Outreach/In-Reach Log

Date	Activities/Tasks
September 2020	• Public Engagement Planning Workshop with SFMTA, City family and consultants, September 28
June 2021-Dec 2021	• Developed POETS plan • Introductory blog on interesting history of Presidio Yard and announcement of next property for Modernization • Created Website/project page
2022	Summer • Website updated • POETS plan updated • Talking points updated • Developed Project flyer, outreach presentation, Working Group Prep Plan • City partner briefings with Dept Housing September • Mayor and Supervisor briefings • **Virtual presentation for Supervisor Stefani and staff with different proposals for joint development Sept 19th** October • Website and email updated • Continue Supervisor briefings • In-reach for Internal SFMTA staff, including Transit • In-reach flyer for Presidio Operators and Maintenance staff November • **Outreach tabling event held at Cow Palace Roadeo (Staff skills competition) for operators, parking control and management staff** December • **In-reach workshops held for operators and maintenance staff of Dec 12th and 14th** • Surveys for front-line yard staff
2023	February • **Yard tour held for Mayo's staff on February 2nd** • Targeted stakeholder meetings with the City Family • Website updates May • **Yard tour for Senator Feinstein staffers – May 22nd**



SFMTA

SFMTA PRESIDIO YARD

PRESIDIO BUS YARD
PLANNING STUDY
MAY 2023

San Francisco Municipal Transportation Agency
Presidio Bus Yard Planning Study
Draft Consolidated Report
May 2023

Project Team:

HATCH

HDR-Design Maintenance Group
M. Lee Corporation
Kennerly Architecture and Planning
VerPlanck Historic Preservation Consulting

Contact:
Rachel Bramwell | Hatch
335 Adams Street, Suite 2700
Brooklyn, NY 11201

Tel: +1 323.854.0554

CONTENT AND ACRONYMS

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LIST OF ACRONYMS

BEB	Battery Electric Buses
BART	Bay Area Rapid Transit
BMP	Best Management Practices
CEQA	California Environmental Quality Act
CIE	Cultural / Institutional / Educational
CIP	Capital Improvement Project
CPMC	California Pacific Medical Center
DCD	Design Criteria Document
EIR	Environmental Impact Report
HRE	Historic Resource Evaluation
LEED	Leadership in Energy and Environmental Design
LID	Low Impact Development
LRV	Light Rail Vehicle
MUNI	San Francisco Municipal Railway
OEWD	San Francisco Office of Economic and Workforce Development
PDR	Production / Distribution / Repair
PG&E	Pacific Gas & Electric
RED	San Francisco Real Estate Division
SES	Street Environmental Services
SFFD	San Francisco Fire Department
SFMTA	San Francisco Metropolitan Transportation Authority
SFPUC	San Francisco Public Utilities Commission
SFUSD	San Francisco Unified School District
UCSF	University of California San Francisco
ULWP	Upper Level Work Platforms
USF	University of San Francisco

Presidio Bus Yard, 2020.
Source: Hatch.

CHAPTER 1:

EXECUTIVE SUMMARY

SFMTA BUILDING PROGRESS PROGRAM

The San Francisco Municipal Transportation Agency (SFMTA) has undertaken an effort to prepare its bus and trolley fleet, and their accompanying facilities, for the future. This includes both pursuing new methods to power its fleet–the full Muni bus fleet will be electric by 2024–and using the SFMTA's existing real estate assets to create a source of revenues that can both further the operations and maintenance of its fleet, as well as provide greater benefits to the community surrounding its facilities and San Francisco overall.

In 2017, SFMTA initiated its Building Progress Program, which seeks to modernize its facilities in three major ways:

- To increase the capacity for fleet maintenance and storage in light of increased demand;
- To increase the system's overall resiliency for seismic events and climate change; and
- To better integrate its facilities into their surrounding neighborhoods, offering greater benefits and community use for those who live nearby.

As part of the Building Progress Program, the SFMTA is seeking to rehabilitate and modernize its bus yards while analyzing feasibility of developing revenue generating, non-transit uses within or adjacent the bus yard sites.

PRESIDIO YARD MODERNIZATION PROJECT

The SFMTA and the Hatch team—made up of market assessment, financial analysis, and public private partnership advisory firm Hatch; facilities designer HDR; architecture and urban design firm Kennerly Architecture and Planning; transit operations planning experts CHS Consulting Group; historic preservation advisory from VerPlanck Historic Preservation; and hard cost estimates from M. Lee Corporation—began work on the Presidio Yard Modernization Project to develop a design for a new, all-electric bus maintenance and storage facility at Presidio Yard, with consideration of joint uses.

The initial stage of this project culminates in this report, the Presidio Bus Yard Planning Study. This report synthesizes the bus facility requirements of the rebuilt Presidio Yard, the site's larger context—existing site conditions, nearby land uses, and relevant City policies—as well as the overall opportunities and constraints of the site.

PROJECT OBJECTIVES

It is understood that joint development (JD) at Presidio Yard must not impede the core transit function of the rebuilt facility. The report is guided by the following modernization and development objectives set by the SFMTA for the site:

- Rebuild the obsolete century-old bus yard and deliver modern, efficient bus operations and maintenance
- Provide infrastructure needed to transition Muni to an all-electric, zero-emissions fleet
- Maximize revenue generation on-site through joint development to provide a new funding source for Muni service and offset development costs of the bus facility
- Maintain the bus yard rehabilitation and modernization schedule and minimize scheduling risk
- Separate bus facility and joint uses cleanly to simplify development processes and procurement strategy

FIGURE 1-1: VIEW OF PRESIDIO YARD AT PRESIDIO AVENUE AND EUCLID STREET

Source: Google Street View (2016). Note: Building heights measured from elevation of adjacent sidewalk.

PROCESS

The Hatch team conducted a series of interviews with Muni staff and operators to determine their needs and requirements to develop a modern, seismically sound, and emissions-free facility. The Hatch team also met with City agencies such as the San Francisco Planning Department (SF Planning) and Office of Economic and Workforce Development (OEWD) for input on the site's redevelopment as it relates to the local neighborhoods' needs as well as the larger City's.

PLANNING STUDY SUMMARY

The Presidio Yard, located at Geary Boulevard and Masonic Avenue, is one of the City's oldest bus operations and maintenance facilities. The building served as home to the newly founded San Francisco Municipal Railway's (Muni's) headquarters for nearly 100 years until the early 2000s. The existing Presidio Yard houses routes that serve communities across the City, including neighborhoods in the Muni Service Equity Strategy. For example, the 1 California serves the Chinatown neighborhood, and the 24 Divisadero serves Western Addition and Bayview Hunters Point neighborhoods. The first building on-site was built in 1912 as a streetcar facility.

As of 2020, analysis indicates 132 forty-foot trolley coaches are on site with a peak demand of 109 and an effective demand of 100. The most critical need facing the SFMTA in the construction of the new Presidio Yard is to increase the agency's capacity for operating and maintaining a growing fleet being planned for a transition into zero-emissions.

Through in-depth research and these engagements, the Hatch team revised and refined a site layout and concept program and design for the bus facility. The Hatch team's bus facilities designers, architects, and urban designers proposes the creation of two parcels from the 5.5-acre site—the northern parcel (4.2 acres) as the bus facility parcel and the southern parcel (1.3 acres) as the opportunity site for non-transit uses.

The proposed bus facility concept design stretches along the northern portion of the Presidio Yard site. It is designed as a four-level building with a total building height of 75 feet, as measured from Masonic Avenue. The proposed concept would house 247 buses and over 600 SFMTA staff. The bus facility concept design also allows for transit and/or municipal uses at the rooftop level. Community use at the bus facility may take the form of public art space, publicly accessible open space, or other public-oriented uses.

Land use analysis and community input showed that, for non-transit uses, housing, institutional (healthcare or higher education), and retail uses most complement the site. These uses are appropriate given existing land uses nearby as well as planned developments in the proximity of the site such as redevelopment of the University of California San Francisco (UCSF) Laurel Heights Campus at 3333 California Street, which includes housing, retail, public open space, childcare, and potentially office space.

The new Presidio Yard represents the SFMTA of the future: fully integrated into its community; designed and developed to improve operations while staying resilient to future climate and seismic events; and leveraging its assets to generate revenue and help address community needs in San Francisco.

FIGURE 1-2: VIEW OF PRESIDIO YARD AT PRESIDIO AVENUE AND POST STREET

Source: Google Street View (2016). Note: Building heights measured from elevation of adjacent sidewalk.

Presidio Bus Yard, 2020.
Source: Hatch.

CHAPTER 02:

CURRENT CONDITIONS ANALYSIS

2.1 OVERVIEW

This chapter includes a thorough analysis of the current conditions of the Presidio Yard as it relates to the current fleet, the administrative and maintenance facilities, employee parking, and the redevelopment schedule. This comprehensive Current Conditions Analysis will cover noteworthy considerations of the facility and its operations as well as shed lights on any remaining gaps on research for the project forecast.

The gap analysis in this chapter reviews previously completed studies, reports, and analyses that address current conditions at Presidio Yard and the transit requirements of the rebuilt Presidio Yard, and identifies assumptions and questions that require clarification in subsequent study tasks.

2.1.1 SOURCES CONSULTED

The Current Conditions Report is informed by interviews with SFMTA subject matter experts and the Hatch team's review of the following studies, reports, and analyses prepared by or on behalf of the SFMTA:

- SFMTA Real Estate and Facilities Vision for the 21st Century (Parsons Brinckerhoff, 2013)
- Facility Condition Assessment of Presidio Bus Division (EMG, 2016)
- SFMTA Facilities Framework Addendum (Owen Adams, 2017)
- SFMTA Bus Yards Design and Development Study, Draft Current Conditions (2018)
- Historic Resource Evaluation: Presidio Trolley Coach Facility (VerPlanck, 2017)
- SFMTA 2017 Fleet Plan (2017)
- SFMTA 2020 Bus Master Fleet List (January 2020)
- SFMTA Capital Improvement Program 2019-2023 (2018)
- SFMTA Facilities Assessment: Site Master Planning Charrette Report (2017)
- SFMTA Potrero Scenario 2 Final Design Drawings (2017)

The sources above provide an adequate baseline understanding of existing conditions (including facility condition, operations, and associated expenditure plans) at Presidio Yard as well as the broader conceptual framework for the rebuild and expansion of SFMTA bus maintenance and storage yards.

However, the Hatch team recommends convening a meeting with SFMTA to review and confirm assumptions pertaining to construction timeline, facility capacity, and fleet mix at Presidio Yard. These assumptions should be finalized prior to the start of major work tasks such as the design criteria and the joint development scenarios for Presidio Yard.

2.2 EXISTING CONDITIONS

2.2.1 CURRENT FLEET MIX

The Facilities Framework Addendum (2017) defines three levels of capacity for bus parking.

- *Yard Capacity:* Buses in parking lanes only
- *Planning Capacity:* Buses in parking lanes and half the maintenance bays
- *Crush Capacity:* Buses in parking lanes, all the maintenance bays, and some aisles/aprons.

The Facilities Framework Addendum (October 2017) places the current crush capacity of Presidio Yard at 165 forty-foot trolley buses and 15 maintenance parking spaces. The SFMTA Master Fleet List of January 2020 indicates 132 forty-foot trolley coaches are on site with a peak demand of 109 and an effective demand of 100.

2.2.2 ACCESS AND CIRCULATION

Presidio Yard currently has access from one ingress from Presidio Avenue and one egress to Presidio Avenue, as shown in the Facilities Framework Assessment and confirmed by visual inspection.

Circulation within the yard is clockwise from the Presidio Avenue entrance, with a singular overhead ladder track allowing assignment to thirteen yard parking lanes, ten maintenance bays, and two interior running repair lanes. Both running repair lanes are utilized for overnight bus parking. Additionally, the bus washing lane is also utilized for overnight bus parking and is accessible only from the exit gate ladder track. Maintenance bays are not readily accessible without battery assistance when the parking lanes are fully utilized. See Figure 2-1.

The rate of scheduled bus egress and ingress is currently a data gap in documenting baseline conditions. It is important to assess this rate to understand Presidio Yard's ability to accommodate the flow. To address this, it is recommended that site observations should be conducted.

FIGURE 2-1: SITE CIRCULATION

Source: Hatch team; Google Street View (2016)

Additionally, buses entering Presidio Yard post-morning peak and evening peak may potentially be causing traffic congestion on Presidio Avenue. This is also a data gap. Understanding this is important to inform future planning decisions for multiple points of ingress and egress.

Due to the pandemic at the time of writing, observations of the post-peak circulation was not possible. In lieu of observations, the following chart (Table 1) was prepared showing Presidio Division/Yard scheduled departures (pull-outs) and arrivals (pull-ins). Fifteen (15) minute periods were captured to show the maximum flow patterns that could impact yard "meet and greet" functions as well as on-street traffic conflicts. The maximum pull-out flow is 12 during the 6:00-6:15 A.M. period and the maximum pull-in flow is 7 between 8:30-8:45 P.M. Neither of these would appear to cause congestion. For comparison purposes the other existing SFMTA rubber tire divisions were summarized as well.

TABLE 1-1: PULLOUT MOVEMENTS AND BLITZ

	PRESIDIO
OUT	**2/22/20**
3-329A	
330-344	
345-359	
400-414	2
415-429	2
430-444	4
445-459	3
500-514	6
515-529	7
530-544	6
545-559	5
600-614	12
615-629	9
630-644	7
645-659	7
700-714	8
715-729	6
730-744	11
745-759	5
800-829	
830-859	
900-929	
930-959	
Total	**100**

	PRESIDIO
IN	**2/22/20**
5-529P	
530-544	
545-559	
600-614	
615-629	2
630-644	4
645-659	3
700-714	2
715-729	5
730-744	2
745-759	3
800-814	2
815-829	3
830-844	7
845-859	1
900-930	5
Subtotal	**39**
930-2X	57
Total	**96**

2.2.3 FACILITY CONDITION

As documented in the Historic Resource Evaluation (2017), the Presidio Yard site, in addition to the bus yard, includes the former Geary Car Barn building at 949 Presidio Avenue, which was built in 1912. This building was also formerly used as administrative headquarters. The Facility Condition Assessment of Presidio Bus Division report (2016) states that the Geary Car Barn building is in fair overall condition.

The area for the combined bus facility—the Maintenance Wing, Car Barn, and Clock Tower—is 195,000 SF. The bus facility is constrained by the City streets surrounding the site, leading to the requirement for bus maintenance in the former lower level streetcar barn. The transition of Geary Car Barn (streetcar) to Presidio Yard (trolley coach) utilized the existing Geary Car Barn building for transportation functions. This resulted in operators, bus assignments, and on-street relief locations being poorly coordinated on the site. This also created inefficiencies in both bus maintenance and other bus related functions.

The Facility Condition Assessment (2016) only interviewed one Facility Maintenance employee during the assessment of building conditions, while the SFMTA Real Estate and Facilities Vision for the 21st Century report (2013) confirmed observations with maintenance personnel.

Hazards and building deficiencies have been assessed in multiple documents from 1993 through 2011 with remedial actions initiated on a limited basis.

Potential environmental hazards (e.g. ground contamination) for Presidio Yard were not cited in any of the study documents. It is important to note that from approximately 1960-1980, in addition to trolley coaches, diesel motor coaches were domiciled in Presidio Yard.

2.2.4 EMPLOYEE PARKING INVENTORY

Parking is an issue at all of SFMTA's facilities. The employee parking inventory covers the entire site, which includes both the bus yard and the former Geary Car Barn. The Facility Condition Assessment (2016) cites 78 car parking spaces, including 1 ADA-compliant space. The SFMTA Real Estate and Facilities Vision report (2013) cites a running repair lane being used for maintenance staff parking after buses are parked. The existence of in-yard maintenance employee parking will be confirmed prior to bus yard design criteria completion and any final concept design developed for the site.

Physical verification indicates that 49 spaces exist inside the Geary Car Barn (along former tracks 13-16) and that 29 spaces exist outside between the building along Geary Boulevard. The spaces within the former Geary Car Barn are currently reserved for Presidio Division operators, dispatchers, and maintenance managers. Transit, transportation and parking at Presidio will be part of the SFMTA's Transportation Demand Management

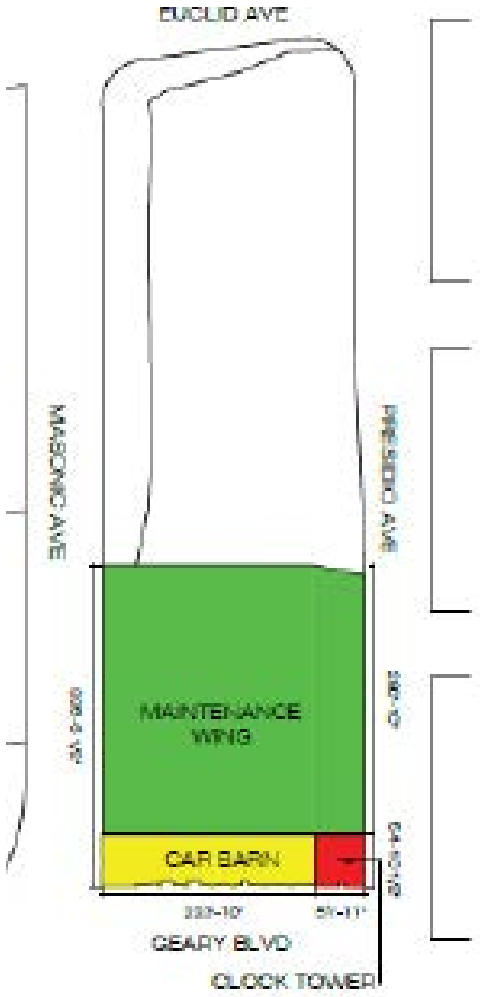

FIGURE 2-2: FACILITY COMPONENTS

(TDM) Plan. The outside spaces are governed by SFMTA street regulations and are utilized by both Presidio Division operators and SFMTA Operator Training staff.

The reviewed documents do not cite the existence of street (curb) parking along the perimeter of the Presidio Yard (i.e. Masonic Avenue, Euclid Avenue, and Presidio Avenue). Physical inventory indicates that there are 60 additional curb parking spaces along these three street segments that are generally utilized by Presidio Division operators. The existing combination of 49 spaces inside the Geary Car Barn plus spaces near the perimeter affords operator parking equal to the roughly 109 weekday operator morning reports. Some perimeter spaces may be occupied by non-SFMTA users.

This analysis does not include review of SFMTA Sustainable Streets documentation.

2.2.5 MAINTENANCE FACILITY INVENTORY

The SFMTA Real Estate and Facilities Vision report (2013) details an inventory of facilities (based on 38 observations) including storage areas, lifts, a bus washer, service bays, control

tower, and offices. Noted deficiencies include absence of fall protection in some service bays, insufficient drainage in service bays, and the absence of a bus cleaning vacuum system.

2.2.6 ADMINISTRATIVE AND PERSONNEL FACILITY INVENTORY

The Presidio Transportation Division administrative and personnel facilities are located on the ground floor of the former Geary Car Barn at 949 Presidio Avenue (built in 1912). The Historic Resource Evaluation (2017) summarizes the multiple renovations between 1914 and 1980 to accommodate both engineering and training functions. There have been no renovations to the existing 2600 Geary space to accommodate the fluctuations and changes in the operator force. The dispatcher, division instructor, and union office space remains the same as in the original 1912 space allocations. Operator break rooms and restrooms are located on both the ground floor and mezzanine levels of 2600 Geary.

Vacancies in the 2610 Geary ground floor office space have allowed relocation of the Division Managers' office to this space from 2600 Geary. Detailed square footage allocated to office space by unit and function was not available at the time of this writing, but diagrams of the existing 949 Presidio Avenue building indicate approximately 3500 SF for transportation functions, about 12 SF per employee (at 280 employees based on SFMTA driver sign-up data). If the Facility Addendum (2017) space programming guidelines were applied to the current Presidio Yard transportation functions, approximately 5,500 SF would be required. This means there is a deficit of 2,000 SF for employees at Presidio Yard

The Presidio Yard administrative maintenance and personnel facilities are documented in the SFMTA Real Estate and Facilities Vision report (2013). The Vision report mentions the following administrative, maintenance, and personnel facilities: lockers, lunchroom, and a restroom to support 28 mechanics, four technicians, and presumably supervisors. No women's facilities exist in the maintenance areas.

The only reference to a building hazard citation was documented in the Hazardous Material Abatement Oversight Clearance Report - SFMTA Presidio Restroom Renovation (2018).

2.3 ADDRESSING RESEARCH GAPS

Based on a review of completed studies, the project team identified the following assumptions and key questions to be addressed prior to final concept design and completion of bus yard design criteria.

- *Haz Mat Assessment*: During the Planning phase for Presidio Bus Yard, it is assumed there are no haz mat issues on-site. However, an assessment of potential ground/soil contamination of sites (building and yard) is needed to

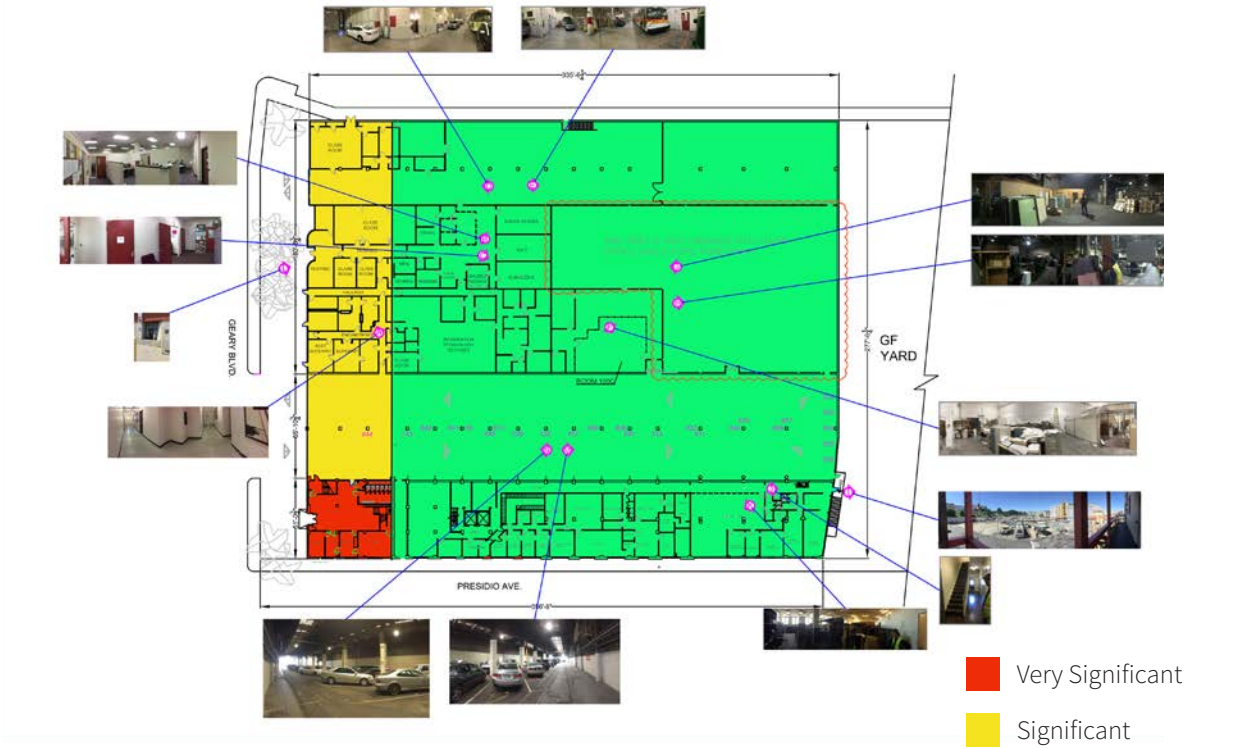

FIGURE 2-3: PRESIDIO - GROUND FLOOR HISTORICAL SIGNIFICANCE DIAGRAM

Source: SFMTA, Christopher VerPlanck

understand any issues on the site prior to the bus yard design criteria completion and any final concept design developed for the site.

- *Geotechnical Assessment*: During the Planning phase for Presidio Bus Yard, it is assumed there are no geotechnical issues on-site. However, an investigation of geotechnical conditions is needed to understand any potential issues on the site.

- *Site Boundary Survey:* During the Planning phase for Presidio Bus Yard, it is assumed existing site boundaries survey maps are accurate. Further survey will be needed.

- *Topographic Survey* will be required prior to bus yard design criteria completion and any final concept design developed for the site; however the following are assumed:

  – Spot elevations at property corners and at 50-foot increments along property lines (back of sidewalk), tops of curbs, and flow-lines at surrounding streets are used for the Planning Phase.

  – Topographic lines at sloped banks below Masonic;

  – Spot elevations at building access points facing Geary Boulevard are

- *Documentation of existing site improvements and surrounding context*, including the following are assumed:

  – Heights of surrounding building roofs measured from a common benchmark;

  – Heights of existing buildings on the Presidio Yards site, measuring heights of distinct massing breaks;

  – Horizontal dimensions locating existing structures relative to property lines;

  – Any structural encroachments or retaining walls used to support adjacent public rights of way (e.g. retaining along Masonic);

  – Location and heights of any significant trees.

- *Utility survey,* will be required prior to bus yard design criteria completion and any final concept design developed for the site; however the following are assumed:

  – Locations of laterals and mains within public rights of way based on available documentation at time of writing;

  – Any public or private utility easements that cross the site. This includes both above ground and sub-grade systems will be further investigated.

- *Geary Setback*: Further understanding or legal description of the setback along Geary Boulevard is required. Is the setback within the public right-of-way or within the Presidio facility property boundary? This could be accomplished through the Site Boundary Survey by surveying the property boundary specifically.

- *Historic Preservation Studies* will be further conducted prior to bus yard design criteria completion and any final concept design developed for the site, including:

  – Clarifications and confirmation around the general requirements for historic preservation will be required.

  – Is there an evaluation of the 1930s alterations and art deco additions that would meet Criterion-3 of the Secretary of Interior's Standards for rehabilitation? Clarify whether only the un-altered portion of the original 1912-1913 facility developed under the oversight of O'Shaughnessy meets this criterion.

- *Parking Proposal/Study* will be required such as the SFMTA Employee Parking proposal/study. Coordination with SF Planning and City Family needed to show how the current transportation demand management (TDM) process will inform development and programming decisions.

- *Transportation Ingress/Egress*: Transportation loads for ingress and egress into the site, both existing and proposed.

- *Updated Fleet Plan*: An updated Bus (and Rail) Fleet Management Plan is needed to understand the SFMTA's planned fleet allocations and fleet mix for Presidio Yard.

- *Battery Electric Fleet and Use*: As of 2023, Presidio will be planned for BEBs.

- *Space Needs Program and Floor plans*: There is not currently an existing space needs program. This will be created from the Programming Interviews. To scale floor plans of the Presidio Facility will be required.

- *Facility Use*: What SFMTA functions would require space at Presidio Yard in the future?

- *Build-out Capacity:* Does the 2040 capacity of Presidio stated in the Facilities Addendum reflect the maximum capacity for the facility?

- *Planned Timeline*: Is the schedule for the Presidio facility completion still accurate?

- *Site Visit*: Conducting a site visit, external circumstances permitting, would confirm various on-site conditions, including but not limited to verifying current parking conditions.

2.4 INPUTS TO THE PLANNING STUDY

2.4.1 PROJECT SCHEDULE

The SFMTA Facilities Framework Addendum (2017) indicates that joint use and analysis would occur in 2021-2022, design and permitting in 2024-2026, construction in 2027-2028, and completion/move-in in 2029. The Addendum shows Presidio closing in 2030 and reopening by 2035.

Cost assumptions are summarized in the Facilities Framework (2017). This shows a combined rebuilt cost of $687M for Potrero and Presidio Yards. The Capital Improvement Projects (CIP) 2019-2023 report does not project costs for the Presidio Yard project or correlate to the Facilities Framework (2017). The CIP does not include narrative or budget projection for an expanded Light-Rail Vehicle (LRV) fleet, which was previously projected in the Facilities Framework reports. The CIP only includes information through 2023 (hence, it does not include information for the complete timeframe of Presidio Yard redevelopment. SFMTA will need a new CIP for the planning, predevelopment, CEQA and NEPA, and preparation of the RFQ for a development team for the Presidio Project. As part of the Presidio planning, a construction estimate was prepared for rebuilding the Presidio bus facility of approximately ~$315.26 million in November 2021. Project and construction budget estimates and updates will be prepared in the future.

2.4.2 RELOCATION PLAN

Any changes to the SFMTA Bus Fleet Management Plan 2017-2030 (not available at the time of writing) will inform both the number and type of vehicles to be relocated following the opening of the Presidio Yard. Additionally, unanticipated changes in fleet size and types of vehicles operated may require facility flexibility.

2.4.3 FLEET CAPACITY

The Facilities Addendum (2017) indicates that 185 sixty-foot and 40 forty-foot (225 BEBs) must be accommodated at the rebuilt Presidio Yard along with 22 historic buses for a total of 247 buses.

The SFMTA's policy goal of achieving 100 percent battery-electric fleet by 2035 would require flexibility, as battery-electric vehicles require specific standards and would require complementary amenities at the rebuilt Presidio Yard. Additionally, the new battery-electric vehicles may allow for greater efficiency in terms of how the vehicles are assigned and located to service areas. The agency's transition from hybrid diesel fleet into 100 percent BEB is currently planned for completion in 2035; however, this may be change to 2040.

This as well as updates to the SFMTA Bus Fleet Management Plan 2017-2030 will also influence fleet capacity requirements at Presidio Yard and related decisions.

2.4.4 SPACE PROGRAM

Space Standards for future planned spaces at the rebuilt Presidio Yard are provided as part of the SFMTA Facilities Framework Addendum (2017). The Space Standards delineate specific square footages and dimensions for offices, shops, repair bays, support spaces, and personnel facilities for future planned spaces/ buildings. Programming Interviews will be held to update the Space Program as needed.

2.4.5 POWER REQUIREMENTS

Currently, traction power at Presidio Yard is provided by feeder circuit from the Fillmore substation within a half mile and controlled by the SFMTA Power Control Center. The substation's capacity is adequate for the facility's traction power needs today. Generally, while any projected increase in traction power can be accommodated by additional power augmented from other substations, the limiting capability is the existing feeder circuit and cables related to Presidio. SFMTA's Power Control is conducting a "load study" to ascertain any new power requirements to accommodate BEBs at Presidio Yard. WSP is leading this effort through a Zero-Emission Facility and Fleet Transition Plan for the SFMTA. Findings of which will need to be included in future planning and feasibility studies on the site as well as the Presidio Yard's Design Criteria Document.

Overhead View of Presidio Division Office, 2018. SFMTA Photography Department and Archive.

CHAPTER 03:

OPPORTUNITIES AND CONSTRAINTS

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3.1 OVERVIEW

Serving as the project's Opportunities and Constraints Analysis, this chapter evaluates factors contributing to the Presidio Yard redevelopment strategy. These considerations include physical characteristics of the site, applicable zoning and land use regulations, topographic information, historic preservation priorities, parcel ownership, and fleet requirements. It should be noted that the entire Hatch team has conducted a site visit to support the writing of this report.

The Presidio Yard site presents an opportunity to create a development to leverage its location at the intersection of various neighborhoods and central to the Geary Corridor. The site straddles multiple areas, but lacks a defined sense of place, character, and human scale.

While there are easy walking, biking, and public transit opportunities to access nearby attractions, the immediate neighborhood is ripe for activation. Redevelopment of the Presidio Yard site offers great opportunity to host neighborhood events and activate this portion of the Geary Corridor. If the Geary Corridor becomes a major transit corridor in the future, the site has the potential to become a major hub. Uses such as residential, mixed use, commercial/retail, institutional, or office use could be considered.

Taking advantage of the site's topography, the notable grade change from the east side of the site to the higher west side of the site could offer great opportunity to stack programmatic uses and the potential for street and pedestrian activation.

3.1.1 KEY CONSIDERATIONS

The key considerations germane to the development of future transit and joint development uses include:

- **Historic resources** – The Historic Resource Evaluation (HRE) prepared by VerPlanck Historic Preservation Consulting (December 2017) concluded that the corner of the office building at the corner of Presidio Avenue and Geary Boulevard is of historic and architectural significance and should be considered to be preserved. This includes the Art Deco entrance surround and frieze on Presidio Avenue, as well as the clock on the front of the office building facing Geary Boulevard.
- **Electrical infrastructure needs** – The Presidio facility's building service power needs are anticipated to increase substantially with the transition to a battery electric fleet. Service requirements will need to be confirmed in consultation with the power provider and SFMTA Fleet Division. The SFMTA had a Battery Electric Bus Facility study done in 2021-2022.
- **Underground utilities** – It is necessary to determine whether there are any underground utilities traversing the site or the right-of-way on Geary Boulevard. SFMTA concluded preliminary inquiry with utility providers, through the Envista portal, which concluded that it is unlikely that utilities are traversing the site. Further confirmation may be needed.

Additional considerations that would apply to future joint development uses include:

- **Zoning and development controls** – The site is currently zoned as P-Public and will need to be rezoned to accommodate non-transit uses. Heights for future joint development will also need to be considered, appreciating the public view corridor from the west side of Masonic Avenue looking east. The SFMTA will work with City departments and the community regarding the bus and transit facility and proposed future uses, zoning, and heights, including the City's Housing Element 2022 filed with the State on February 2023.

3.2 PARCEL SIZE, BOUNDARIES, AND OWNERSHIP

Presidio Yard is an operations/maintenance facility owned by the City and County of San Francisco located at 949 Presidio Avenue, at the nexus of the Laurel Heights, Lower Pacific Heights, Anza Vista, and Lone Mountain neighborhoods. The subject property consists of a single block bounded by Euclid Avenue to the north, Geary Boulevard to the south, Presidio Avenue to the east, and Masonic Avenue to the west.

FIGURE 3-1: AERIAL AND STREET VIEWS

3.3 NEIGHBORHOOD CONTEXT

3.3.1 PHOTOS

FIGURE 3-2: GEARY BOULEVARD

FIGURE 3-3: PRESIDIO AVENUE SOUTH

FIGURE 3-4: PRESIDIO AVENUE NORTH

FIGURE 3-5: EUCLID AVENUE

FIGURE 3-6: MASONIC AVENUE NORTH

FIGURE 3-7: MASONIC AVENUE SOUTH

3.3.2 LAND USE

Presidio Yard is currently categorized as a Cultural/Institutional/Education (CIE) site and is surrounded by varied property types. The site's southern boundary, Geary Boulevard, contributes to a commercial district with small and large scale retail, Production, Distribution and Repair (PDR) and medical buildings. Directly to the east and west are primarily residential uses: single family and small to mid-size multi-family residential uses. Two blocks to the north, along California Street, is another commercial corridor with medical, retail and mixed use uses.

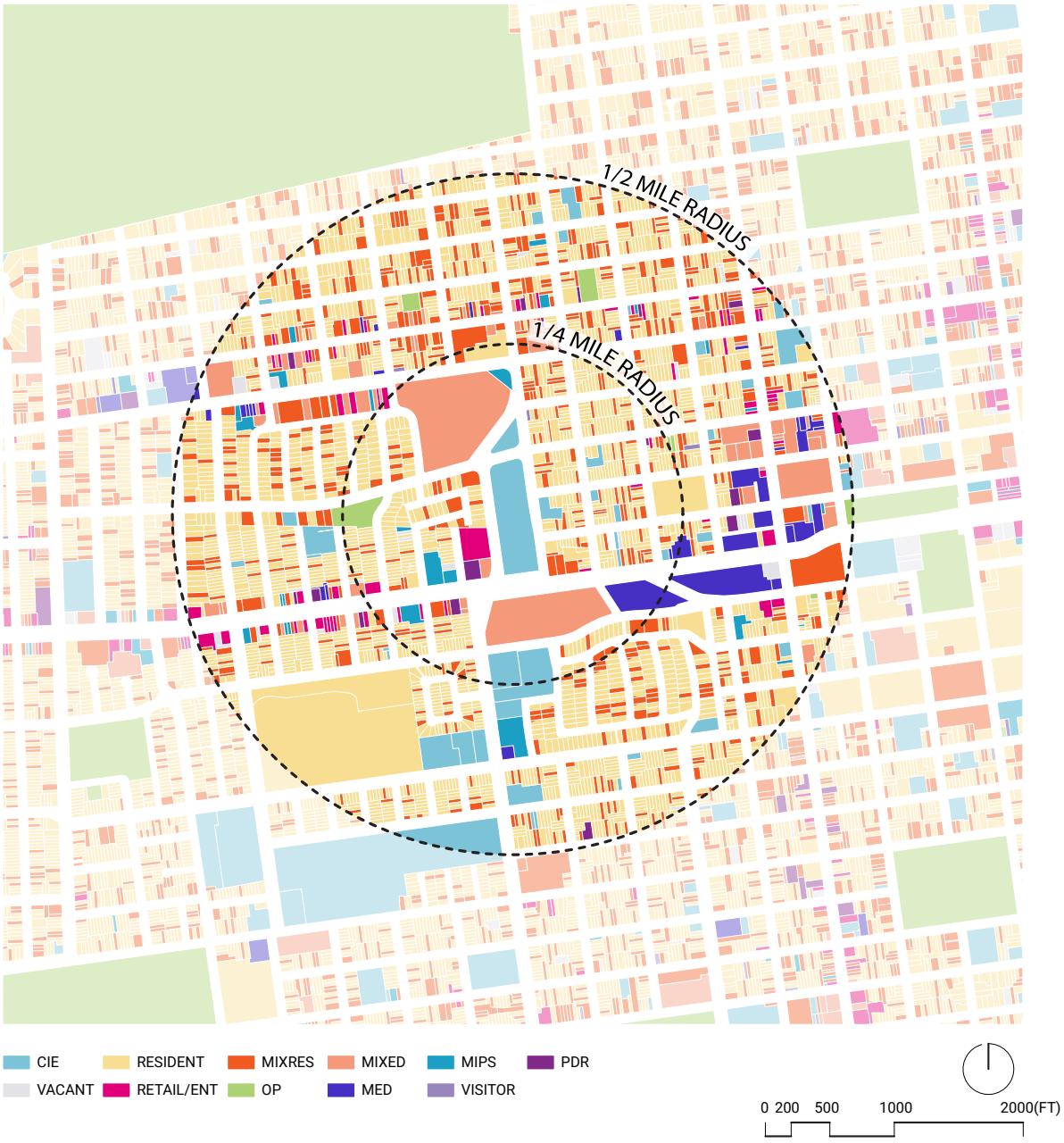


FIGURE 3-8: LAND USE

Source: SF Planning, 2020

3.3.3 DEMOGRAPHICS

This section discusses demographic conditions within the Presidio Yard catchment area (half-mile radius around the project site) using available information in 2020. The catchment area has a population of around 45,000, housing 5% of San Francisco's total population of 870,000.

The area is wealthier and less diverse than the City as a whole. The median household income of $130,000 (in 2018 dollars) in the catchment area is 21% higher than the citywide median household income of $105,000 (in 2018 dollars). The catchment area is 57% White, a population that is more than double the size of the next largest racial group, Asian/Pacific Islander (21% of the catchment area). By contrast, the City overall is 41% White and 34% Asian/Pacific Islander.

Despite the high median household income in the catchment area, homeownership rates are slightly lower than citywide, 32% in the catchment area compared to 38% citywide. This is likely due to the fact that the median age is slightly lower than citywide (35.6 compared to 38.9) and that there are more 1-person households than citywide (42% compared to 36%).

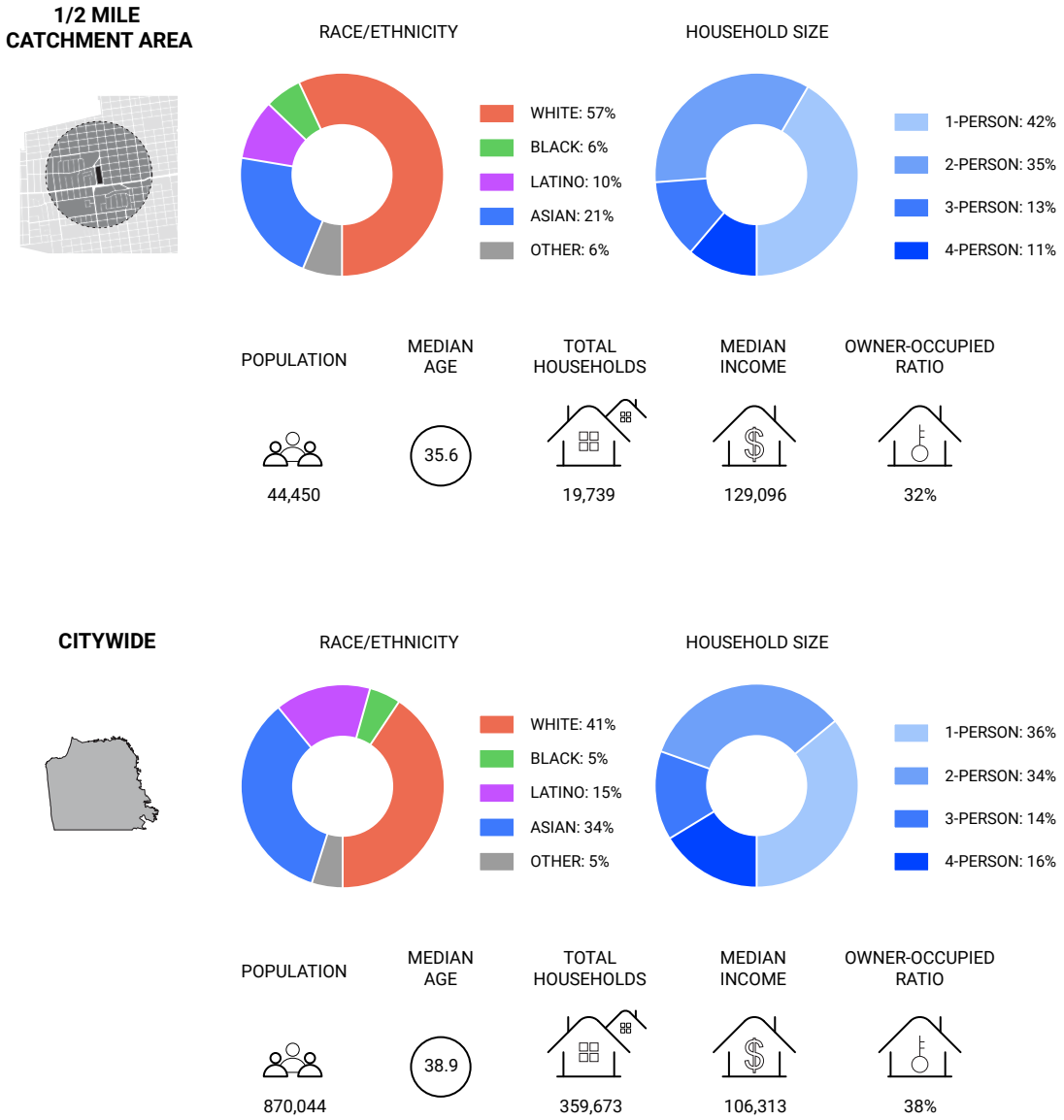


FIGURE 3-9: NEIGHBORHOOD DEMOGRAPHICS

Source: U.S. Census Bureau, American Community Survey 2018 5-year estimates, tables B030002, B01002, S2501, and B19013. All site data retrieved in 2020 and sourced from ½ mile catchment area. Since this analysis, San Francisco experienced population change. In 2022, there are 808,000 residents in the city or a 7% decrease.

3.3.4 PIPELINE HOUSING

The residential housing surrounding the site is historic and well-established. Major housing development occurred in the early 1900s and then the mid-20th century. Major residential development currently under the development consists of denser, multi-family buildings. One is to the north of the Presidio Yard site at 3333 California is almost 560 proposed housing units plus over 180 affordable senior housing. To the west of the site at the corner of Geary Boulevard and Masonic Avenue, at 2670 Geary Boulevard, a 95-unit project with 22 affordable housing units has been approved but not currently under construction.

PIPELINE UNITS	1/4 MILE RADIUS	1/2 MILE RADIUS
Estimated Total	700	1,100

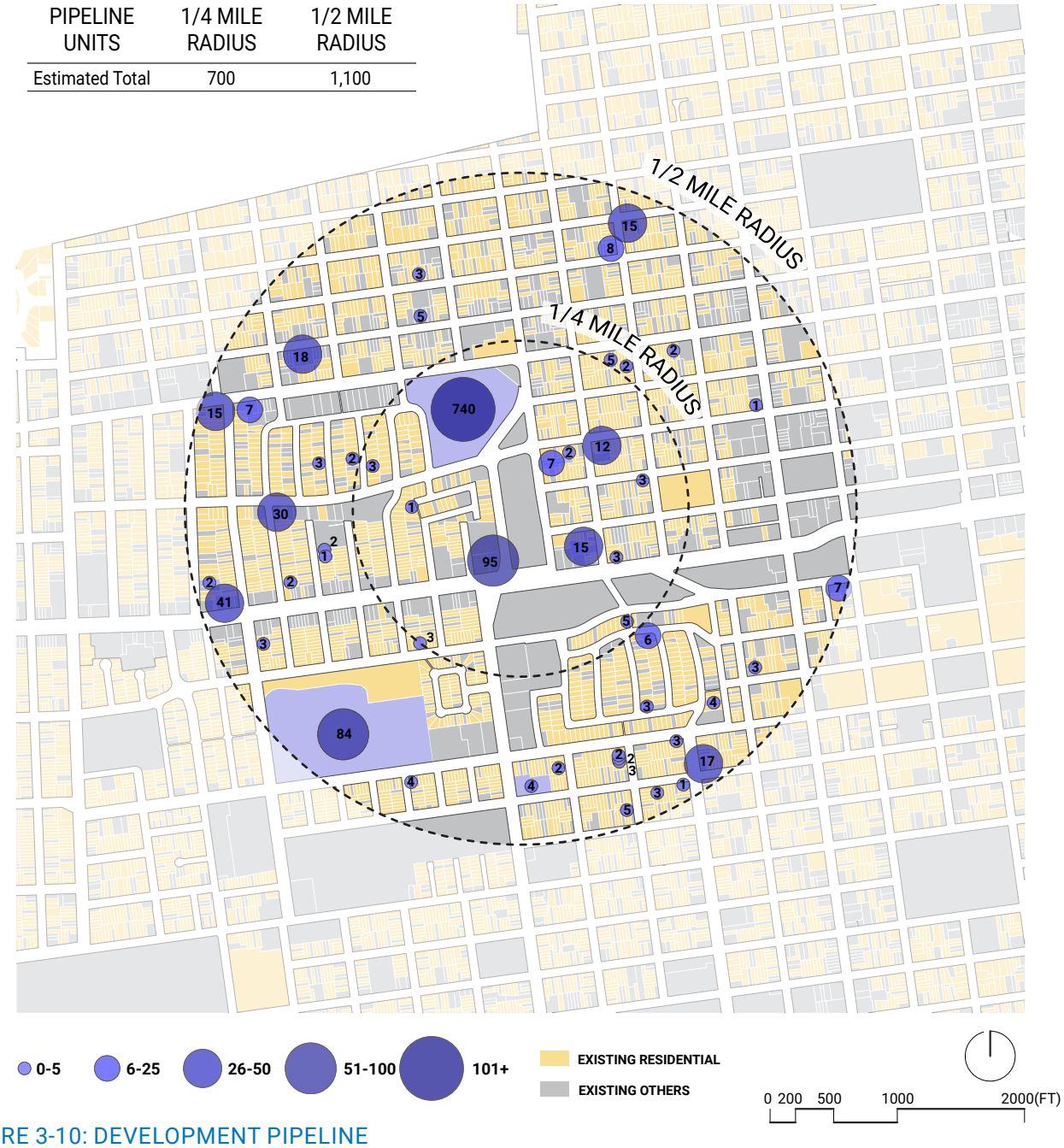


FIGURE 3-10: DEVELOPMENT PIPELINE

Source: City and County of San Francisco Data SF, 2019 Q2 Development Pipeline

3.3.5 NEIGHBORHOOD CULTURE AND ORGANIZATIONS

Fillmore Jazz Festival

Western Addition Sunday Streets

Japantown Cherry Blossom Festival

Fillmore Street Farmer's Market

Clement Street Farmer's Market

The Presidio Yard site is located on the western edge of the Western Addition neighborhood, immediately borders Presidio Heights, Laurel Heights, and Anza Vista. It is in close proximity to Pacific Heights and the Inner Richmond neighborhoods of the City.

There is limited community-oriented programming and activation in close proximity to the site. Outside a half-mile radius, however, there are many community events, lively performances and well-established markets that occur. The redevelopment of the Presidio Yard site offers great opportunity to host neighborhood events in the future given the site's accessibility, namely the public transit opportunities.

LIST OF SELECT NEIGHBORHOOD ORGANIZATIONS

- **University of San Francisco**
- **Booker T Washington Community Services** – provides community amenities to San Francisco's black community
- **Jewish Community Center of San Francisco**
- **DPC Central** – San Francisco Public Health Department's Disease Prevention and Control Branch
- **Congress of Russian Americans** – works to preserve and promote Russian language and culture
- **Russian American Community Services** – provides social services for the Russian-American community
- **Jewish Family & Children's Services** – provides educational, health, and food support to the Jewish community
- **Cyprian's Center** – a community space running outreach programs serving those with addiction and housing insecurity
- **Simply the Basics** – provides essential hygiene items to low-income communities
- **Breakthrough** – trains college students for a career in education and college preparation assistance
- **Richmond / Ermet AIDS Foundation** – provides support to those affected by HIV/AIDS
- **African American Arts and Culture Complex** - venue hosting arts education and programming
- **Alamo Square Neighborhood Association** - works to conserve historic architecture, administer a volunteer gardening program, and host community programming
- **Anza Vista Civic Improvement Club**
- **Collective Impact** - offers after school and summer programming for K-12 students as well as workforce development
- **Ewing Terrace Neighborhood Association**
- **Haight Ashbury Neighborhood Council** - neighborhood level strategic action and mutual aid group
- **Japantown Community Benefit District** - manages neighborhood beautification and business development efforts
- **Jordan Park Improvement Association**
- **Joseph Smoots' Group**
- **Laurel Heights Improvement Association**
- **New Community Leadership Foundation** - African American civic engagement group
- **North of Panhandle Neighborhood Association**
- **Pacific Heights Association of Neighbors** - neighborhood outreach group
- **SF YIMBY** - community advocacy group advocating for the expansion of affordable housing
- **SPUR** - San Francisco Bay Area Planning and Urban Research Association, a nonprofit public policy organization
- **YIMBY Action**
- **Western Addition Family Resources** - facilitates educational workshops, support groups, and case management support to local families
- **Western Addition Beacon Center** - offers school programming and vocational training

3.3.6 NEIGHBORHOOD CHARACTER

This corner of the City has a unique history with the “Big Four Cemeteries”: Laurel Hill, Odd Fellows, Calvary and Masonic that were removed between the 1920s and 1940s. The land was developed in the mid-20th century into housing, resulting in varied architectural styles and interruptions in the urban fabric. Laurel Hill encompassed the northern portion of the site and Calvary was just across Geary Boulevard to the south. The immediate neighborhood has a rich history of transit; however, currently the streets surrounding the site favor single-occupancy vehicles, not alternative modes of transportation.

1938. Source: Google Earth

2020. Source: Google Earth

3.4 ZONING

The site is currently zoned as P-Public, as is the site directly to the north where the San Francisco Fire Department (SFFD) Station 10 is located. Within a quarter-mile, adjacent zoning information retrieved at the time of this analysis is varied: the Geary Boulevard Commercial District is along the site's southern edge, with multifarious Residential Districts surrounding the other edges of the site. The SFMTA will work with City departments and the community regarding the bus and transit facility and proposed future uses, zoning, and heights, including the San Francisco City Housing Element 2022 filed with the State of California on February 2023.

	P	Public Use District		RM-2	Residential, Mixed Districts, Moderate Density
	RH-1	Residential, House Districts, One-Family		NC-S	Neighborhood Commercial Shopping
	RH-2	Residential, House Districts, Two-Family		NC-2	Small-Scale Neighborhood Commercial District
	RH-3	Residential, House Districts, Three-Family		NC-3	Moderate-Scale Neighborhood Commercial District
	RM-1	Residential, Mixed Districts, Low Density			Geary Boulevard Neighborhood Commercial District

FIGURE 3-11: ZONING

Source: SF Planning, Zoning Use Districts, 2019

0 100 200 500(FT)

3.4.1 HEIGHT AND BULK

The site is currently split with a 40-X height and bulk designation on the northern two-thirds of the site, and a 160-E height and bulk designation on the southern one-third of the site. Within a quarter-mile, most blocks are 40-X districts. However, larger height and bulk districts parcels face the site's 160-E southern end and a few blocks north at the 3333 California development. When examining height, the about 45 foot topographical change from the east side of the site to the west side of the site should be considered, especially amongst the 40-X districts.

FIGURE 3-12: HEIGHT AND BULK

Source: SF Planning, Height and Bulk Districts, 2019

The following table summarizes the existing zoning designations for the site at the time of writing. To realize the potential mix of uses at the site, including those for a future joint development project, new zoning designations may be sought (e.g., Special Use District). The Hatch team and the SFMTA are engaging SF Planning to determine parameters of zoning controls that may be appropriate for the site.

TABLE 3-1: ZONING DESIGNATIONS

CODE	EXISTING ZONING	SECTION
Intention	Purpose of P designation is to relate the Zoning Map to actual land use and to the General Plan with respect to such land.	Sec. 211
Zone	P-Public	Sec. 211
Height	40' Maximum & 160' Maximum	Sec. 250
Bulk	40-X: No Controls 160-E: Above 65' in Height, Max. Plan Dimensions are 110'Long and 140' Diagonal	Sec. 270
Permitted Use	Public structures of the City and County of SF, Accessory non-public uses (limited to 1/3 max. of total lot area of principle use; no formula retail), Neighborhood Agriculture, City Plazas, Temporary Uses. Residential in 100% Affordable Housing Projects or Educator Housing Projects.	Sec. 211.1
Conditional Use	Social Service and Philanthropic Facility, School, Religious Institution, Community Facility, Open Rec Area, Passive Outdoor Rec and Neighborhood Agriculture, Retail and Personal Service	Sec. 211.2
Floor Area Ratio	Not Applicable	
Open Space	Not Applicable	
Lot Requirements	Not Applicable	
Parking / Loading	Not Applicable	
Residential Density Limit	Not Applicable	
Unit Mix	Not Applicable	
Shadow	Not Applicable	
Wind	Requirements for wind described in Sec 148 for C-3, do not apply to this location.	
Residential Density Bonus	Applicable to Educator Housing Projects	

3.5 URBAN DESIGN CONSIDERATIONS

3.5.1 SELECTED NEIGHBORHOOD AMENITIES

The site is mostly surrounded by healthcare, educational and cultural/religious facilities. Medium to large retail outlets can be found in the immediate vicinity, with small restaurants and coffee shops interspersed. The site straddles multiple neighborhoods but lacks a defined sense of place, character, and human scale.

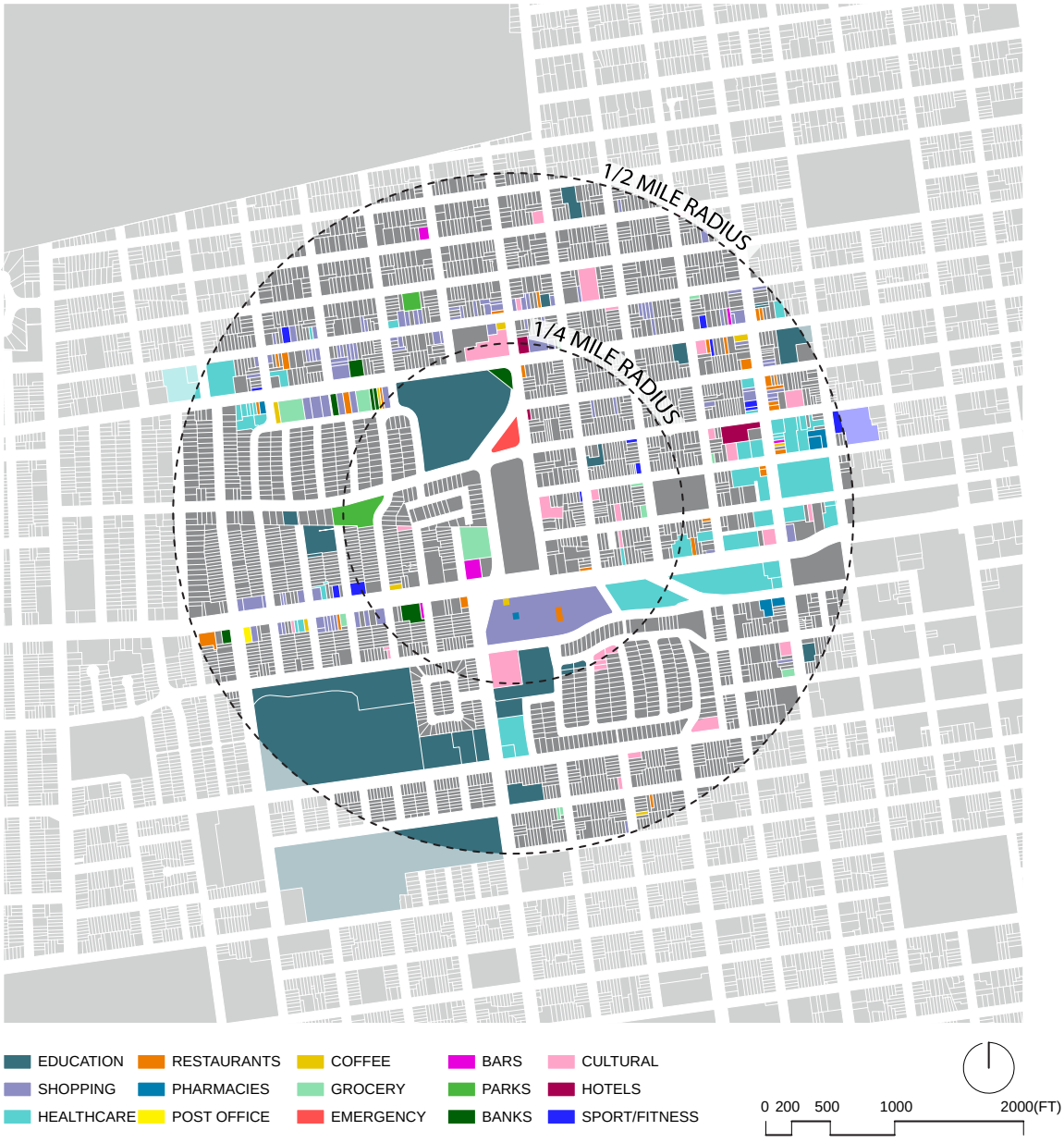


FIGURE 3-13: NEIGHBORHOOD AMENITIES

Source: DataSF, GoogleMaps, 2020

3.5.2 SELECTED SITE ADJACENCIES

A major grocery store is located immediately to the west of the site, while immediately to the south a large shopping center occupies an entire block to the south. Open space is limited to Lauren Hill Playground, and most of the surrounding activities relate to healthcare and education or culture/religion.

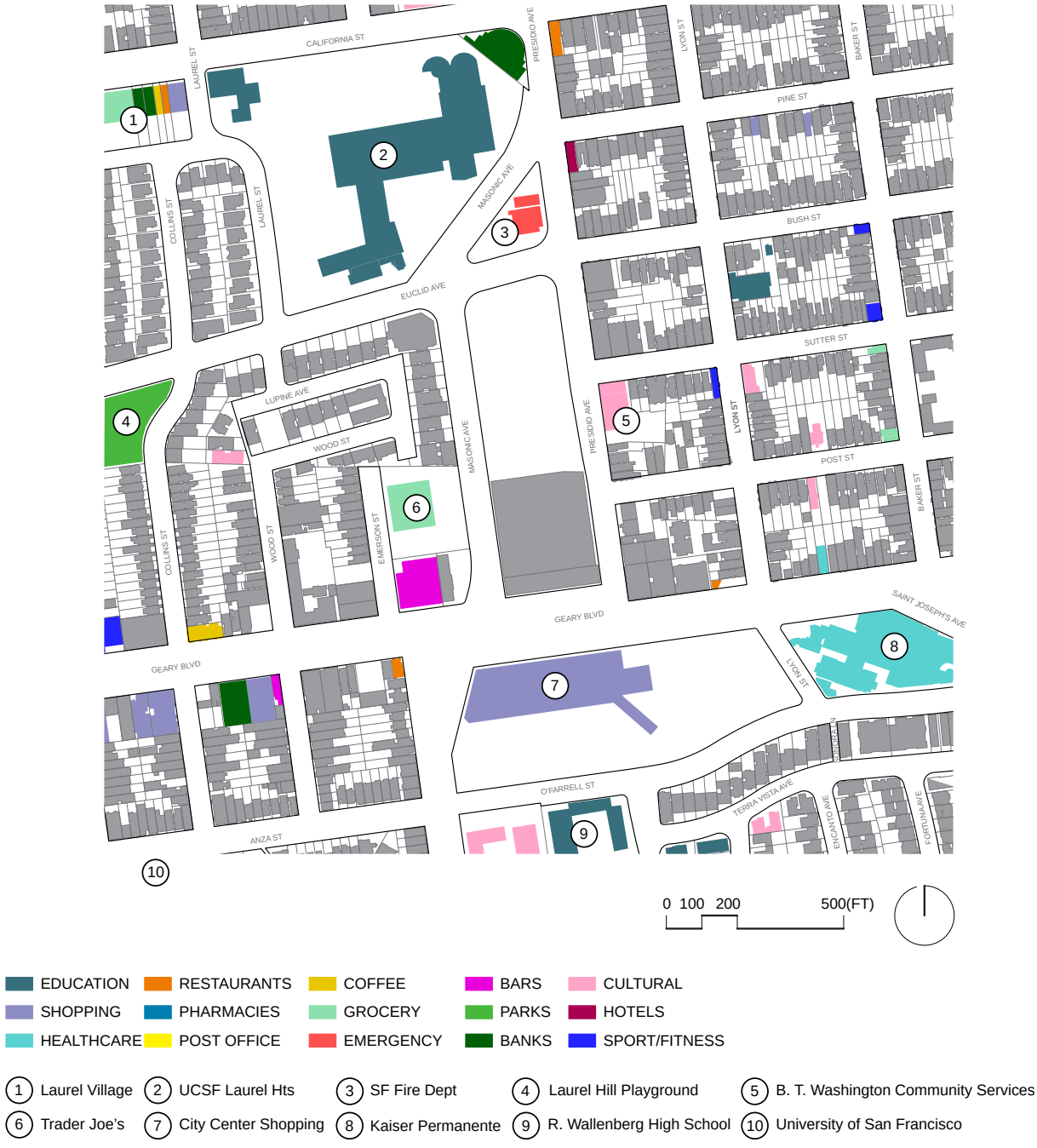


FIGURE 3-14: SITE ADJACENCIES

Source: DataSF, GoogleMaps, 2020

3.5.3 SURROUNDING STREETS

The site is anchored by Geary Boulevard, a major thoroughfare that includes a tunnel directly to the south of the site. The SFMTA recently completed the Geary Rapid Project which dedicated bus lanes along this busy corridor. Several MUNI bus stops line Geary Boulevard and California Street. The work included major utility upgrades, replacing sewer and water mains, upgrading traffic signals, repaving roadways, and supporting safe and reliable pedestrian network in the area by introducing crosswalks and sidewalk extensions.

Masonic Avenue and Presidio Avenue run parallel west and east of the site respectively, with varying widths and elevations. Masonic Avenue is a well-traveled connector that traverses the City north-south. Presidio Avenue currently supports both residential and SFMTA traffic. Euclid Avenue, north of the site, has a steep elevation change between Presidio and Masonic.

Despite improvements along Geary Boulevard and Masonic Avenue, these major thoroughfares remain on San Francisco's Vision Zero High Injury Network, which seeks to eliminate street accidents.

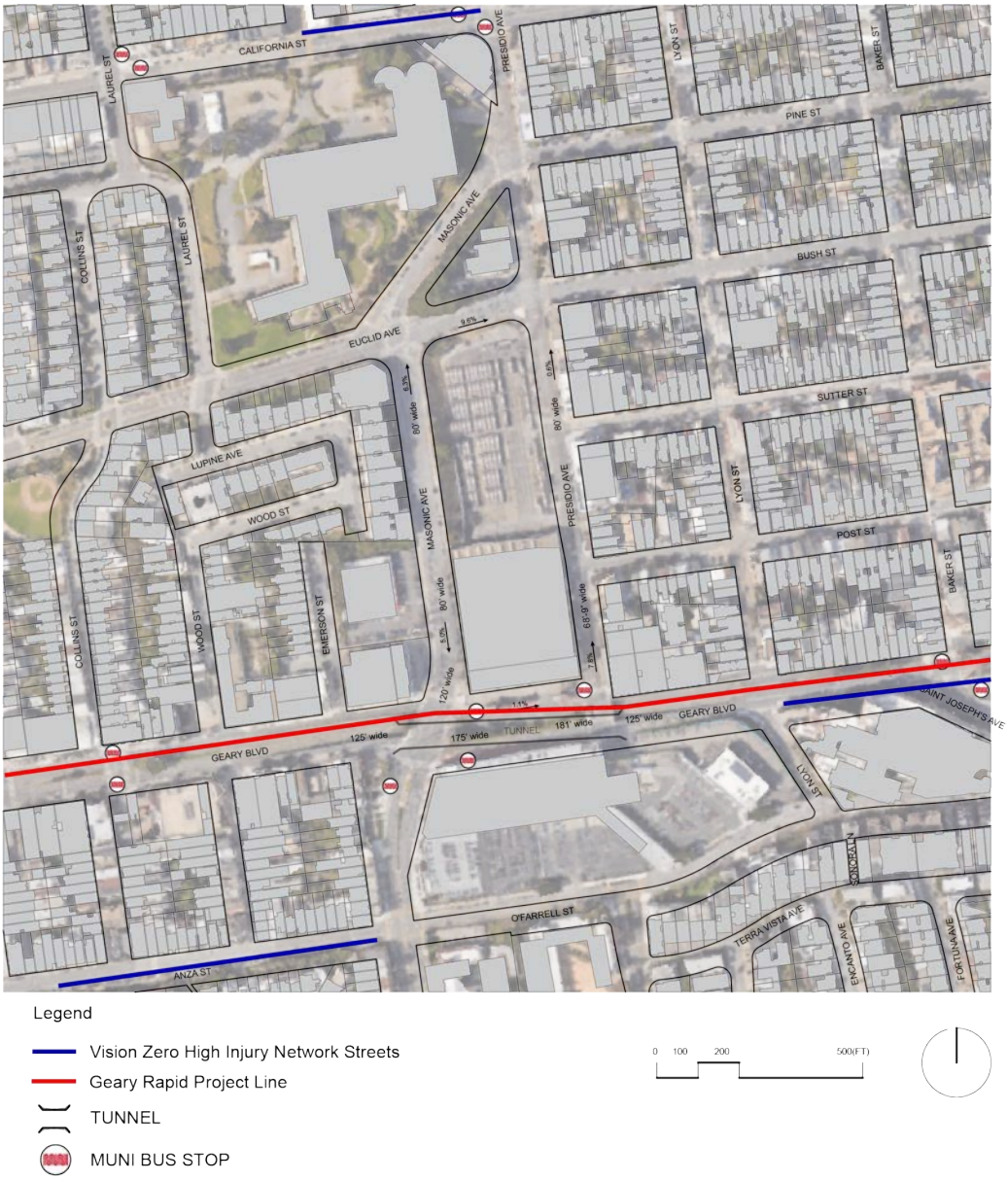


FIGURE 3-15: SURROUNDING STREETS

Source: DataSF, GoogleMaps, 2020

3.5.4 RECENT IMPROVEMENTS NEARBY

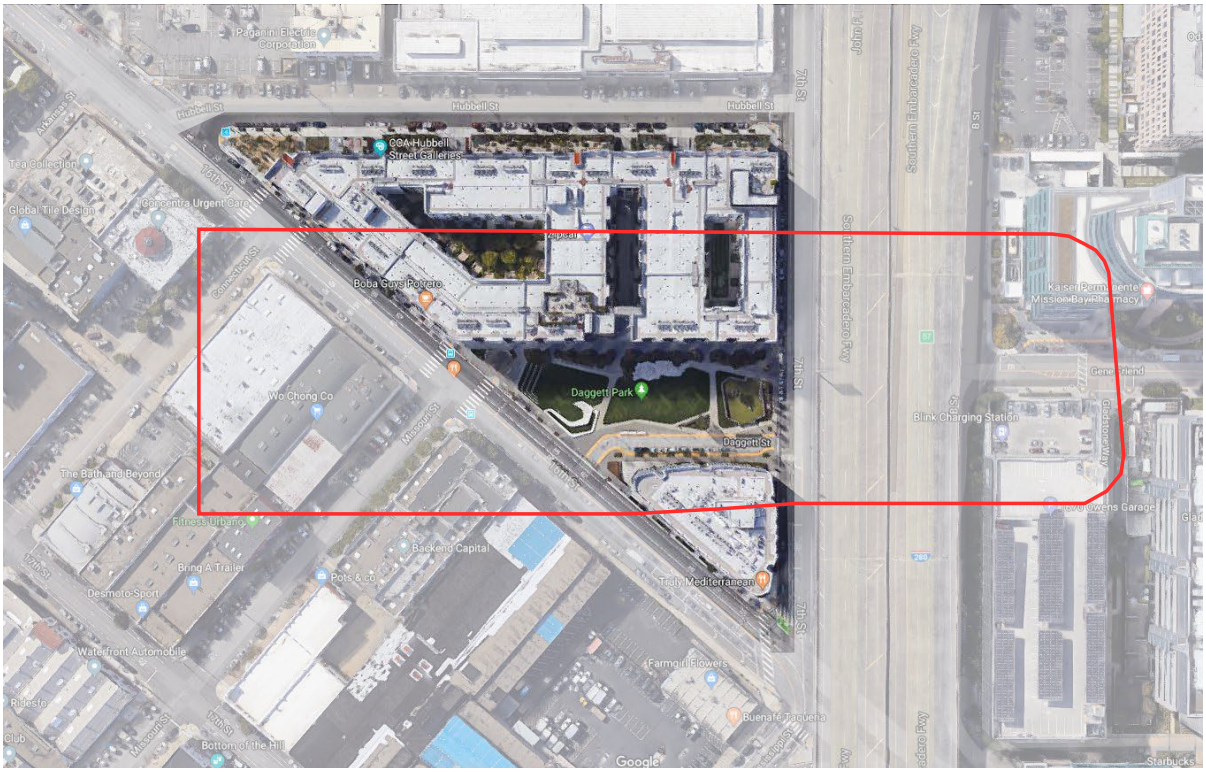
Areas near the site (Geary Boulevard, Masonic Avenue, Euclid Avenue and California Street) are receiving major upgrades, including traffic calming, pedestrian use and transit service. Serving as a phase 2 following the Geary Rapid project, the Geary Boulevard Improvement Project is expected to reach final project approvals in 2023. Additionally, the former UCSF Laurel Heights (2) campus is slated to undergo a major redevelopment. In 2019 the Laurel Village Improvement Project reached completion, which enhanced pedestrian access and safety. The Laurel Heights/Jordan Park Traffic Calming Project (4) is currently under construction. The Masonic Avenue Streetscape Project (5) which began in 2018 has reopened following completion of the project and is expected to enhance safety for pedestrians, motorists, and cyclists.

FIGURE 3-16: PROXIMATE DEVELOPMENT PROJECTS

Source: DataSF, GoogleMaps, 2020

3.5.5 PRECEDENT COMPARISONS

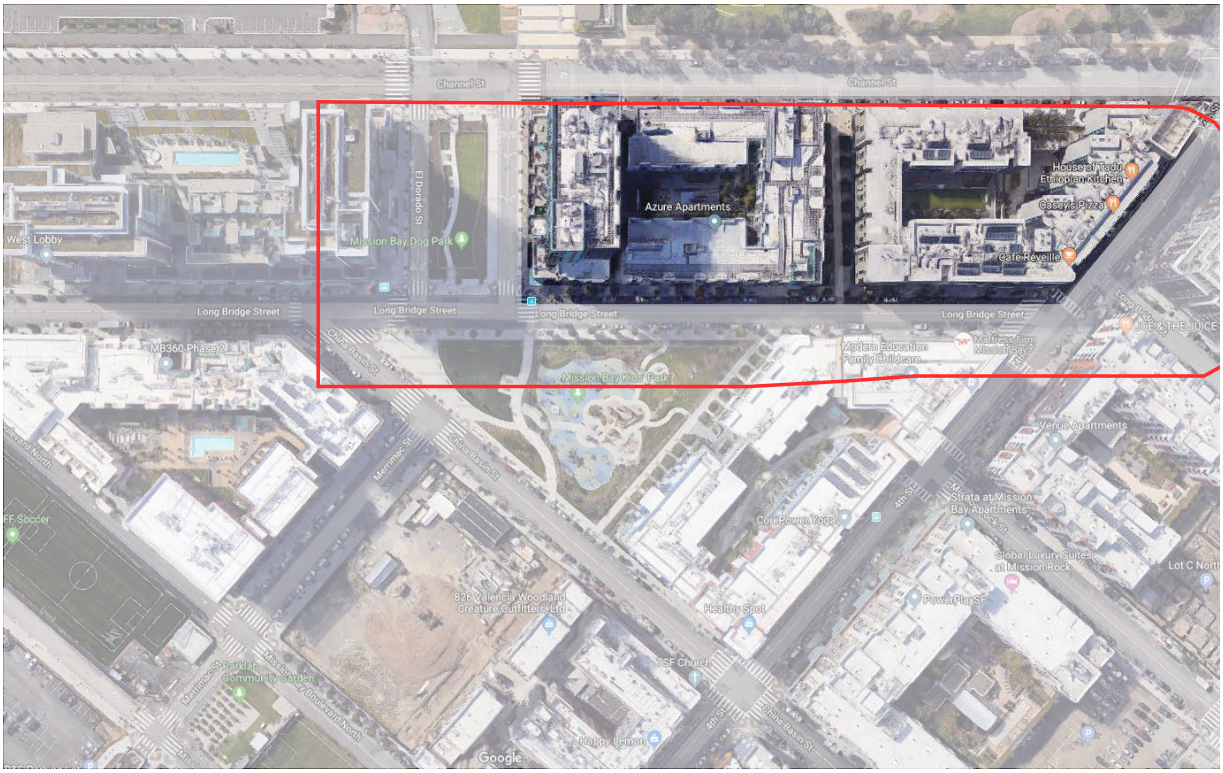
The following images present a visual comparison between the site (red outline) and comparable projects in various San Francisco neighborhoods.



1 POTRERO 1010 - David Baker Architects for Equity Residential - Potrero Hill, San Francisco - 2016

FIGURE 3-17: SITE COMPARISONS

Source: GoogleMaps, 2020



3 1180 FOURTH STREET - Kennerly Architecture & Planning + Mithun | Solomon for Mercy Housing - Mission Bay, San Francisco - 2014

FIGURE 3-18: ADDITIONAL SITE COMPARISONS

Source: GoogleMaps, 2020

3.5.6 SOLAR ORIENTATION, SHADOW POTENTIAL, AND PREVAILING WINDS

The site offers expansive eastern views to Lower Pacific Heights, Downtown, SOMA and across the Bay. The nearest open space is a quarter-mile away to the west; thus the potential for a project's shadow is unlikely to affect the open space, but will need to be further evaluated through the City's Prop K shadow ordinance and the California Environmental Quality Act (CEQA) review process.

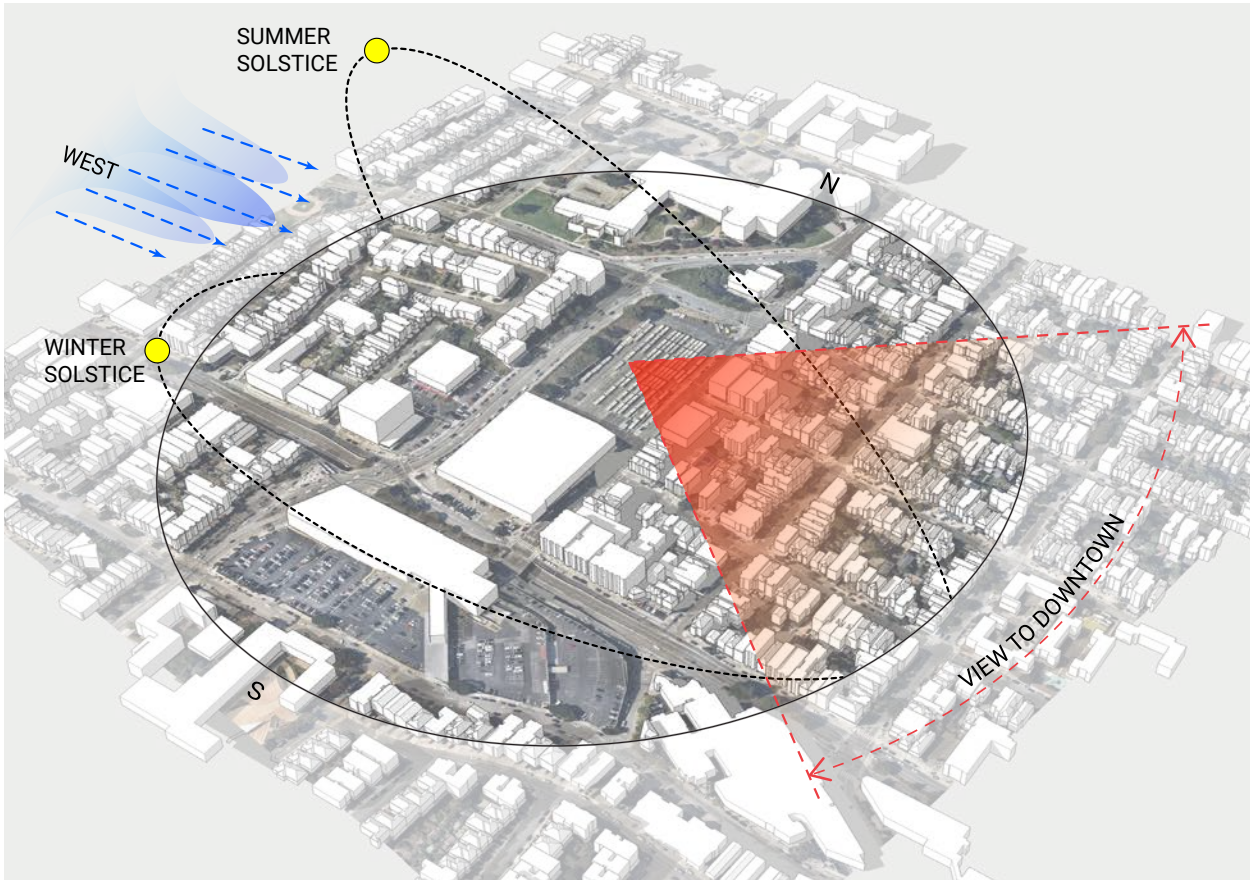
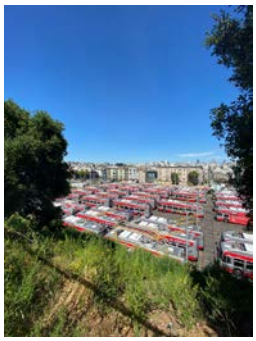


FIGURE 3-19: SOLAR ORIENTATION



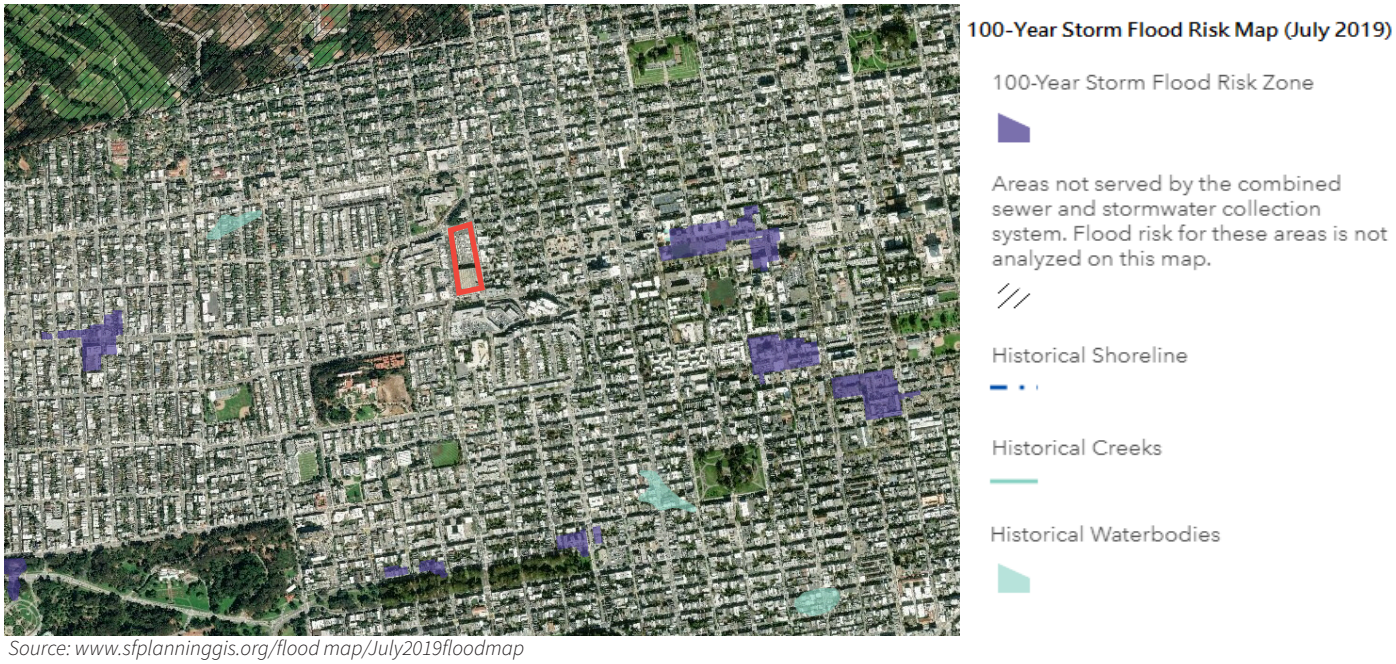
VIEW TO DOWNTOWN

3.5.7 SITE TOPOGRAPHY

Site topography affects street and pedestrian access. The west side of the site is higher than the east side with the greatest grade change is nearly 45-feet from the midpoint of the site along Presidio Avenue to the midpoint along Masonic Avenue. This topographic change could offer great opportunity to stack programmatic uses and the potential for street and pedestrian activation.

3.5.8 FLOOD PLAIN BOUNDARIES AND PROJECTED SEA LEVEL RISE

San Francisco's SFPUC 100-Year Flood Risk Map (July 2019) indicates that the site does not fall within a 100-year storm flood risk zone. Additionally, the site is not located near any historical creeks that have the potential to flood.



Source: www.sfplanninggis.org/flood map/July2019floodmap

With respect to Sea Level Rise, as the site is relatively far inland, it is not likely to experience inundation under upper-end sea level rise projections (66 inches of sea level rise by 2100), according to the Bay Area Sea Level Rise Mapping Project.

FIGURE 3-20: FLOOD RISK AND SEA LEVEL RISE

Source: Bay Area Sea Level Rise Mapping Project

3.6 HISTORIC RESOURCES AND HISTORIC PRESERVATION

3.6.1 HISTORY AND CONSTRUCTION

The construction of the Presidio Trolley Coach Division Facility at 949 Presidio Avenue began in 1912 when the newly founded San Francisco Municipal Railway (Muni), under the supervision of the Public Utilities Commission, constructed a combined one-story streetcar barn/two-story office building to serve Muni's first streetcar lines. In 1914, Muni added a floor of offices above the car barn and a two-story streetcar maintenance facility at the far north end of the site. In 1948-49, Muni acquired a portion of the adjoining Laurel Hill Cemetery for a bus yard and extensively remodeled and expanded the entire facility as part of its conversion into a trolley bus maintenance and storage facility. The property has served a portion of Muni's trolley bus fleet ever since, in addition to providing executive and mid-level management office space and training facilities.

Incrementally constructed over a period of 37 years, the Presidio Trolley Coach Division Facility presents an eclectic array of architectural styles and features. Originally designed in the Renaissance Revival (car barn) and Mission Revival (office building) styles (Figures 3-21, 3-22), later additions were generally designed in a utilitarian vocabulary (1914 maintenance facility and 1948-49 print shop addition) characteristic of early twentieth-century industrial architecture (Figure 3-23). The exception is the primary entrance on Presidio Avenue, which was remodeled in the Art Deco style in the mid-1930s (Figure 3-24).

Although it has always been a combined office/industrial facility, the specific use of many interior spaces has changed over time, with most of the former streetcar maintenance bays within the original car barn on Geary converted into offices, storage, and employee parking in the 1980s. In addition, all Muni executive offices have long since moved out of the building, leaving much of the second-floor level vacant.

3.6.2 HISTORIC LISTING ELIGIBILITY

The Presidio Trolley Coach Division Facility appears eligible for listing in the California Register under Criterion 1 (Events) for its association with the founding and early operational history of Muni, and under Criterion 3 (Design/Construction) as a very early and fairly intact example of a car barn built for a municipal railway during the early twentieth century. It also appears eligible under Criterion 3 as the work of a master for its association with San Francisco City Engineer Michael Maurice O'Shaughnessy. The period of significance is 1912 to 1949.

3.6.3 HISTORIC PRESERVATION AND ARCHITECTURAL SIGNIFICANCE

Historic resources should be considered to be preserved. The Presidio Trolley Coach Division Facility is considered a historical resource for the reasons discussed in the 2017 Historic Resource Evaluation. However, the facility has some integrity issues, in particular the in filled former streetcar bays along Geary Boulevard and the removal of much of the ornament along the Presidio Avenue façade. The interior of the building has also been extensively remodeled with the exception of the second-floor offices. In terms of what is most architecturally significant about the building, very little is especially significant apart from the Art Deco entrance surround and frieze on Presidio Avenue, as well as the clock on the front of the office building facing Geary Boulevard.

If considering a partial preservation alternative, retaining the entirety of the office building and car barn/office wing facing Geary Boulevard and salvaging and reinstalling the Art Deco entrance pavilion are advisable. Another approach would be to only preserve the corner office building and salvage and reinstall the entrance pavilion. In addition to being architecturally significant, the office wing is historically significant as the original executive offices/headquarters of Muni, the oldest municipally owned street railway in a major U.S. city.

FIGURE 3-21: PRESIDIO TROLLEY COACH DIVISION OFFICE BUILDING

View toward northeast from the intersection of Geary Boulevard and Masonic Avenue.

FIGURE 3-22: PRESIDIO TROLLEY COACH DIVISION OFFICE BUILDING

View northwest from Presidio Avenue and Geary Boulevard

An annotated existing conditions drawing of the ground floor of the office building (Figure 3-29) at the end of this section depicts the areas of the building that may warrant retention as part of one or more different preservation alternatives. Red signifies the most important parts of the building, followed by yellow, and green as the least significant.

3.6.4 HISTORIC RESOURCE EVALUATION DETAIL

Regarding the most historically important elements, anything built and not substantially altered after 1949 would qualify, including the footprint of the building, its overall height and massing, its fenestration pattern, its exterior finishes, the remaining pre-1949 doors and windows, and some interior spaces (in particular the second-floor level of the corner office building and the offices above the maintenance bays along Geary Boulevard).

Features of the Presidio Trolley Coach Division Facility that warrant preservation are those that were built or altered before 1949. Changes made after 1949 do not contribute to the significance of the resource because this is when the building was converted into a bus yard and trolley coach maintenance facility, signaling Muni's retreat from rail service in response to declining patronage and increasing labor costs. Much of the existing facility was extensively altered in this conversion, including the west, north, and a portion of the east façades, as well much of the interior.

In regard to the exterior, the most important part of the Presidio Trolley Coach Division Facility is the original 1912 office building (Figure 21-22). Aside from the entrance facing Geary Boulevard and the windows on the first and mezzanine floor levels, which were remodeled in 1953 when the "Gilley Room" was moved into the building, the office wing's exterior has undergone no changes (Figures 3-25). Significant character-defining features include its height and massing, smooth stucco finish, punched window and door openings, arched windows with original multi-lite steel sash on the second-floor level, raised parapets on the south and south sides, molded cornice and window trim, and shallow-pitched gable roof clad in red clay tiles. The clock on the south façade is also quite significant. Neither the entrance nor the window sashes on the first and mezzanine floor levels are character-defining, although they do not greatly detract from the building.

At least on the surface, the original car barn/ office wing to the west of the office building (facing Geary Boulevard) seems to look very much like it did during the period of significance, and it does indeed retain the look and feel of an industrial building dedicated to the maintenance of streetcars. However, this part of the building underwent extensive changes after 1949, including the removal of all streetcar tracks embedded in the floor, excavation of several large maintenance pits in the floor,

FIGURE 3-23: 1914 MAINTENANCE WING ADDITION EAST

East façade and view toward northwest.

FIGURE 3-24: 1914 MAINTENANCE WING ADDITION ART DECO

East façade showing Art Deco entrance and 1948-49 print shop addition; view toward southwest.

FIGURE 3-25: OFFICE BUILDING

South and east façade

the addition of new shops and offices in most of the formerly open bays, and the installation of unattractive aluminum storefronts and metal roll-up doors within most of the former maintenance bays. The second-floor level, which was built in 1914 on top of the originally one-story car barn, appears largely unchanged, retaining its original finishes, windows, and trim (Figure 3-21).

Aside from the corner office building, most of the Presidio Avenue façade of the Presidio Trolley Coach Division Facility has undergone many changes, including the reconfiguration of the main entrance at 949 Presidio Avenue circa 1935, the construction of an addition on the roof housing a print shop in 1948-49, and the removal of much of the exterior ornament, also in 1948-49. Nonetheless, the historical usage and character of the building remains apparent.

Furthermore, as an industrial building, it is to be expected that the building would undergo incremental changes in response to changing technology and work methods. However, there is little that is architecturally significant about this elevation apart from the Art Deco entrance and surround which encompass a frieze labeled Transportation and Muni's original logo (Figures 3-26, 3-27, 3-28). The artists/crafts people who designed and executed these features are unknown today. They have a PWA Moderne character that suggests that they were done in the mid-1930s, possibly as part of a WPA or PWA project, but there is no record indicating that any New Deal agency was involved. The frieze depicts two men holding a cable car, upon which is standing a stylized eagle resembling the National Recovery Administration (NRA) logo. The men are flanked by a bus to the left and a streetcar to the right, indicating that the work was completed before the 1958-49 conversion into a trolley bus facility.

FIGURE 3-26: ENTRANCE PAVILION

FIGURE 3-27: ENTRANCE PAVILION DOORS

FIGURE 3-28: PANEL ABOVE ON EAST FAÇADE ENTRANCE

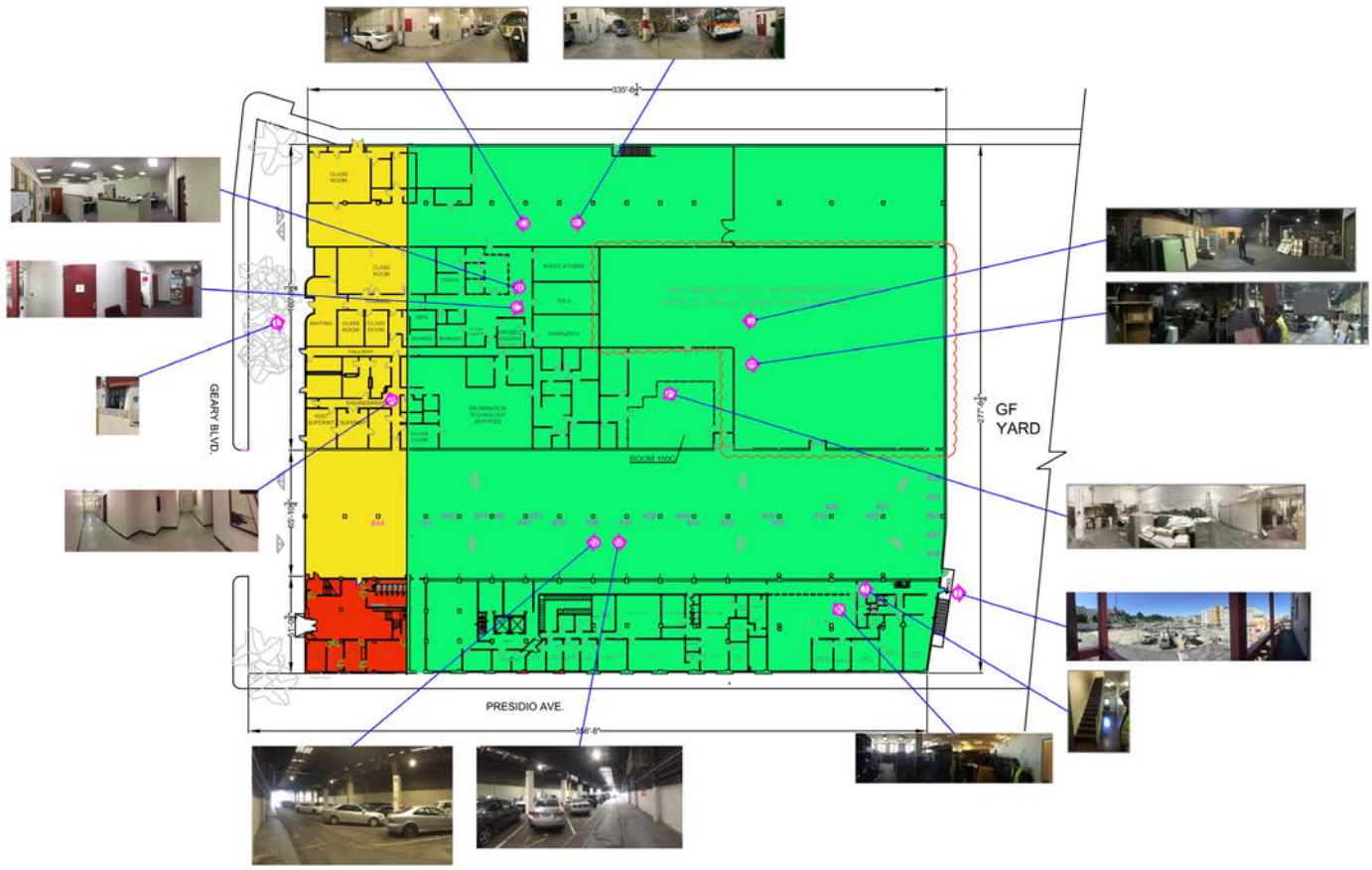


FIGURE 3-29: HISTORICAL SIGNIFICANCE DIAGRAM

Ground Floor, floor plan, June 2017.

Overhead View of Coaches on Taraval and 19th, 2018.
Source: SFMTA Photography Department and Archive

3.7 INFRASTRUCTURE AND UTILITIES

3.7.1 SEWER, WATER, AND FIRE CAPACITY

SFMTA conducted an Envista search with utility providers regarding sewer or water sub-surface infrastructure beneath the site. The San Francisco Public Utilities Commission was also conferred regarding utility on-site. Both endeavors did not bring up any conflicts. Further investigations of utility documents and on-site investigations, however, are warranted.

Additionally, the Hatch team is currently working on evaluating the fire capacity on the site with the San Francisco Fire Department. Findings are forthcoming.

To evaluate the site's capacity for sewer, water, and electricity, the Hatch team reviewed the Final Environmental Impact Report (EIR) (September 2019) for the mixed-use development (located close to the Presidio Yard site) at 3333 California Street. This EIR evaluates the proposed development of over nearly one million square feet of development across a 10.25 acre lot. The development project would include 800,000 square feet of residential uses, over 54,000 square feet of retail uses, nearly 50,000 square feet of office uses, and nearly 15,000 square feet of child care use. The project variant proposes more residential uses than the proposed project, and no office uses.

The 3333 California Street Final EIR found that "no significant utilities and service systems impacts have been identified, the utility improvements necessary to serve the proposed project or project variant would not be growth inducing, and no mitigation is required."

Regarding sewer capacity, the 3333 California Street Final EIR found that it would not require the expansion of the existing capacity of the 16-inch-diameter combined sewer main under Presidio Avenue.

Regarding water capacity, the 3333 California Street project would require a new or upgraded water main for the purpose of increasing the capacity of the existing mains.

Regarding electricity capacity, the 3333 California Street would also not involve increasing the 12-kilovolt capacity of the existing distribution network. Electricity service to the project site would be provided by PG&E from 12-kilovolt distribution lines with connections to the existing grid.

3.7.2 ELECTRICAL INFRASTRUCTURE

As noted in the Current Conditions Report prepared by the Hatch team, traction power at Presidio Yard is currently provided by feeder circuit from the Fillmore substation within a half mile and controlled by the SFMTA Power Control Center. The substation's capacity is adequate for the facility's current traction power needs. Generally, while any projected increase in traction power can be accommodated by additional power augmented from other substations, the limiting capability is the existing feeder circuit and cables related to Presidio. SFMTA's Power Control is conducting a "load study" to ascertain any new power requirements to accommodate BEBs at Presidio Yard. Findings of which will need to be included in future planning and feasibility studies related to electrical infrastructure on the site as well as the Presidio Yard's Design Criteria Document.

3.8 TRANSPORTATION AND CIRCULATION

3.8.1 AUTOMOBILE AND NON-AUTOMOBILE CIRCULATION PATTERNS

Presidio Yard currently has access from one ingress from Presidio Avenue and two egress to Presidio Avenue along the north and south sides, as shown in the Facilities Framework Assessment and confirmed by visual inspection.

All vehicles enter Presidio Yard at the south gate on Presidio Avenue near the Post Street intersection with Presidio Avenue.

Vehicles may exit either at the north end of Presidio Yard near the Bush Street and Presidio Avenue intersection (the majority of vehicles exits use this egress), or from ingress/egress points near the Post Street intersection with Presidio Avenue.

Circulation within the yard is clockwise from the Presidio Avenue entrance, with a singular overhead ladder track allowing assignment to thirteen yard parking lanes, ten maintenance bays, and two interior running repair lanes.

Both running repair lanes are utilized for overnight bus parking. Additionally, the bus washing lane is also utilized for overnight bus parking and is accessible only from the exit gate ladder track. Maintenance bays are not readily accessible without battery assistance when the parking lanes are fully utilized.

On-street circulation is minimal and that most circulation between parking areas, maintenance bays, and vice versa is handled internally by the SFMTA.

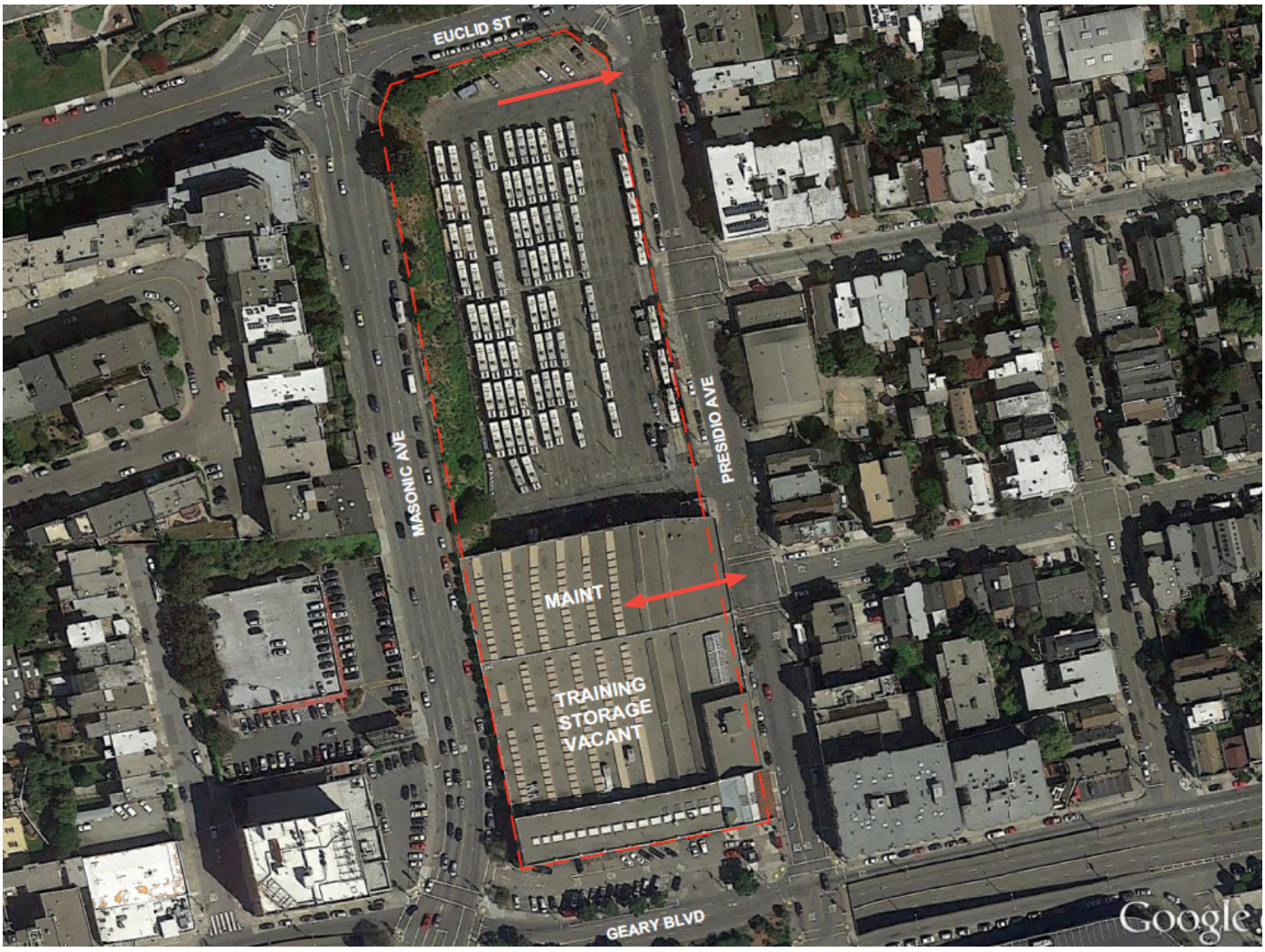


FIGURE 3-30: INGRESS AND EGRESS POINTS

Source: GoogleMaps, SFMTA Facilities Framework Assessment, 2017.

3.8.2 MUNI SYSTEM

Major Muni bus routes run along California Street and Geary Street, including the 38R Muni Rapid Bus (which runs east-west along Geary). the majority of transit routes close to the site run east-west; north-south connections are not as strong. The site is not served by any Muni Metro Rail lines.

The Geary Bus Rapid Project, completed in 2021, includes improvements to the Geary Corridor. From Market Street to Stanyan Street, improvements include painting of bus-only lanes and stop changes, the installation of new traffic signal infrastructure and new pedestrian and bus bulbs.

While currently only served by bus routes, it is possible the Geary Corridor could include a future rail line in the long-term, to be planned and implemented over the next 30 years. This should be considered in the development options for the site.

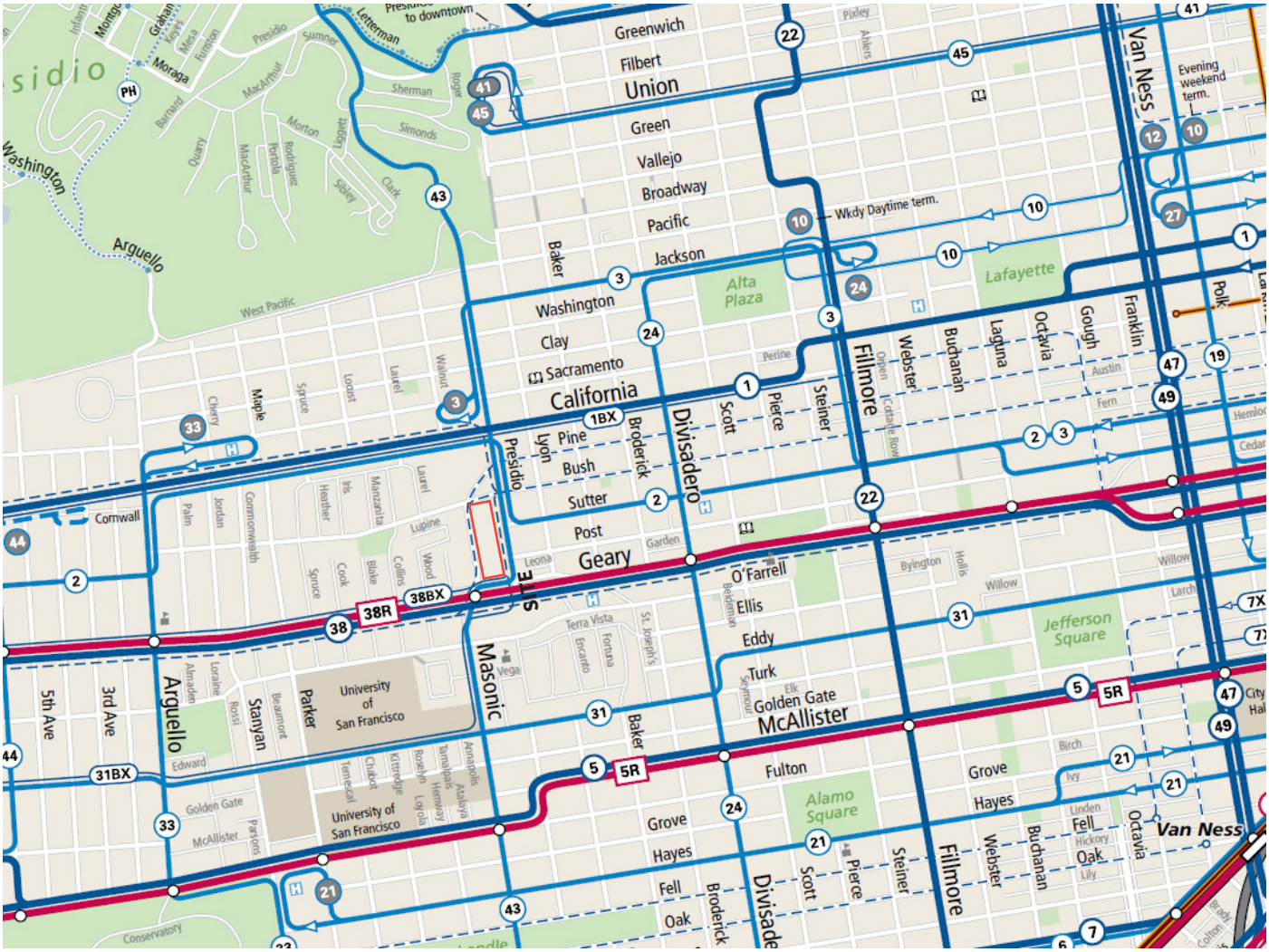


FIGURE 3-31: MUNI ROUTES

Source: San Francisco Transit Map, SFMTA, June 2019

3.8.3 BIKE ROUTES

Major bicycle routes are located along Masonic, Euclid, and Post Streets. According to the SFMTA's Bike Map, there are no bike lanes on moderate or steep hills adjacent to the site.

If the Geary Corridor and site area develop into a transit or commerce hub in the future, additional bike routes connecting the site will be required. Bike parking will also be required in the development options for the site per the City's Planning Code.

Given the 3333 California Street development plans, there could be potential for a pedestrian/bikeway or pedestrian/bicycle lane (perhaps below Masonic Avenue grade) to connect to the Presidio Yard site. This should include consideration of the existing unused triangular space at Euclid and Bush.

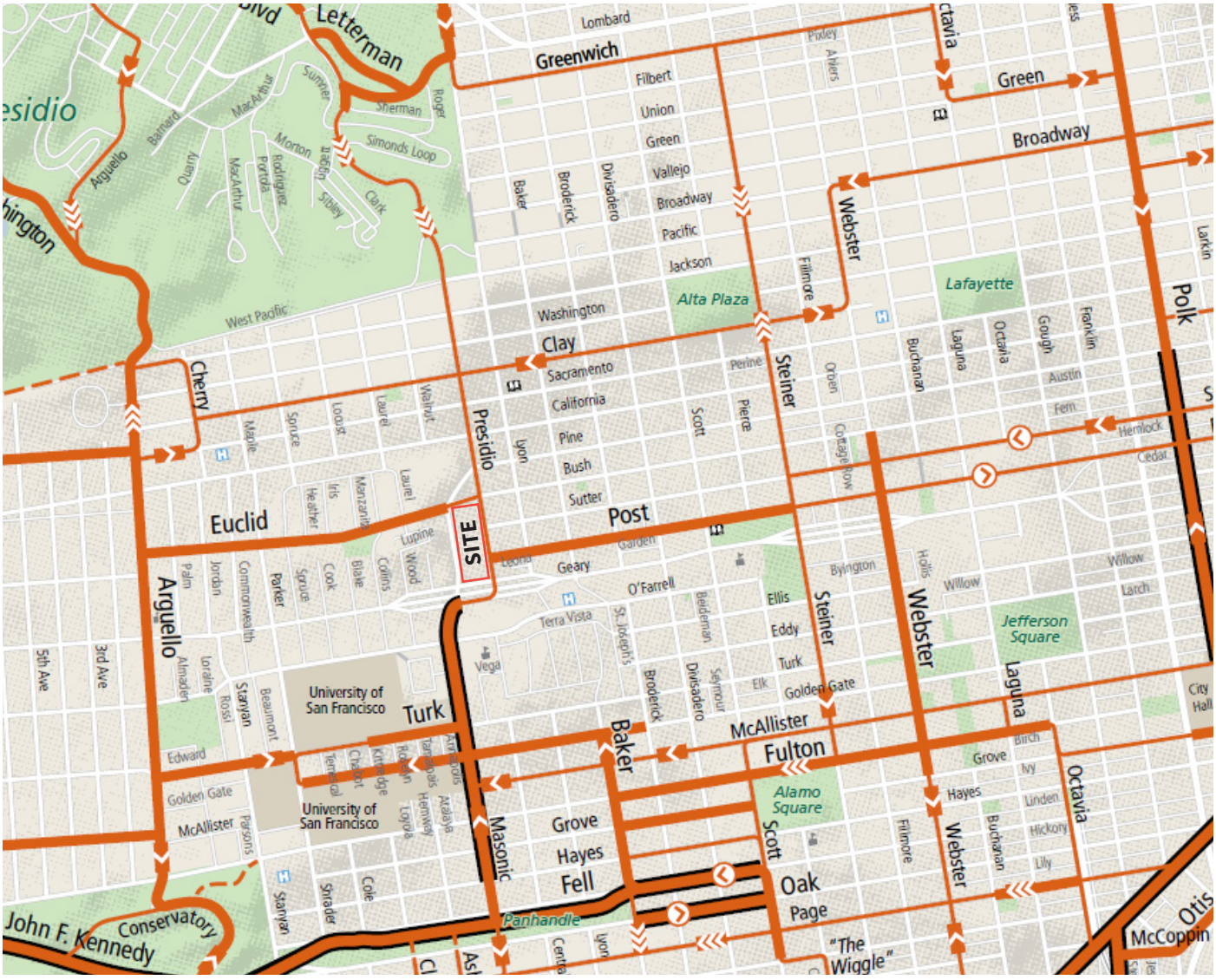


FIGURE 3-32: BIKE ROUTES

Source: San Francisco Bike Map, SFMTA, May 2019

3.8.4 STREET NETWORK

As evidenced by the site's history, current bus-related uses, and current Muni transit bus lines and stops, the site and immediate neighborhood surrounding the site have a rich history of transit; as noted earlier in this report. However, currently the site's surrounding streets favor automobiles, not pedestrians and alternative modes of travel.

The map below shows the SF Better Streets base classifications for the streets in the neighborhood surrounding the site. The site is immediately bounded to the north (Euclid Avenue) by a residential throughway, to the west (Masonic Avenue) by a commercial throughway, and to the south (Geary Boulevard) by a commercial throughway. These classifications represent vehicle-oriented, heavily trafficked streets. Specifically on Masonic Avenue, Geary Boulevard, and Euclid Street, there are opportunities to improve the pedestrian experience as the sidewalk is currently narrow and uninviting to those traveling on foot. These improvements will improve livability—making it safer and more enjoyable for cyclists, pedestrians, and people with disabilities; and knitting together neighborhoods.

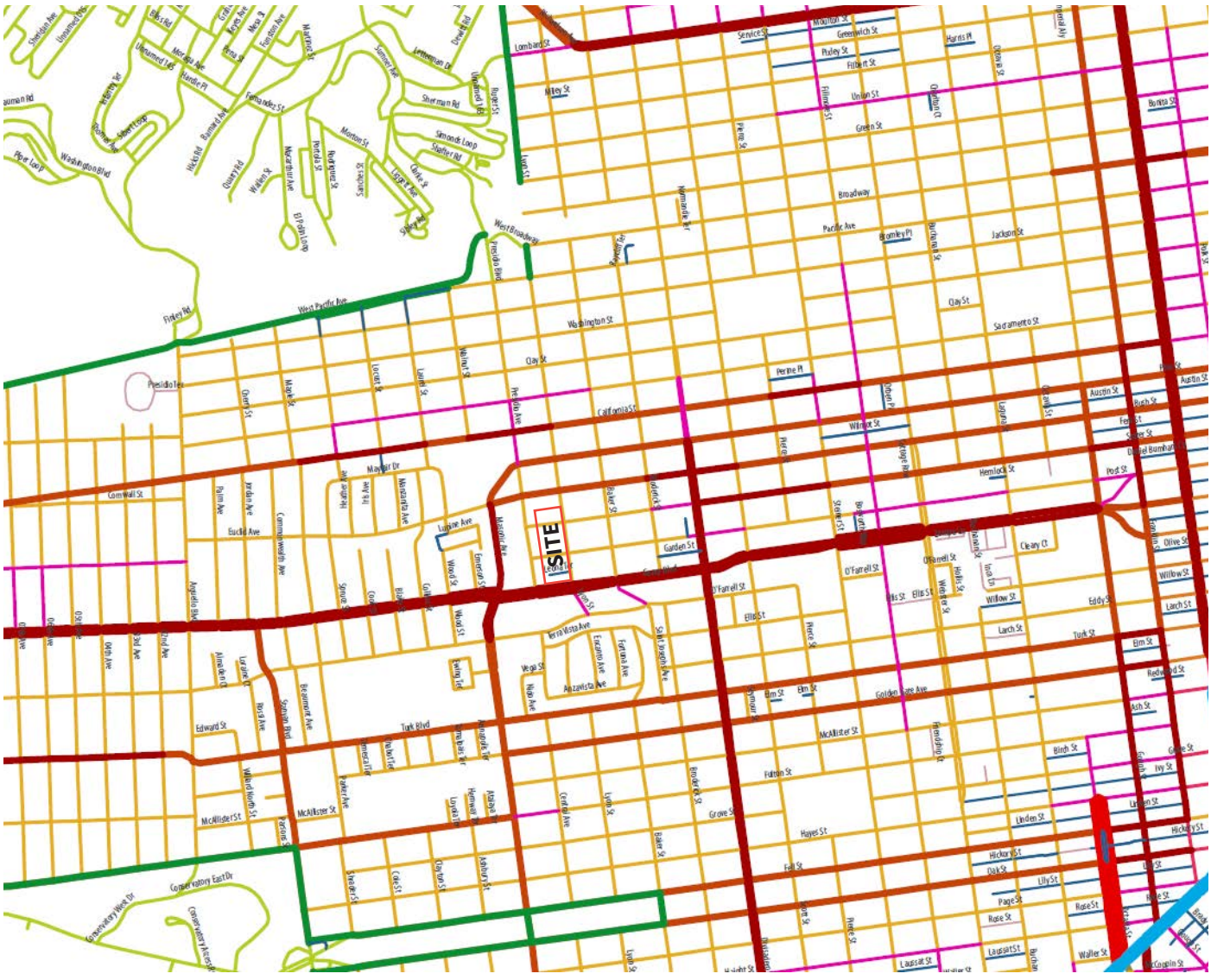


FIGURE 3-33: STREET NETWORK

Source: San Francisco Street Types Map, SF Better Streets, 2012

Presidio Bus Yard, 2020.
Source: Hatch.

CHAPTER 04:

LAND USE ANALYSIS

4.0 OVERVIEW

This chapter discusses potential, compatible non-transit land uses for the Presidio Yard site, including multifamily residential, office, retail, and institutional uses, to inform the programming and design of the site. This chapter also discusses the site's and surrounding area's current zoning, height limits, massing, and density. Physical design considerations for the site are also discussed, such as street activation, stormwater management, and the potential for a mid-block crossing from Post Street to Masonic Avenue. The chapter concludes with a discussion of the compatibility of the site's future transit functions with non-transit uses such as considerations regarding noise, transit schedule and daily operation, fueling and fumes against urban design, access and circulation, affordable housing, and community concerns and priorities.

4.1 REVIEW OF COMPATIBLE LAND USES

This section summarizes the potential, optimal non-transit land uses for joint development at Presidio Yard. Joint development is proposed as separate from and adjacent to the bus facility. Section 5 discusses how the 5.4-acre parcel may be subdivided into two for transit and non-transit uses, with the joint development located south of the site along Geary between Presidio and Masonic.

As the site is currently zoned as P-Public, it will need to be rezoned to accommodate the non-transit uses detailed below.

The local market conditions related to the land uses discussed in this chapter are reflective of the state of the market at the time of writing, between 2020 and 2023. Market conditions may have changed since the time of writing and will be updated in future feasibility work for the Presidio Yard site.

4.1.1 MULTIFAMILY RESIDENTIAL

One potential land use for the Presidio Yard joint development is multifamily residential, which is a compatible land use given the neighborhood context and market demand. This is a desirable option given San Francisco's current housing shortage. The current site is an opportune site for residential development, as it lies in proximity to commercial districts, with primarily residential uses directly to the east and west. A multifamily residential and mixed-use development on a portion of the subdivided site would not only provide much needed housing, but also may generate revenue to SFMTA.

In addition, a portion of the residential units must be affordable, in compliance with the City's Inclusionary Housing Ordinance. The State's Surplus Lands Act requires at least 25% of the total units developed to be affordable to lower income households.

Additionally, there is a recent wave of multifamily residential buildings under construction near Presidio Yard. To the north of the site is the redevelopment of the University of California, San Francisco (UCSF) campus at 3333 California Street, which consists of a conversion of an underutilized corporate office site into a residential and a mixed-use development project with 774 proposed housing units. As part of this project, the City requested a Residential Design Variant to remove the 49,999 square feet of commercial office space from the project in order to provide additional housing units. The ten acre development will consist of three mixed-use buildings and twelve residential buildings, with over five acres of gardens and open space, 35,000 square feet in retail space and 14,600 square feet in child care space.

A nearby residential development was proposed to the west of the site at the corner of Geary Boulevard and Masonic Avenue is The Laurel at 2670 Geary Boulevard (the former Lucky Penny site). While this project was approved in 2020, it has not began construction. Multiple streets near the site (Geary Boulevard, Masonic Avenue, Euclid Avenue, and California Street) are currently receiving major upgrades, including traffic calming, pedestrian use, and transit service. These upgrades are necessary to meet the needs of the rapidly expanding residential development in the area.

4.1.2 OFFICE

Based on existing land uses in the area and the accompanying market analysis, office may also be a viable land use for the site. SFMTA Planning is amenable to sites such as this one being used for office, as part of a larger strategic goal to disperse office uses away from the core downtown area in order to alleviate strain on the city's transit and transportation networks. Placing office space at this site would reduce commuting congestion to the Financial District and downtown and could support in creating a commercial area in this location. If ConnectSF and Link 21 plans to extend BART subway service come to fruition, a subway station located at or near this site will facilitate access to the site, making this an attractive location for future transit-oriented development, which might include office uses.

It is also important to recognize how COVID-19 has influenced how people will work together in a traditional office environment in the short- and long-term. It is expected that a portion of the workforce may now permanently require a remote or collective workspace environment. In a future of increased remote work capability, and a growing desire for more flexible workspace options, the site could potentially function, in part, as a collective workspace/co-working space to accommodate remote workers who require an occasional or part-time workspace that is not within their homes, but also not within a traditional office environment.

It should be noted that future office development could be considerably constrained in San Francisco due to production limits set by Proposition M and Proposition E, which were approved on March 3, 2020. This is a high level summary, the

implications of these propositions are explored in more detail in Section 2.2.

4.1.3 RETAIL

Retail could also be supported on the Presidio Yard site, given the existing retail uses in the area. Medium to large retail outlets can be found in the immediate vicinity of the site, with small restaurants and coffee shops interspersed. The preservation of the historic car barn provides a unique opportunity to adapt and reuse a key piece of Muni's history and legacy. Given the generous double height and wide portals the car barn lends itself well to use as a retail frontage for medium sized retail operations lining a junior anchor volume. The extrusion of the historic car barn into the site all the way to a mid-block passage would provide a deep floor plate ideal for such retail applications.

Alternatively, the joint development could provide space for more flexible mix of uses. Joint development could accommodate a junior anchor tenant, which is classified as a retailer occupying at least 10,000 square feet. One such junior anchor tenant could be a retail outlet such as Trader Joe's, which currently occupies a site across the street from the project location on Masonic Avenue just north of Geary Boulevard. If a junior anchor tenant is included in the development program for joint development, parking implications will need to be considered. As an example, the Trader Joe's on Masonic Avenue includes approximately 100 parking spaces (surface parking as well as roof-top parking). Off-street freight loading will be needed to support retail uses. In addition, the ability to provide parking will help the resale value of the joint development to make retail work.

4.1.4 INSTITUTIONAL

Presidio Yard is nearby various institutions which may require additional space to expand or relocate. The former UCSF Laurel Heights Campus is in the process of undergoing a major redevelopment. San Francisco Unified School District (SFUSD), in theory, could be another potential tenant, as the building is already used for educational/institutional purposes. Another potential institution that may be interested in development is the University of San Francisco (USF). USF's Lone Mountain Campus, which is planned to undergo substantial renovation and expansion, is within walking distance of the joint development site. The joint development may provide additional space to accommodate USF's expansion goals. In addition to the aforementioned educational institutions that could potentially have an interest in the site as tenants, medical institutions such as Kaiser may also be interested in further development given their existing presence near the joint development site.

4.2 REGULATORY FRAMEWORK AND NEIGHBORHOOD CONTEXT

4.2.1 HEIGHT LIMITS, MASSING, AND DENSITY

The site is currently zoned for "P-Public" uses. Given the prominent location of the site, and the potential, any development outcome would require amending existing zoning, height and bulk restrictions to allow at the very least a height of 75 feet for the bus facility conceptualized (as measured from the lowest point on Presidio Avenue). The site is currently split with a 40-X height and bulk designation on the northern two-thirds of the site and a 160-E height and bulk designation on the southern one-third of the site, roughly coinciding with the southern edge of Post street. Within a quarter-mile, most blocks are 40-X districts. However, larger height and bulk district parcels face the site's 160-E southern end and a few blocks north at the 3333 California development. When examining height, about a 45 foot topographical change from the east side of the site to the west side of the site should be considered, especially among the 40-X districts.

4.2.2 ZONING AND LAND USE

The site is currently zoned as P-Public, as is the site directly to the north (SFFD Station 10). According to Section 211.1 of the San Francisco Planning Code, the current permitted use does not include formula retail, office uses or residential that is not 100 percent affordable or educator housing. However, the existing zoning does permit conditional use for social services, schools, community facilities, retail, and personal services. The need to rezone the site in any of the scenarios presented here (due to the "P-Public" zoning) presents an opportunity to push for increased height and bulk limits to maximize the potential of such a large and prominent site. A Special Use District and other zoning changes may be needed for the ~5.4 acre site, which may be subdivided for the Bus Facility and joint development of mixed uses.

Within a quarter-mile, adjacent zoning is varied: the Geary Boulevard Commercial District is along the site's southern edge, with several Residential Districts surrounding the other edges of the site. To accommodate the future joint development, the site will need to be rezoned to accommodate non-transit uses. Height and bulk regulations will also require review and possibly modification both for future joint development (as discussed above) and the bus facility itself.

Presidio Yard is currently categorized as a Cultural/Institutional/Education (CIE) site by San Francisco's Land Use Map and is surrounded by varied property types. The site's southern boundary, Geary Boulevard, contributes to a commercial district with small and large scale retail, Production, Distribution and Repair (PDR) and medical buildings. Directly to the east and west are primarily residential uses: single family and small to mid-size multi-family residential uses. Two blocks to the north,

along California Street, is another commercial corridor with medical, retail, and mixed use uses.

4.2.3 THE HOUSING ELEMENT

The San Francisco City Housing Element 2022 was filed with the State of California's Department of Housing and Community Development on February 28, 2023. The City must adequately plan to meet existing and projected housing needs in the 2022 Housing Element for the next eight years (January 31, 2023 to January 31, 2031) as required by the State's Housing Element law. It is the City's first housing plan centered on racial and social equity. An environmental impact report and an environmental justice analysis were also completed for the plan, which describes how 82,069 new units of housing might be built. Approximately half of those units are planned in large developments on the east side of the City–e.g., Treasure Island, Mission Rock, Pier 70. The other half of the units are proposed by increasing density along major transit corridors from Van Ness Avenue west to the Pacific Ocean.

The 2022 Housing Element references existing transit-related programs such as ConnectSF Transit Strategy and the SFMTA's Muni Forward Rapid Network. Specifically, Section 7.3 (Housing Near Job Centers and Transit Related Policies) of the Housing Element includes the following:

- Explore height increases and density limit removal at major transit nodes along Rapid bus and rail corridors, in addition to areas referenced in Policy 20, along with planning for needed infrastructure improvements and achieving maximum permanently affordable housing units
- Increase the opportunity for mid-rise multifamily buildings in Well-resourced Neighborhoods through changes to height limits, removal of density controls, and other zoning changes along SFMTA's Muni Forward Rapid Network 13 and other transit routes such as California Street, Union Street, Lombard Street, Geary Boulevard, Judah Street, Noriega Street, Ocean Ave, Taraval Street, Sloat Boulevard, 19th Ave, Park Presidio Boulevard, West Portal Ave, Junipero Serra Boulevard, Church Street, Divisadero Street, 17th and Market/Castro, and Van Ness Avenue. In areas that overlap with Priority Equity Geographies, such as the Japantown Cultural District, any potential zoning changes should be developed through community-led processes per Policies 18 and 29

4.2.4 PROPOSITION K

Proposition K, The Sunlight Ordinance, was passed in 1984. This ordinance mandates that new structures above 40 feet in height that would cast additional shadows on properties under the jurisdiction of Recreation and Parks Department can only be approved if the shadow is determined to be insignificant or not adverse to the use of the park. The site offers expansive eastern views to Lower Pacific Heights, Downtown, SOMA and across the Bay. The nearest open space (Laurel Hill Playground) is a quarter-mile away to the west; thus, the potential for a project's shadow is unlikely, but will need to be evaluated.

4.2.5 PROPOSITION M

Should the joint development include office uses, it should be noted that future office development could be considerably constrained in San Francisco due to production limits set by Proposition M, especially given the 2019 ballot measure (Proposition E) that adjusted office allocations. While buildings owned and used by the City of San Francisco are exempt from the Prop M allocation (which established an annual limit of 950,000 square feet on new office space construction within the City), any use by a third-party would require an office space allocation.

It is also important to note that on March 3, 2020, Proposition E was approved, which amended sections of the San Francisco Planning Code that govern office development in the city, and reduced the limits on office space development that were established by Proposition M. The measure (Proposition E) reduces the limit on office space development established by Proposition M by the percentage of units that the city does not produce to meet its housing goal for certain income levels over the past calendar year. The minimum housing goal in San Francisco is 2,042 units annually for "Very Low," "Low," and "Moderate" income categories determined by the state. As a result of both propositions, any proposed office space in the joint development would need to be further evaluated to determine whether Proposition M and/or Proposition E would apply.

4.2.6 STREET ACTIVATION

It is critical for the site to serve as a bus storage and maintenance facility while also accommodating the other potential uses for the site. As such, street activation is significant if this site is to become a civic crossroads and is to be embraced by the community. A reimagined Geary Boulevard could be configured with public space and feature greater pedestrian prioritization. Active street frontage, such as the provision of retail or community use, may be provided along Presidio and Euclid avenues, based on initial conceptual designs of the new bus facility. In addition, the historic car barn (circa 1912) that fronts Geary Boulevard may be adapted into a vibrant street frontage that includes retail or other commercial uses.

4.2.7 STORMWATER MANAGEMENT

Best Management Practices (BMPs) to reduce the number of pollutants carried by stormwater, as well as manage the volume of stormwater, will be required for this project. Although BMPs can be behavioral in nature (such as public education programs), the project will likely require BMPs that are more structural in nature, such as vegetated roofs, rain gardens, cisterns, and permeable pavement. BMPs in a dense urban area such as San Francisco can be nestled along sidewalks, double

as traditional landscaping, or be placed on rooftops.

If the joint development includes public open space, its design may include green infrastructure to effectively manage stormwater using BMPs as well as Low Impact Design (LID) principles, which are the cornerstone of San Francisco's stormwater management program. Such programs can also help the developer/owner to obtain points toward LEED® and GreenPoint Rated System accreditation.

To improve stormwater management across San Francisco's combined sewer areas, it is required that all projects creating and/or replacing 5,000 square feet or more of impervious surface comply with stormwater management requirements and submit a Stormwater Control Plan. Further analysis is needed to determine if this requirement is applicable to this site.

4.2.8 SUSTAINABILITY

The development will be designed and built to a LEED® Gold standard, as required of all City projects. As a City building, the bus facility must comply with all other green building stipulations for City buildings within the City's Environment Code.

FIGURE 4-1: BIORETENTION PLANTERS

A residential courtyard in San Francsisco. Source: San Francisco Stormwater Management Requirements and Design Guidelines (2016)

FIGURE 4-2: BIORETENTION ALONG STREET AND SIDEWALKS

Hickory Street in San Francisco. Source: San Francisco Stormwater Management Requirements and Design Guidelines (2016)

4.3 PHYSICAL CONSTRAINTS

4.3.1 SITE AND MID-BLOCK CROSSING

For development on large sites like the Presidio Yard, SF Planning recommends breaking up the block to the extent feasible, creating new pedestrian and bicycle circulation routes across the site. This possible site lies roughly at the intersection of Post Street and Presidio Avenue, where there is the potential for a mid-block passage through to Masonic Avenue. The passage is slightly offset from Post Street because of packaging and circulation patterns within the bus facility. The slight misalignment is mediated by the landing of the public access stairs to the passage which are perpendicular to Post Street.

A proposed mid-block crossing should be considered on the site. It would provide the site with an additional retail frontage to further activate the site and facilitates access to the neighborhood amenities provided by the project. Given the elevation change between Presidio Avenue and Masonic Avenue the passage would include stairs and public elevators for universal accessibility.

4.3.2 PARKING

If the joint development use is to include a junior anchor retail tenant and/or housing, some on-site parking should be considered. The Trader Joe's grocery store adjacent from the site includes approximately 100 parking spaces in surface parking as well as roof-top parking. For any market rate residential development, some on-site parking may be advised for the residential units to be marketable and to generate additional land value back to the SFMTA. San Francisco policy states that parking must be unbundled from the cost of the units, placing the cost of parking solely on those residents who desire a parking space. Parking spaces are not required, but given the land uses that are being considered, a reasonable amount of parking should be considered. Additionally, off-street freight loading will be needed.

It is important to note that there may be an additional parking need in this area given its proximity to various community serving institutions such as the UCSF and USF campuses, local schools, and medical facilities. On-street parking for institutional uses in the area may be limited. Loading space for joint uses may be provided by a curbside yellow zone(s) or may be accommodated within a parking or loading area on-site, such as in a basement. SFMTA has developed a TDM Plan for its 30 major facilities, which is pending implementation. A developer of the mixed-use development would also need to develop a TDM plan.

4.3.3 HISTORIC PRESERVATION

Historic resources should be considered for preservation. The historic preservation evaluation undertaken as part of this planning study found that the most meaningful strategy that could be pursued with the Presidio Trolley Coach Division Facility is the retention of the original 1912 Mission Revival style office building (including the clock) and the historic Renaissance Revival style car barn that front Geary Boulevard as well as salvaging and reinstalling the Art Deco entrance surround and frieze that currently faces Presidio Avenue. In addition to being architecturally significant, the office wing is historically significant as the original executive offices/headquarters of Muni, the oldest municipally owned street railway in a major city in the United States.

On the surface, the original car barn and office wing to the west of the office building (facing Geary Boulevard) look very much like they did during the period of significance and retain the look and feel of an industrial building dedicated to the maintenance of streetcars. There is not much historically significant about the remainder of the facility, which was expanded in 1948-1949, except for the Art Deco entrance surround and frieze, which is recommended to be salvaged and relocated or reconstructed.

For the purposes of the prototype, the design team will study upper floor setbacks and massing articulation to respect the historic detailed facade on the southern part of the site, facing Geary Boulevard. The historically significant car barn has been identified as an ideal frontage for retail uses because of the wide portals and the double height spaces. This adaptive reuse along with the potential of converting the existing parking into a public plaza would activate the area and create a new destination.

SFMTA will need a new CIP for the planning, predevelopment, CEQA and NEPA, and preparation of the RFQ for a development team for this project. Further evaluation of historic resources will be prepared as part of these processes.

4.3.4 UTILITIES

To evaluate the site's capacity for sewer, water, and electricity, the Hatch team reviewed the Final Environmental Impact Report (EIR) from September 2019 for the mixed-use development at 3333 California Street, which is in close proximity to the Presidio Yard site. This EIR evaluates the proposed development of over nearly one million square feet of development across a 10.25 acre lot and proposes more residential uses than the proposed joint development project, and no office uses.

The 3333 California Street Final EIR found that "no significant utilities and service systems impacts have been identified, the utility improvements necessary to serve the proposed project or project variant would not be growth inducing, and no mitigation is required." Regarding sewer capacity, the Final EIR found that the project would not expand the existing capacity of the 16-inch-diameter combined sewer main under Presidio

Avenue. Regarding water capacity, the project would require a new or upgraded water main for the purpose of increasing the capacity of the existing mains.

Regarding electricity capacity, the project would also not involve increasing the 12-kilovolt capacity of the existing distribution network. Electricity and natural gas service to the project site would be provided by PG&E from 12-kilovolt distribution lines with connections to the existing grid. Traction power at Presidio Yard is currently provided by feeder circuit from the Fillmore substation within a half mile and controlled by the SFMTA Power Control Center. The substation's capacity is adequate for the facility's current traction power needs. Generally, while any projected increase in traction power can be accommodated by additional power augmented from other substations, the limiting capability is the existing feeder circuit and cables related to Presidio. SFMTA's Power Control is conducting a "load study" to ascertain any new power requirements to accommodate BEBs at Presidio Yard. Findings of which will need to be included in future planning and feasibility studies on the site as well as the Presidio Yard's Design Criteria Document.

It is also necessary to determine whether there are any underground utilities traversing the site of the right of-way on Geary Boulevard that may pose a constraint on future development. Although the aforementioned EIR provides valuable insight into potential utility requirements, electric, water, and sewer capacity will need to be confirmed with the San Francisco Public Utilities Commission (SFPUC) and will be dependent on the proposed uses. Existing water pressure information for fire, irrigation, and domestic water can be requested from the Fire Department but is not useful until water loads can be calculated by a plumbing engineer. This may require further investigation with the Planning Department.

4.4 COMPATIBILITY WITH TRANSIT FUNCTION

4.4.1 NOISE

Buildings and spaces associated with the joint development, such as those for residential uses, must comply with building code acoustical requirements and there are many examples of housing adjacent to parking garages, highways, and train tracks. An example is One Rincon Hill, a housing development located directly at the western approach of the Bay Bridge. Appropriate typical building strategies may include, but are not limited to, acoustical padding under flooring, multi-paned window system upgrades based on ambient noise analysis, sprayed acoustical insulation under the podium slab, insulation at floor and wall cavities, sealant at drywall joints, additional layers of drywall, and a filtered air HVAC system. The design of the bus facility will need to consider bus operations and associated sounds such as back up beeping for safety. Sound transmission due to vibration, and the need for additional dampening systems, would need to be determined by acoustical engineers and structural engineers.

4.4.2 SCHEDULE AND DAILY OPERATIONS

SFMTA bus yards and the Presidio facility in particular operate on a seven-day a week basis for both transit operations and maintenance functions. The Presidio Yard currently supports route services 24 hours each day with revenue vehicles departing the yard starting at 6:00AM and continuing until 6:15PM; similarly, buses will return to the yard commencing at 8:45PM.

Maintenance functions require buses to move between the current exterior yard and the interior facility on Presidio Avenue. It is anticipated that the new Presidio facility will include interior vehicle ramps between all transit service floors thereby reducing the need to exit the facility to reach the upper level as is the case currently.

The facility daily, the projected vehicle demand of over 200 vehicles for a new Presidio facility would presumably require more operators reporting for and completing driving assignments daily. With SFMTA policy restricting on-site parking for personnel, a higher personnel projection (both operator and maintenance staff) might have impact on neighborhood circulation. A traffic demand management effort should provide alternative commute modes for SFMTA employees who will work at the rebuilt site.

4.4.3 FUELING AND FUMES

Depending on future fleet assignments, the rebuilt Presidio facility may be required to accommodate hybrid diesel buses in the interim prior to full fleet electrification. This may present a need for on-site fueling or exposure to fumes in the short-term. Design and architectural interventions to prevent fumes from reaching adjacent joint use development should be considered. Diesel fuel is combustible but not flammable, making it considerably less dangerous than gasoline, but its use may still impact non-transit uses nearby. This will be further explored during the CEQA evaluation phase. However, if the facility is required to house a hybrid diesel fleet, this would only be for a short period of time until the fleet electrification is complete. Garages are often open at the exterior edge for passive ventilation and can incorporate supply and exhaust fans for continual fresh air changes. Carbon monoxide detectors that can trigger fan operation are also an option. Specific strategies and equipment sizing would have to be confirmed by a mechanical engineer. Additionally, any fire suppression and fire alarm systems, including fire/smoke dampers, and would need to be confirmed by relevant subject matter experts.

4.4.4 COMMUNITY CONCERNS AND PRIORITIES

The information provided below is based on feedback received from SFMTA and SF Planning as well as community feedback on recent projects, such as the new development at UCSF Laurel Heights campus (3333 California Street), the former California Pacific Medical Center (CPMC) at 3700 California Street, the former Lucky Penny site at 2670 Geary Boulevard (The Laurel) and the Booker T. Washington/John Burton Apartments, an affordable housing development at 800 Presidio Avenue.

4.4.5 URBAN DESIGN

Community feedback for several of the projects mentioned above focused on a desire for high quality architecture that is consistent and contextual with the quality and the character of existing neighborhood architecture. For the CPMC site redevelopment at 3700 California Street, community members expressed the importance of contextual architecture (for example, “no glass boxes”), a respect for historic site features, the importance of locating buildings sensitively to consider sight lines and vistas, the desire for a variety of residential types and buildings and for the development to be seamlessly integrated within the existing neighborhood.

It has been documented that the area’s four neighborhood groups praised the developers and the architect for integrating the look and feel of Laurel and Presidio Heights into the development using a mix of stone, brick and stucco, which was requested by the community in order for the development to fit within the existing character of the neighborhood. The CPMC site involved the community early on in the planning and design process (approximately two years). There was little opposition to the project as it moved through the entitlements process.

This project is intended to activate and solve current urban design issues in the neighborhood. For example, the consideration of a mid-block passage activated by retail and open spaces as well as the potential for a plaza on Geary Street would improve connectivity for pedestrians and residents in the area. The offices, lobbies and break spaces contemplated in the bus facility along Presidio Avenue will line and activate that street on a scale that is consistent with the existing eastern side of avenue. A break-up of the massing of the future bus facility along with setbacks and notches on every façade and articulation will help make the volume of the facility feel more integrated with the scale of the neighborhood and blend in better with the other existing uses.

4.4.6 CIRCULATION

Although the neighborhood has a rich history of transit, the current streets surrounding the Presidio Yard site favor the automobile and not the pedestrian or other sustainable modes of transportation. The SF Better Streets classifications confirm that the site is surrounded by automobile-oriented, heavily trafficked streets. There are opportunities all around the site to

improve the pedestrian experience as the sidewalk is currently narrow and uninviting to those traveling on foot.

Multiple streets near the site (Geary Boulevard, Masonic Avenue, Euclid Avenue and California Street) are currently receiving major upgrades, including traffic calming, pedestrian use and transit service that have been prioritized by the community. The Presidio Yard development should build upon these important upgrades in the general area and enhance circulation and access not only around the site, but also through the site. For such a large site, SF Planning recommends breaking up the block to the extent feasible, creating new pedestrian and cycle circulation routes across the site. This possibility exists at the intersection of Post Street and Presidio Avenue, where there is the potential for a mid-block passage through to Masonic Avenue.

Another possibility to enhance circulation is to provide new and enhanced sidewalks and bike facilities to serve both pedestrians and cyclists. As such enhancements are part of the nearby 3333 California Street development plans, a pedestrian/bike way or pedestrian/bicycle lane could connect the 3333 California site to the Presidio Yard site. This could include consideration of the existing unused triangle space at Euclid and Bush. The SFMTA will be studying the possibility of a range of bike, pedestrian, and streetscape improvements to enhance the safety and quality of the adjacent streets as a part of this analysis.

Building upon the site's transit history, it is important to note that several Muni bus stops line Geary Boulevard and California Street, including the 38R Muni Rapid Bus, which runs east-west along Geary. The Geary Bus Rapid Project is currently in progress and includes improvements to the Geary Corridor, such as the installation of new traffic signal infrastructure and new pedestrian and bus bulbs. Although currently only served by bus routes, it is possible that in the future, the Geary Corridor could include a major fixed rail transit corridor, with the area around the site as a major hub. This is an important consideration in terms of planning for and improving circulation to and from the site.

4.4.7 PUBLIC BENEFIT

Stakeholders will likely expect some level of public benefit to arise from the joint development. This site presents an opportunity to create a development that leverages its location at the nexus of multiple neighborhoods to create a transformational space that can be utilized by many. Public benefit precedent from other developments includes new open space, retention of significant buildings, the inclusion of community-serving institutions (institutional and retail), community-serving land uses and meeting spaces, and pedestrian friendly enhancements, such as street trees, landscaped edges and sidewalk improvements.

Across Presidio Avenue from the site is the Booker T. Washington/John Burton Apartments, an affordable housing development at 800 Presidio Avenue. This development will allow residents to access to the resources of the Booker T. Washington Community Service Center that will include a teen center, day care facility, technical sound recording studio, after-school programs, mind-body-health center and Youth Radio. In addition to this development, the area is home to a multitude of neighborhood and community organizations and institutions with an established presence in the area. As such, the community will likely advocate for public benefits such as public open space or community space to be a part of this joint development.

4.4.8 HOUSING AFFORDABILITY

All projects including 10 or more dwelling units must participate in San Francisco Planning's Inclusionary Affordable Housing Program. In general, rental projects with 25 units or more are subject to an 18% on-site rate and ownership projects with 25 units or more will be subject to a 20% on-site rate. Developers can also opt to pay a fee in-lieu of providing on-site affordable units. Additionally, the site must also follow the State's Surplus Lands Act which require at least 25% of the total units developed to be affordable to lower income households.

Based on feedback from other development projects, housing affordability is a priority for the community. The exclusion of affordable housing for the planned 101-unit project at the former Lucky Penny site (The Laurel at 2670 Geary Boulevard) was met with staunch community opposition. Claiming that it was not financially feasible to include affordable housing, the developer elected to pay a fee of $4.5 million for affordable housing on a different site in the area. These upgrades are necessary to meet the needs of the rapidly expanding residential development in the area.

On this site, there would likely be an expectation for on-site affordable housing rather than simply paying an inclusionary fee, based on the expectation for some degree of affordable housing on publicly owned land. The SFMTA seeks to contribute to the City's affordable housing goals on this site by providing affordable housing aligned with the Citywide vision for this neighborhood. At the same time, the SFMTA must generate revenue to offset the cost of the new facility here, which will require a significant percentage of market rate residential units on this site.

New Flyer Trolley Coach 7201, 2015.
Source: SFMTA Photography Department and Archive.

CHAPTER 05:

TRANSIT FACILITY CONCEPTUAL PROGRAM AND DESIGN

5.1 OVERVIEW

This chapter presents the conceptual program and design for the bus maintenance and storage facility at Presidio Yard. The purpose of the conceptual program and design is to confirm that a modernized, urban bus operations and maintenance facility could be incorporated into a functional and flexible plan on site, which could also include joint development opportunities. The concept defines areas and design considerations for the bus facility and introduces the feasibility of non-transit uses adjacent to the bus facility.

The concept also considers current site conditions, opportunities and constraints, and the land use analysis discussed in previous chapters. It also ensures that community priorities are balanced with SFMTA's operational needs.

The bus facility concept assumes four (4) levels of bus maintenance operations and storage, including a below-grade, basement level. Details of the program will be addressed in a Presidio Yard Design Criteria Document (DCD).

The process for the concept development involved a series of design charrette—collaborative conceptual design effort led by HDR in participation with SFMTA staff. Several of the SFMTA staff from various divisions, including Street Environmental Services (SES), Bus Operations, Bus Maintenance, Fleet Engineering, Facilities and Real Property Management, Transit Administration, and Capital Projects & Construction participated in the charrette. Separate meetings were held with the San Francisco Planning Department (SF Planning) to the refine the concept.

Previous space programming effort from SFMTA's Facilities Assessment and Facilities Framework Addendum (2017) informed and was incorporated into the concept's site master plans, building floor plans, and block floor plan.

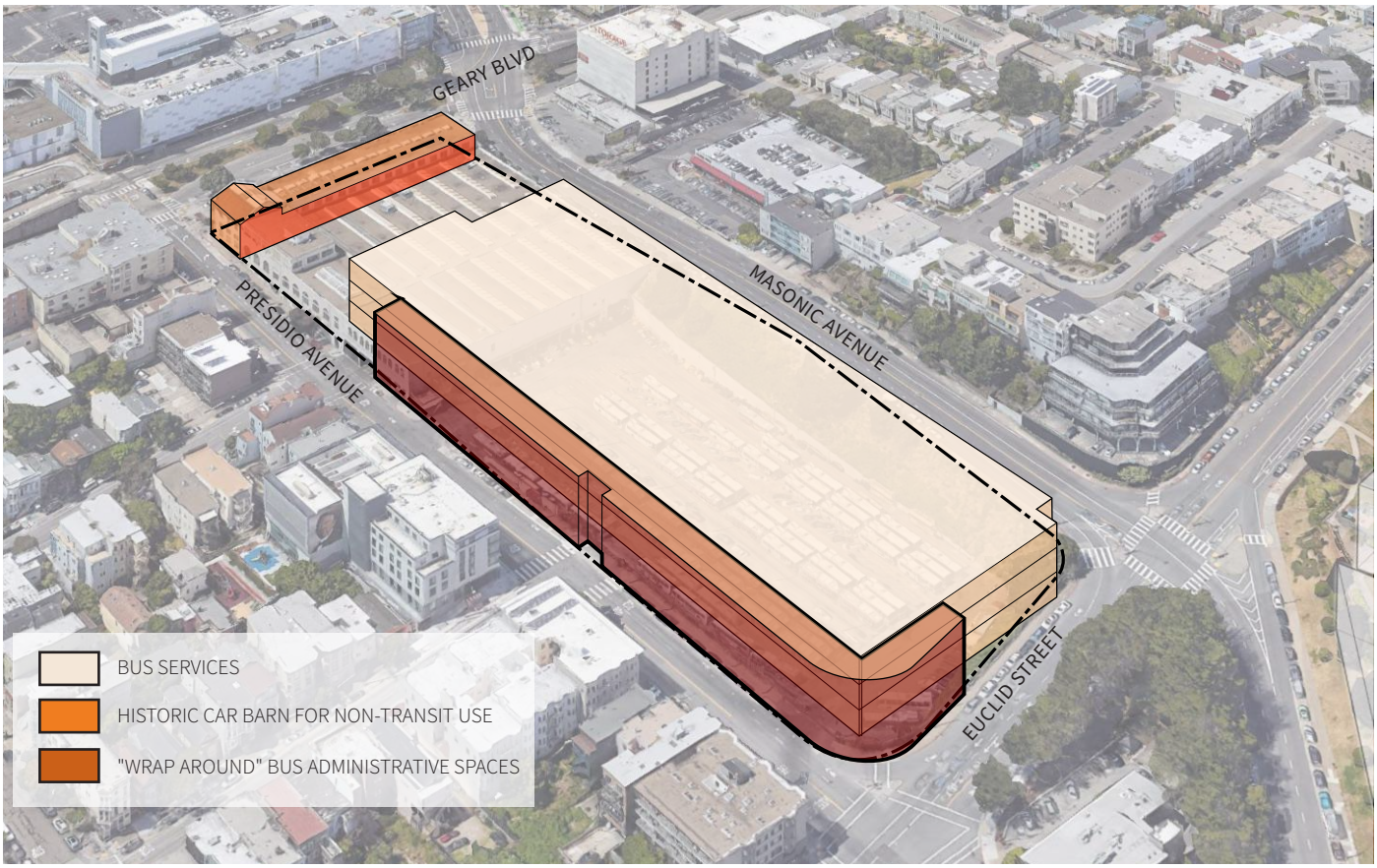


FIGURE 5-1: PRESIDIO YARD TRANSIT FACILITY CONCEPT

Source: Hatch team. Not-to-scale.

5.2 CONCEPTUAL PLANNING AND DESIGN APPROACH

For the conceptual planning, the Hatch team used a similar approach to the one used to develop the SFMTA Facilities Assessment and Facilities Framework Addendum. During the on-site charrette, the Hatch team tested the compatibility of the Presidio Yard site with the SFMTA's long-term bus and trolley maintenance facility needs by applying the SFMTA's fleet projection data and the space needs requirements to the Presidio Yard site. This solution would include the necessary bus operations, maintenance, service, and bus storage needs for a modern, safe, and efficient operation. Additionally, the Hatch team considered a program that would maximize joint development opportunities on the site within SFMTA operational requirements preliminary as well as planning and design parameters provided by SF Planning.

TABLE 5-1: VEHICLE PROGRAM SUMMARY

FUNCTION	VEHICLES
60' Bus	185
40' Bus	40
Historic Buses	22
Fare Box Non-Revenue Vehicles	8
QA / QC Non-Revenue Vehicles	7
Maintenance Non-Revenue Large Vehicle	5
Non-Revenue Visitor Parking	5
Maintenance Non-Revenue Standard Vehicle	4
Operations Non-Revenue Vehicle	3
Building Maintenance Non-Revenue Vehicles	3
Peer Assistance Program Non-Revenue Vehicles	2
Parts Non-Revenue Vehicle	1
Stationary Engineer Non-Revenue Vehicle	1
Total	**286**

Note: All figures are planning capacities anticipated at substantial completion of the bus facility. The figures represent the fleet mix at Presidio Yard when the yard modernization is completed. The fleet mix will ultimately transition to 100-percent battery electric.

TABLE 5-2: BUS FACILITY DESIGN CONCEPT PROGRAM SUMMARY

DIVISION / FUNCTION	AREA IN SF
Bus Fleet	196,650
Maintenance Bays and Shops	50,290
Fleet Division	45,960
Shared Space	19,170
Operations Division	16,503
Maintenance Admin	11,454
Parts Storage Room	11,290
Building Maintenance	11,280
Service and Clean	8,490
External Storage Areas	7,950
Covered Areas	5,600
Fare Box and Clipper Card Rdr.	2,868
QA / QC	2,489
Peer Assistance Program	1,301
Total	**391,295**

TABLE 5-3: STAFFING PROGRAM SUMMARY

FUNCTION	STAFF COUNT
Operators	450
Maintenance	72
Operations	30
Service and Clean	26
Fare Box & Clipper Card Reader	20
Quality Assurance / Quality Control (QA / QC)	17
Parts Storeroom	10
Building Maintenance	6
Peer Assistance Program	5
Total	**636**

5.3 SITE AND BUS FACILITY CONCEPT PLANS

The following assumptions were employed to develop the overall site and bus facility design:

- **General Overall Site:** The historical portion of the existing building is remaining in place and untouched, see Figure 5-1 in previous page. The majority of proposed joint development is kept separate from the bus facility, with the exception of activation on Presidio Avenue. Figure 5-2 shows the proposed subdivision of the 5.4-acre site with the north parcel as the proposed parcel for the bus facility and the south parcel for future joint development (JD) uses.
- **Bus Facility Basement Level:** This level of the facility includes non-revenue vehicle parking, areas for Building Maintenance, shipping/receiving and storage for Parts, office areas for Street Environmental Services (SES), and historical bus parking, see Figure 5-3.
- **Bus Facility First Level:** This level of the facility includes the access to potential joint development along Presidio Avenue. Maintenance Bays and Shops; Maintenance Division office areas including technician support areas and Maintenance Division supervisory; Farebox and Clipper Card Reader Repair areas; and Parts Storage are provided, see Figure 5-4.
- **Bus Facility Second Level (Mezzanine):** This level includes spaces for Upper Level Work Platforms (ULWP), Maintenance Administration office and support, and undefined gather space for staff, see Figure 5-5.
- **Bus Facility Third Level:** This level accommodates stacked trolley bus or battery electric bus parking as well as bus service functions such as interior cleaning and bus wash. These functions would include associated support and supervisory areas, see Figure 5-6.
- **Bus Facility Fourth Level:** This level is the roof of the bus facility that can be accessible by staff and public through in/egress provided. Bus facility roof program may include SFMTA transit uses or non-transit uses, such as municipal offices, open space, and/or areas for solar panels, see Figure 5-7 for roof plan and Figure 5-8 for a fourth level with spaces for SFMTA Paratransit based on a 2018 Space Needs Program.
- **Joint Development:** Areas for potential joint development is adjacent to the existing historical resource and separate from the bus facility. The joint development would provide deep floor plates that lend themselves more to retail or office uses than to residential. The joint development footprints shown in the plan are conceptual and preliminary.

Based on the concept planning exercise, the bus facility may have a height of 75 feet from the site's lowest point along Presidio, Euclid and Masonic. Due to site characteristics and neighborhood context, joint development uses and potential building heights for the joint development program are concentrated towards Geary Boulevard, providing transition heights toward existing neighborhoods. The project assumes the following height and bulk limits:

- At the Bus Facility Parcel:
  - The street wall height on Presidio and Euclid would equal the width of the current right-of way. Thus, 80 feet, with a 20-foot setback for the bus facility.
  - The street wall height along Masonic would equal the width of the current right-of way. Thus, 80 feet, with a 20-foot setback for the bus facility massing, but only minimal added height is contemplated along Masonic, and only as a transitional massing between the bus and joint development parcels.
- At the Joint Development Parcel:
  - The current Height and Bulk limit 160-E may be considered with a 65-foot tall podium
  - Twenty foot minimum setbacks may be considered for a future joint development podium along Masonic and Presidio Avenues
  - A 40-foot setback may be included from the historic car barn facing Geary Boulevard

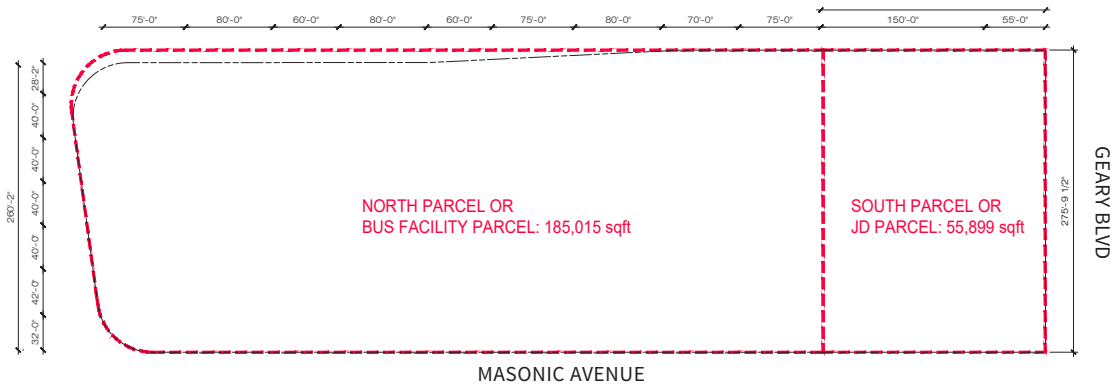


FIGURE 5-2: PROPOSED SITE SUBDIVISION

Source: Hatch team. Not-to-scale.

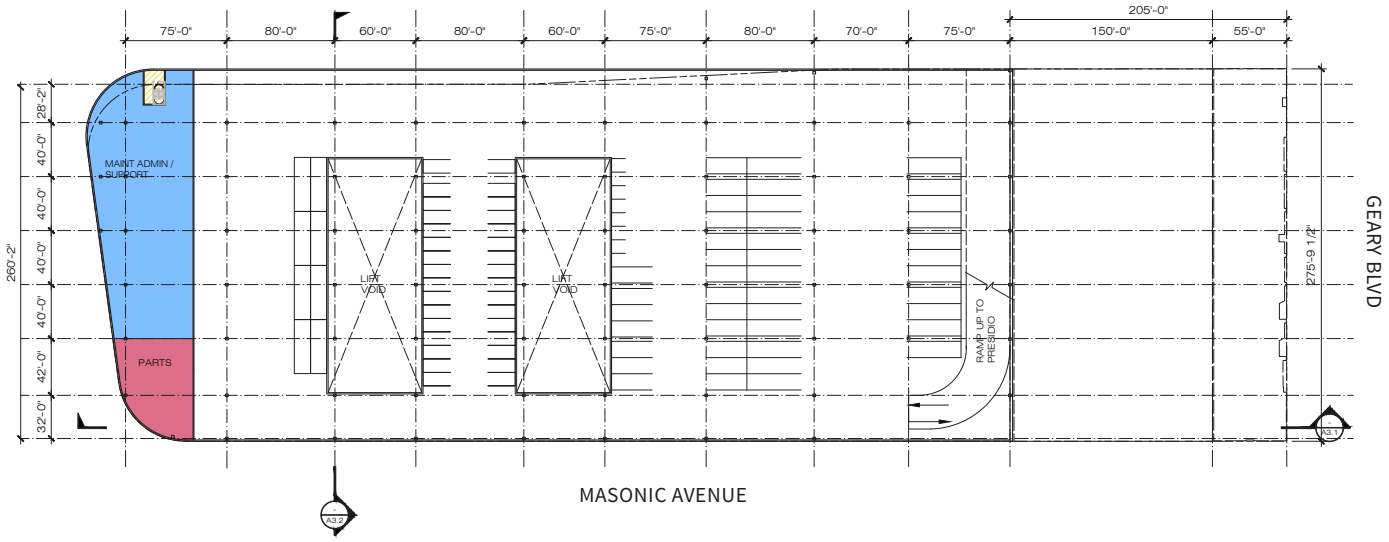


FIGURE 5-3: BUS FACILITY CONCEPT DESIGN - BASEMENT LEVEL PLAN

Source: Hatch team. Not-to-scale.

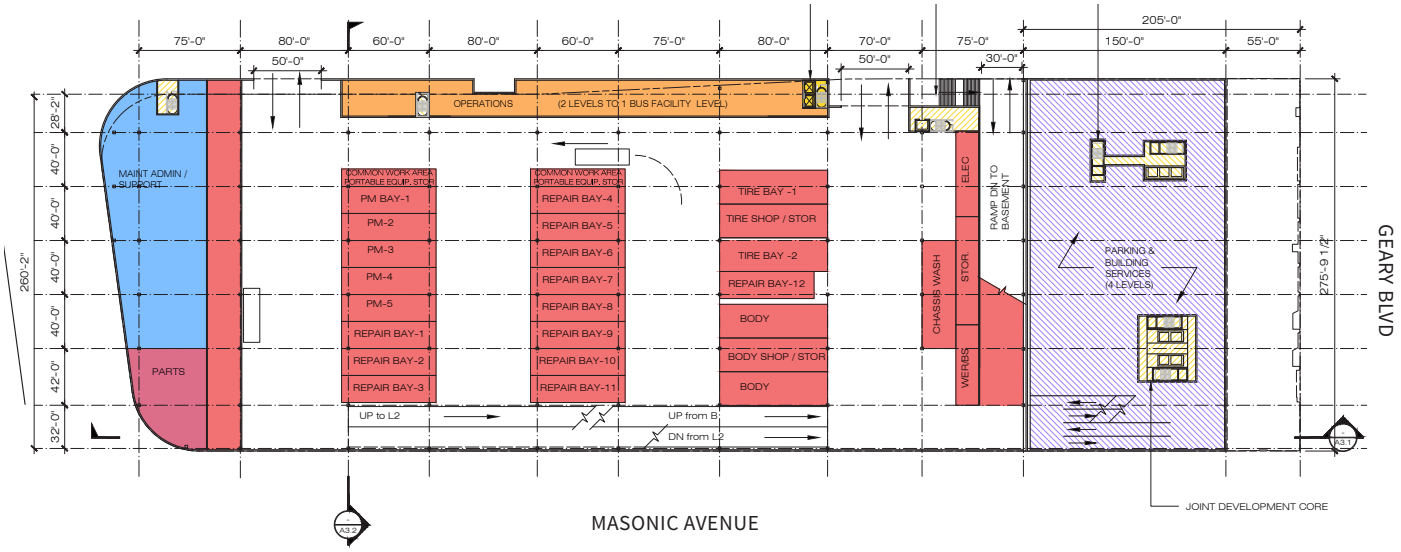


FIGURE 5-4: BUS FACILITY CONCEPT DESIGN - GROUND LEVEL PLAN

Source: Hatch team. Not-to-scale.

- JOINT DEVELOPMENT
- CORE
- HISTORIC BUILDING
- ROOF DECK
- OPERATIONS
- SERVICE AND CLEAN
- PARTS
- TRAINING
- CIRCULATION
- HISTORIC BUSES

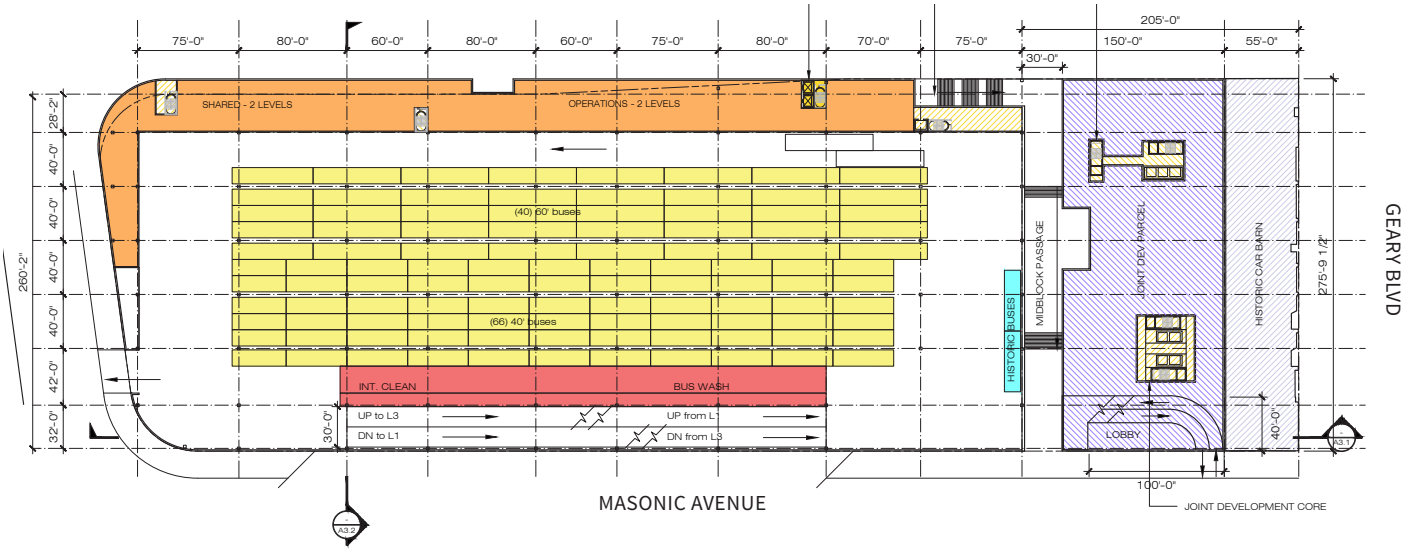


FIGURE 5-4: BUS FACILITY CONCEPT DESIGN - SECOND LEVEL PLAN

Source: Hatch team. Not-to-scale.

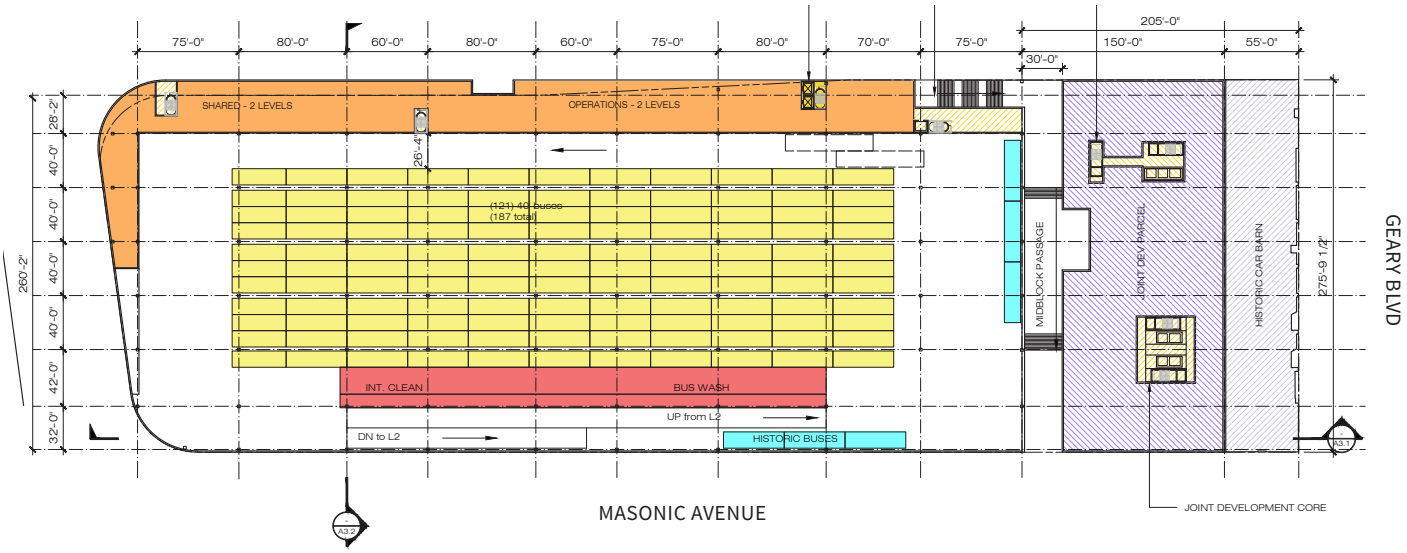


FIGURE 5-5: BUS FACILITY CONCEPT DESIGN - THIRD LEVEL PLAN

Source: Hatch team. Not-to-scale.

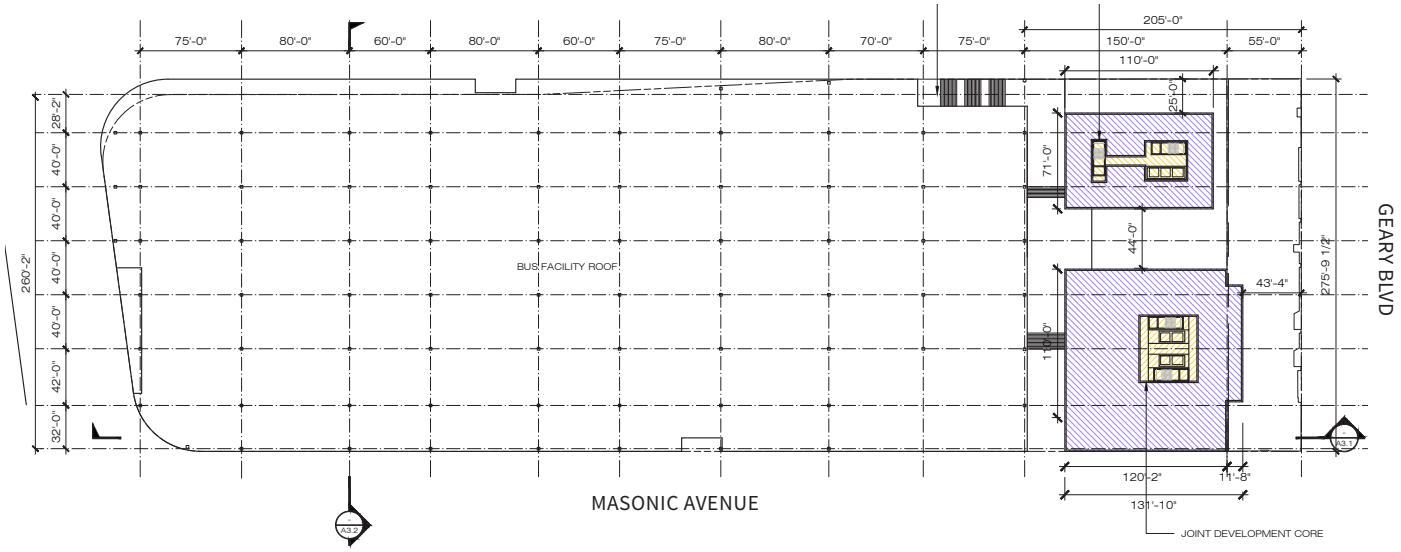


FIGURE 5-6: BUS FACILITY CONCEPT DESIGN - ROOF LEVEL

Showing a conceptual floor plan for the SFMTA Paratransit Division. Source: Hatch team. Not-to-scale.

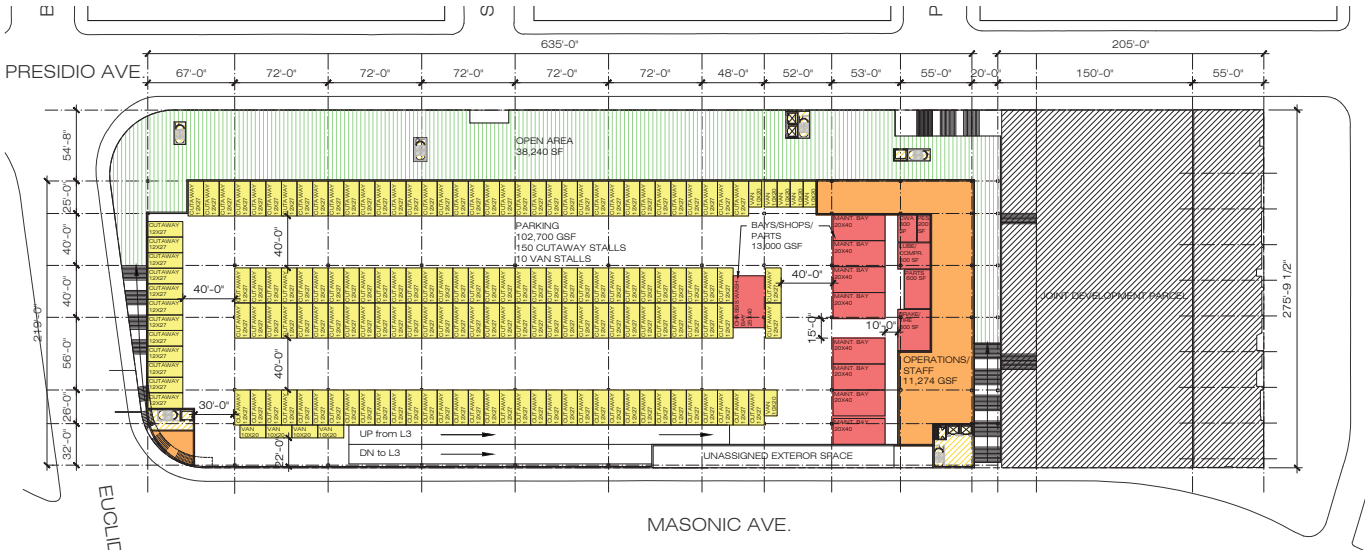


FIGURE 5-7: BUS FACILITY CONCEPT DESIGN - ROOF LEVEL BUILT OUT PLAN

Showing a conceptual floor plan for the SFMTA Paratransit Division. Source: Hatch team. Not-to-scale.

- JOINT DEVELOPMENT
- CORE
- HISTORIC BUILDING
- ROOF DECK
- OPERATIONS
- SERVICE AND CLEAN
- PARTS
- TRAINING
- CIRCULATION
- HISTORIC BUSES

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San Francisco Municipal Transportation Agency
Presidio Bus Yard Planning Study
Draft Consolidated Report
May 2023

HATCH

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Next Generation Visual Messaging Signs - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Caltrain Maintenance
Current PROP L Request:	$1,200,000
Supervisorial District	Citywide

REQUEST

Brief Project Description

This project will install new visual messaging signs (VMS) to replace old and obsolete signs and passenger information system for displaying the train information at Caltrain stations, including the 4th & King and 22nd Street stations. The project improves readability and maintainability of signs, as well as safety for customers and employees as these systems are used to share safety information with passengers.

Detailed Scope, Project Benefits and Community Outreach

This project will install and replace Visual Message Signs (VMS) and related passenger information system at Caltrain stations. The current VMS signs are no longer supported by the manufacturer. Funds will support construction related to the replacement of the signs.

Project Location

Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties

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	$1,200,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Next Generation Visual Messaging Signs - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2022	Jan-Feb-Mar	2023
Advertise Construction	Apr-May-Jun	2023		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2024		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2025
Project Completion (means last eligible expenditure)			Apr-May-Jun	2025

SCHEDULE DETAILS

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Next Generation Visual Messaging Signs - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-208: Caltrain Maintenance	$0	$1,200,000	$0	$1,200,000
Phases In Current Request Total:	$0	$1,200,000	$0	$1,200,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	$0	$0	$500,000	$500,000
PROP L	$0	$3,600,000	$0	$3,600,000
San Mateo	$0	$0	$2,700,000	$2,700,000
Funding Plan for Entire Project Total:	$0	$3,600,000	$3,200,000	$6,800,000

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	$500,000		FY20 Capital Budget
Construction	$6,300,000	$1,200,000	FY23, FY24, FY25 Capital Budget
Operations	$0		
Total:	$6,800,000	$1,200,000	

% Complete of Design:	100.0%
As of Date:	03/31/2023
Expected Useful Life:	10 Years

PROJECT: Next Generation Visual Messaging Sign - FY24

Project Cost	Project Phase	Original Estimate	Revised Estimate
	Planning/CD/Env		
	PE/Env/PSE	$500,000	
	ROW Acq/Utilities Relo.		
	Procurement		
	Construction	$6,300,000	
	Closeout		
	TOTAL	**$6,800,000**	**$0**

Milestones	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design		
	PE/Env/PSE	01/01/22	03/31/23
	ROW Acquisition/Utilities Relo.		
	Bid and Award	04/24/23	08/07/23
	Procurement		
	Construction	01/01/24	01/31/25
	Closeout	02/01/25	04/01/25

Cost Summary	FY2024	Prior Year	Future Budget	Total Request
	$1,200,000	$500,000	**$2,400,000**	**$4,100,000**

Funding Plan	Funding Source	Existing	Proposed FY24	Future
	Federal	$0	$0	$0
	State	$0	$0	$0
	Local Match JPB Member:	$3,200,000	$1,200,000	$2,400,000
	San Francisco	*$500,000*	*$1,200,000*	*$2,400,000*
	San Mateo	*$2,700,000*		
	Santa Clara	*$0*	*$0*	*$0*
	Regional/Other	$0	$0	$0
	TOTAL	**$3,200,000**	**$1,200,000**	**$2,400,000**

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Next Generation Visual Messaging Signs - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP L Requested:	$1,200,000	**Total PROP L Recommended**	$1,200,000

SGA Project Number:	208-911002	**Name:**	Next Generation Visual Messaging Signs
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	**Expiration Date:**	12/31/2025
Phase:	Construction	**Fundshare:**	%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	FY2025/26	Total
PROP L EP-208	$300,000	$600,000	$300,000	$1,200,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones, and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon project completion, provide 2-3 digital photos of completed project.

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	47.06%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Next Generation Visual Messaging Signs - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$1,200,000

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

Initials of sponsor staff member verifying the above statement:
LM

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Anna Hibbard	Lisha Mai
Title:	Accountant	Manager, Grants and Fund Programming
Phone:	(650) 508-7749	(650) 508-6353
Email:	hibbarda@samtrans.com	mail@samtrans.com

Old obsolete VMS

PHOTO OF VMS @ LAWRENCE STATION

Note: Photos are taken from Lawrence station.

New VMS

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	State of Good Repair Maintenance of Way Track Equipment - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Caltrain Maintenance
Current PROP L Request:	$2,113,000
Supervisorial District	Citywide

REQUEST

Brief Project Description

This project will support the purchase of critical track Maintenance-of-Way equipment to keep the Caltrain track in a state of good repair. Renovating the infrastructure at or around the tracks improves the reliability and the safety of operations, reduces the risk of harm, and limits the impact to the customers and employees in case of an incident.

Detailed Scope, Project Benefits and Community Outreach

The purpose of this project is to support the purchase and replacement of track Maintenance-of-Way equipment that is used to keep the Caltrain track in a state of good repair. Purchases and/or replacements include hi rail trucks, mowers, vacuum trucks, on track equipment (tie crane, tie inserter, welding truck, tamper), welding equipment, fork lifts and other equipment attachments and small tools. Scope also includes work related to purchases and replacements such as support, installation, and inspection services.

Project Location

Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties

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

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
PROP L Amount	$2,113,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	State of Good Repair Maintenance of Way Track Equipment - FY 24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2024		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2026
Project Completion (means last eligible expenditure)			Apr-May-Jun	2026

SCHEDULE DETAILS

Although procurement will start in FY24, based on supply issues manufacturers are currently facing, Caltrain anticipates long lead-time for delivery of purchased equipment, estimated in FY26.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	State of Good Repair Maintenance of Way Track Equipment - FY 24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-208: Caltrain Maintenance	$0	$2,113,000	$0	$2,113,000
SMCTA	$0	$180,000	$0	$180,000
STA - State of Good Repair	$0	$264,000	$0	$264,000
Phases In Current Request Total:	$0	$2,557,000	$0	$2,557,000

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	$2,557,000	$2,113,000	FY2024 PCJPB Capital Budget
Operations	$0		
Total:	$2,557,000	$2,113,000	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	20 Years

PROJECT:	SOGR Maintenance of Way Track Equipment - FY24

Project Cost	Project Phase	Original Estimate	Revised Estimate
	Planning/CD/Env		
	PE/Env/PSE		
	ROW Acq/Utilities Relo.		
	Procurement		
	Construction	$2,557,000	
	Closeout		
	TOTAL	**$2,557,000**	**$0**

Milestones	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design		
	PE/Env/PSE		
	ROW Acquisition/Utilities Relo.		
	Bid and Award		
	Procurement		
	Construction	01/01/24	03/30/26
	Closeout	03/30/26	06/30/26

Cost Summary	FY2024	Prior Year	Future Budget	Total Request
	$2,557,000			**$2,557,000**

FY22 Funding Plan	Funding Source	Proposed
	Federal	$0
	State	$264,000
	Local Match JPB Member:	$2,293,000
	San Francisco	*$2,113,000*
	San Mateo	*$180,000*
	Santa Clara	*$0*
	Regional/Other	$0
	TOTAL	**$2,557,000**

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	State of Good Repair Maintenance of Way Track Equipment - FY 24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP L Requested:	$2,113,000	**Total PROP L Recommended**	$2,113,000

SGA Project Number:	208-911001	**Name:**	Maintenance of Way Track Equipment SOGR
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	**Expiration Date:**	09/30/2026
Phase:	Construction	**Fundshare:**	82.64%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	FY2025/26	Total
PROP L EP-208	$530,000	$1,053,000	$530,000	$2,113,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. new hi-rail truck delivered and placed in service), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon project completion, provide 2-3 digital photos of completed project, including at least one photo showing the Prop L attribution sticker affixed to the new equipment (applicable to new vehicles).

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	17.36%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	17.36%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	State of Good Repair Maintenance of Way Track Equipment - FY 24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$2,113,000

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

Initials of sponsor staff member verifying the above statement:
LM

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Anna Hibbard	Lisha Mai
Title:	Accountant	Manager, Grants and Fund Programming
Phone:	(650) 508-7749	(650) 508-6353
Email:	hibbarda@samtrans.com	mail@samtrans.com

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Stations State of Good Repair - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Caltrain Maintenance
Current PROP L Request:	$1,227,000
Supervisorial District	Citywide

REQUEST

Brief Project Description

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 operations at arrival and departure from the stations.

Detailed Scope, Project Benefits and Community Outreach

The stations State of Good Repairs (SOGR) work relates to planned maintenance, replacement and rehab activities which may include: corrosion mitigation, rain shelter replacements, elevator rehab, concrete repairs, repair and replace station building roofs, bathroom repairs, replacement of roll up gates and decorative fencing, resurfacing of parking lot surface, and any other necessary components for the stations to offer an optimal service.

Project Location

Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties

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

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
PROP L Amount	$1,227,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Stations State of Good Repair - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Although procurement will start in FY24, Caltrain anticipates long lead-time for delivery of parts due to continuing supply chain issues.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Stations State of Good Repair - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-208: Caltrain Maintenance	$0	$1,227,000	$0	$1,227,000
Phases In Current Request Total:	$0	$1,227,000	$0	$1,227,000

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	$1,227,000	$1,227,000	FY2024 PCJPB Capital Budget
Operations	$0		
Total:	$1,227,000	$1,227,000	

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

PROJECT: Stations SOGR - FY24

Project Cost	Project Phase	Original Estimate	Revised Estimate
	Planning/CD/Env		
	PE/Env/PSE		
	ROW Acq/Utilities Relo.		
	Procurement		
	Construction	$1,227,000	
	Closeout		
	TOTAL	**$1,227,000**	**$0**

Milestones	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design		
	PE/Env/PSE		
	ROW Acquisition/Utilities Relo.		
	Bid and Award		
	Procurement		
	Construction	01/01/24	09/30/25
	Closeout	09/30/25	12/31/25

Cost Summary	FY2024	Prior Year	Future Budget	Total Request
	$1,227,000	$0	**$0**	**$1,227,000**

Funding Plan	Funding Source	Existing	Proposed FY24	Future
	Federal	$0	$0	$0
	State	$0	$0	$0
	Local Match JPB Member:	$0	$1,227,000	$0
	San Francisco	*$0*	*$1,227,000*	*$0*
	San Mateo	*$0*		
	Santa Clara	*$0*	*$0*	*$0*
	Regional/Other	$0	$0	$0
	TOTAL	**$0**	**$1,227,000**	**$0**

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Stations State of Good Repair - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP L Requested:	$1,227,000	**Total PROP L Recommended**	$1,227,000

SGA Project Number:	208-911003	**Name:**	Stations SOGR - FY24
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	**Expiration Date:**	06/30/2026
Phase:	Construction	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	FY2025/26	Total
PROP L EP-208	$600,000	$600,000	$27,000	$1,227,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones, and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon project completion, provide 2-3 digital photos of completed project.

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:	Stations State of Good Repair - FY24
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$1,227,000

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

Initials of sponsor staff member verifying the above statement:
LM

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Lisha Mai	Lisha Mai
Title:	Manager, Grants and Fund Programming	Manager, Grants and Fund Programming
Phone:	(650) 508-6353	(650) 508-6353
Email:	mail@samtrans.com	mail@samtrans.com

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Bicycle Safety Education Classes and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	$200,000
Supervisorial District	Citywide

REQUEST

Brief Project Description

To support the safe use of SF streets, 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 in multiple languages and in a culturally competent manner. Additionally, provide an estimated 18 scooter safety classes and 1,800 people reached via outreach.

Detailed Scope, Project Benefits and Community Outreach

Provide education and encouragement in support of increasing the number of people who bicycle in SF and ensure the safe use of their apparatus through a series of classes aimed at teaching new riders how to ride a bike and the basics of safe urban riding through on-bicycle education for more advanced riders to expand their ability and their comfort through deeper learning with league certified instructors.

This program aims to increase the number of people bicycling in San Francisco and ensure that they are able to do so safely, both by understanding the rules of the road and expected bicycling behavior, but also with tips on how to keep themselves safe on streets with motor vehicles, even when they have the right-of-way. The outreach aspects of the program support the goal of supporting the use of bicycle facilities in the city and as a safety education program, this program directly supports Vision Zero and San Francisco's climate goals.

Work funded by this request is anticipated to include at least 80 bicycle classes and 18 scooter classes. The number of classes will depend on the final contract terms decided with the contractor. SFMTA has released a Request for Proposals and expects to enter a multi-year contract with a contractor that would run the classes. This request would fund the first year of work under that new contract. Future years would be subject to funding through future Prop L allocations.

Summary of Tasks from Request for Proposals for Multi-year Consultant Contract:

1. Summary of Bicycle Safety Education and Outreach Program Tasks
   - Task 1: Bicycle Education Outreach

- o Reach 90,000 people through outreach interactions (18,000 each year)
- o Evaluation of outreach outcomes

• Task 2: Bicycle Safety Education Classes
- o Conduct 350 adult bicycle safety education classes (70 each year)
- o Conduct 100 youth bicycle safety education classes (20 each year)
- o Evaluation of the classes via pre- and post-course surveys to understand changes in behaviors, attitudes, and perceptions among class attendees, including their actual gains in bicycle knowledge.
- o Collection and reporting of demographic information about class sign ups and actual attendance to allow SFMTA to identify potential opportunities and program changes to best reach communities throughout San Francisco.

• Task 3: Reporting

2. Summary of Scooter Safety Component Tasks

• Task 5: Scooter Education Outreach
- o Reach 9,000 people through outreach interactions (1,800 each year)
- o Evaluation of outreach outcomes

• Task 6: Scooter Safety Education Classes
- o Conduct 60 hands-on scooter training events (12 each year)
- o Conduct 30 scooter safety education classes (6 each year)
- o Evaluate classes via pre- and post-course surveys to understand changes in behaviors, attitudes, and perceptions among class attendees, including gains in scooter knowledge. Provide demographic information about class sign ups and actual attendance to allow SFMTA to identify potential opportunities and program changes to best reach communities throughout San Francisco.

• Task 7: Scooter Training Reporting

Outreach

The selected Contractor shall provide information at pre-determined and mutually agreed upon fairs, festivals, farmer's markets, open streets events, or other SFMTA-approved outreach events and activities during the contract period. The Contractor shall be responsible for handling all logistics, including booking tables at the events, set-up, clean-up, and staffing. The Contractor shall be responsible for the production and distribution of all promotional materials, including banners, interactive displays, talking points, flyers to be distributed at the event, and flyers advertising their presence at the event. All materials shall be offered in four languages: Spanish, Chinese, Filipino, and English.

In addition to the promotional materials, all communications, including blog posts, press releases, and websites, that reference the activities conducted under this contract shall acknowledge the classes as offerings of the SFMTA through the selected Contractor and, where appropriate based on funding, may also be required to acknowledge additional funding sources. Outreach shall be conducted by the Contractor to the widest possible audience feasible and should vigorously target underserved communities within San Francisco to the satisfaction of the SFMTA.

Bicycle and scooter education and safety outreach events and courses shall be held across all four quadrants (northwest, northeast, southwest, and southeast) of the City and County of San Francisco. Charging for any of the project programs shall be prohibited. Certain programs and materials shall be offered in Spanish, Chinese, and Filipino as well as English, and shall be specified in a final contract.

The Contractor shall reach a minimum average of 4,500 people each quarter for bicycle outreach and a minimum average of 450 people each quarter for scooter outreach, and shall reach a total of 18,000 people for bicycle outreach and 1,800 people for scooter outreach over the course of each year.
For the purposes of the Program, "reaching a person" is defined as:
1. A 10 second conversation between an event attendee and a Contractor representative; San

Francisco Municipal Transportation Agency
2. Event attendee interacting with an interactive display; OR
3. Another form of engagement approved by the SFMTA, prior to that engagement.

Evaluation Plan on Outreach
The Contractor will prepare an evaluation plan to be reviewed and approved by the SFMTA project manager. The evaluation plan shall focus on outreach outcomes to determine which audiences are being successfully engaged and attracted to bicycle and scooter education activities. On an annual basis, within two months of the end of each contract year, the Contractor shall provide the SFMTA with all data collected from the evaluations up to that point. The SFMTA may provide suggestions for class and program design improvement during the course of the contract. Additionally, the SFMTA may attend events where the Contractor is present in order to assess effectiveness of engagement activities relative to the goals of the program.

Evaluation Plan on Classes
The Contractor shall conduct an evaluation to assess class participant understanding of bicycle and scooter safety concepts and comfort and confidence while bicycling and riding scooters. The Contractor shall prepare an evaluation plan, which includes the pre-course and post-course surveys to be administered to participants, to be reviewed and approved by SFMTA. The Contractor shall conduct pre-course and post-course surveys to understand change in behaviors, attitudes, and perceptions among class attendees, as well as their actual gains in bicycle and scooter knowledge.

Reporting
The Contractor shall submit monthly reports, a summary at 12 months and every 12 months that follow, and a final report to the SFMTA project manager as directed by the SFMTA. These reports shall contain, but need not be limited to, the following information: location, date, and time of contract activities documented as follows:
1. Outreach/Tabling Activities: location, date, and time of outreach/tabling; the names of participating staff; number of people reached; number of people who signed up to receive more information; outreach activities; key statistics and information from the evaluations; any issues of note for the period; and any other information agreed upon between the SFMTA and Contractor.
2. Bicycle and Scooter Safety Education Classes and Scooter Riding Workshops: attendance; basic demographic information and baseline bicycling and scooter riding statistics collected via pre-course survey; outreach activities; number of RSVPs, and any issues of note for the period.

Project Location

Citywide

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
PROP L Amount	$200,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Sloat and Skyline Intersection Improvements
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	$800,000
Supervisorial Districts	District 04, District 07

REQUEST

Brief Project Description

Requested funds will be used for the construction phase of new traffic signals 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. Prop L funds will cover a cost increase and fully fund the construction phase.

Detailed Scope, Project Benefits and Community Outreach

The new traffic signals are proposed to improve right-of-way allocation and to reduce vehicle and transit delays associated with the upcoming closure of Great Highway Extension south of Sloat Boulevard. The intersection is on the city's Vision Zero High Injury Network. The scope of work includes all necessary signal infrastructure including new 12" signal heads and mast arms, new signal poles, pedestrian countdown signals, accessible pedestrian signals, updated curb ramps where they are needed, streetlighting, and related signal work. In addition, civil work will modify an existing median to allow for an additional left turn pocket for northbound Skyline Boulevard.

Due to higher-than-expected construction contract and construction support costs, additional funding is needed to construct the new signals at Skyline and Sloat compared to the original budget presented in the Proposition K signed grant agreement finalized earlier this year for design phase funding. The construction work will be done via change order to the Contract 65 New Traffic Signals project. The preliminary phase for this project was funded by General Fund Population Based Streets funds and the design phase was funded by Prop K. The construction phase is proposed to be funded by this Prop L request along with $1,402,876 in state earmark fundings proposed by Assembly Budget Chair Phil Ting, through Senate Bill 178.

The higher costs compared to original cost estimates are attributed to the following unforeseen conditions: more curb ramps than expected needing to be reconstructed which were built by Caltrans in 2017 but now deemed non-compliant by the Public Works Disability Access Coordinator; more civil work than expected to modify an existing median to accommodate a second northbound left turn lane

that was determined to be needed to handle additional traffic volumes due to the detour; additional signals at the southwest corner needing to fully protect crossing bikes in order to accommodate the overlapping schedules for the Sloat and Lake Merced Quick Build projects with the Skyline/Sloat signal project; additional signals facing 39th Avenue traffic to avoid a potential sideswipe condition; and, unforeseen striping work to improve bicycling connections requested by Caltrans which will involve painting 1/4 mile of buffered bikes lanes to replace existing class 3 (sharrow) bike facilities.

Project Location

Skyline Boulevard, Sloat Boulevard, and 39th Avenue

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	$800,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Sloat and Skyline Intersection Improvements
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2022	Jan-Feb-Mar	2023
Environmental Studies (PA&ED)	Jan-Feb-Mar	2022	Jul-Aug-Sep	2022
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2023	Jul-Aug-Sep	2023
Advertise Construction	Oct-Nov-Dec	2023		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2024		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2024
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2025

SCHEDULE DETAILS

The new traffic signals at Skyline/Sloat/39th Avenue were deemed to be Categorically Exempt by the San Francisco Planning Department on September 1, 2022.

A public hearing was held on September 23, 2022 where there was public discussion on this project. The project received the following community input: one email in support was received ahead of the public hearing, one comment in opposition during the public hearing regarding effects of an upcoming ballot measure proposing changes in the vicinity of the proposed new signals, and one comment in support during the public hearing.

On September 30, 2022, the scope of work proposed for this project was approved by the City Traffic Engineer for implementation.

The change order to add the construction work as part of the Contract 65 New Traffic Signal project was approved at the Public Works Commission meeting on October 6, 2023.

The schedule has been delayed by approximately 6 months compared to the original schedule outlined in the Proposition K grant agreement finalized earlier this year for design phase funding. In particular, the design and construction schedules have been delayed mostly due to the longer than anticipated design review process with Caltrans which is now wrapping up.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Sloat and Skyline Intersection Improvements
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	$0	$800,000	$0	$800,000
State Community Project Funding for Skyline/Sloat (State Earmark)	$0	$1,200,000	$0	$1,200,000
State Community Project Funding for Sloat Quick Build (State Earmark)	$0	$202,876	$0	$202,876
Phases In Current Request Total:	$0	$2,202,876	$0	$2,202,876

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	$0	$0	$190,000	$190,000
PROP L	$0	$800,000	$0	$800,000
Community Project Funding for Skyline/Sloat (State Earmark)	$0	$1,200,000	$0	$1,200,000
Community Project Funding for Sloat Quick Build (State Earmark)	$0	$202,876	$0	$202,876
General Fund (Prop B)	$0	$0	$150,000	$150,000
State Community Project Funding for Skyline/Sloat (State Earmark)	$0	$1,200,000	$0	$1,200,000
State Community Project Funding for Sloat Quick Build (State Earmark)	$0	$202,876	$0	$202,876
Funding Plan for Entire Project Total:	$0	$3,605,752	$340,000	$3,945,752

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$150,000		Based on similar projects
Environmental Studies	$0		
Right of Way	$0		

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Design Engineering	$190,000		Based on similar projects
Construction	$2,202,876	$800,000	Based on similar projects
Operations	$0		
Total:	$2,542,876	$800,000	

% Complete of Design:	100.0%
As of Date:	10/26/2023
Expected Useful Life:	30 Years

San Francisco County Transportation Authority
Prop L Allocation Request Form

MAJOR LINE ITEM BUDGET - SLOAT AND SKYLINE INTERSECTION IMPROVEMENTS (Construction)

SUMMARY BY MAJOR LINE ITEM (BY AGENCY)

Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract					
Task 1: Curb Ramps	$ 294,690				$ 294,690
Task 2: Signals /Mountings	$ 73,300				$ 73,300
Task 3: Poles	$ 207,900				$ 207,900
Task 4: Pullboxes/Conduits	$ 472,050				$ 472,050
Task 5: Wiring	$ 230,000				$ 230,000
Task 6: Traffic Routing	$ 70,000				$ 70,000
Task 7: Misc **	$ 249,580				$ 249,580
Contract Subtotal	**$ 1,597,520**				**$ 1,597,520**
2. SFMTA-Provided Materials					
Controller Cabinet	$ 25,000			$ 25,000	
Accessible Ped Signals	$ 20,000			$ 20,000	
Ped Countdown Modules	$ 2,400			$ 2,400	
Vehicle Detection Cameras	$ 30,000			$ 30,000	
Materials Subtotal	**$ 77,400**	**5%**		**$ 77,400**	
3. Construction Management/ Support					
Construction Engineering	$ 297,704	19%	$ 275,604	$ 22,100	
Signal Shop	$ 30,000			$ 30,000	
Paint Shop	$ 30,000			$ 30,000	
Sign Shop	$ 10,000			$ 10,000	
Labor Subtotal	**$ 367,704**	**23%**	**$ 275,604**	**$ 92,100**	
4. Other Direct Costs *	**$ 500**	**0%**			
5. Contract Contingency	**$ 159,752**	**10%**			
TOTAL CONSTRUCTION PHASE	**$ 2,202,876**		**$ 275,604**	**$ 169,500**	**$ 1,597,520**

* City Attorney Review, ** Key tasks includes remove and salvage equipment, permit fees, potholing, and mobilization.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Sloat and Skyline Intersection Improvements
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP L Requested:	$800,000	**Total PROP L Recommended**	$800,000

SGA Project Number:		**Name:**	Sloat and Skyline Intersection Improvements
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	12/31/2025
Phase:	Construction	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-218	$600,000	$200,000	$800,000

Deliverables

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

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	63.68%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	79.73%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Sloat and Skyline Intersection Improvements
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$800,000

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

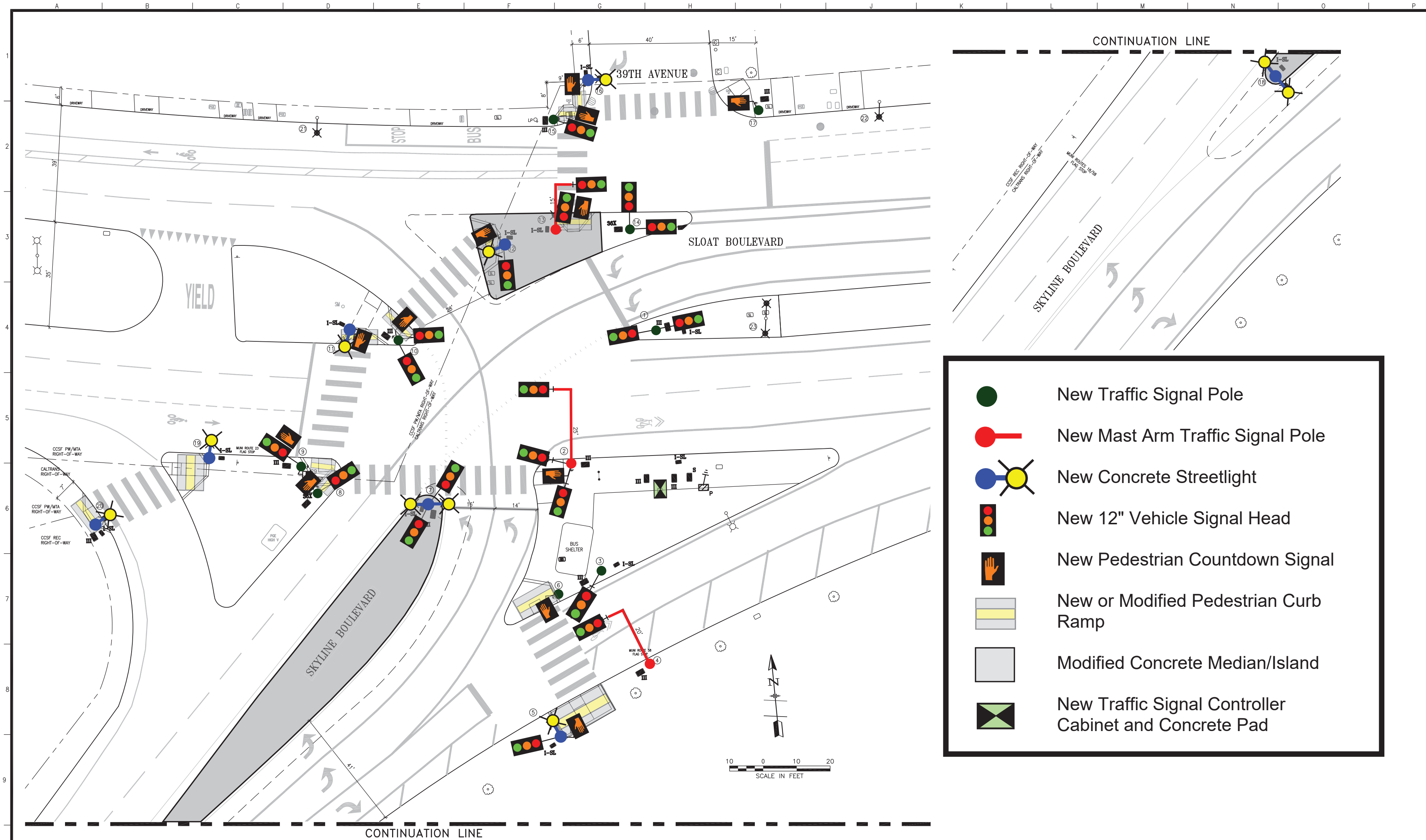
Initials of sponsor staff member verifying the above statement:
ML

CONTACT INFORMATION

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

Map 1 - Sloat and Skyline Intersection Improvements

Skyline, Sloat, & 39th Avenue



NO.	DATE	DESCRIPTION	BY	APP.
	xx-xx-xx	PCO X: 39th Ave/Skyline/Sloat		

TABLE OF REVISIONS

THIS DRAWING WAS LAST MODIFIED: 11/30/22 16:31, BY: CSkerrit

REFERENCE INFORMATION & FILE NO. OF SURVEYS

BUREAU OF ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
49 SOUTH VAN NESS AVENUE, SUITE 800
SAN FRANCISCO, CA 94103

		Date:
Acting Section Mgr:	CHI LAO	
Acting Deputy Bureau Mgr:	LESLEY WONG	
Acting Bureau Mgr:	IQBAL DHAPA	

	DATE:
DESIGNED: CS/GL	11/2022
DRAWN: CS/GL	11/2022
CHECKED: GD/DG	11/2022

SCALE: AS SHOWN

SHEET OF SHEETS: XX OF XX

CONTRACT 65
NEW TRAFFIC SIGNALS

39TH AVE, SKYLINE BLVD AND SLOAT BLVD
TRAFFIC SIGNAL PLAN

CONTRACT NO. 00000006423
DRAWING NO. E-8.0
FILE NO. 120,080
REV. NO. 0

To:	Chi Iao, Engineer San Francisco Public Works (SFPW) – Electrical Section
Through:	Bryant Woo, Senior Engineer San Francisco Municipal Transportation Agency (SFMTA) – Signal Projects
From:	Corbin Skerrit, Associate Engineer San Francisco Municipal Transportation Agency (SFMTA) – Signal Projects
Date:	8/14/2023
Subject:	Contract 65: New Traffic Signals [Rebid] (ID: 1000025167) Proposed Change Order adding new signal at 39th Avenue, Skyline Boulevard, and Sloat Boulevard

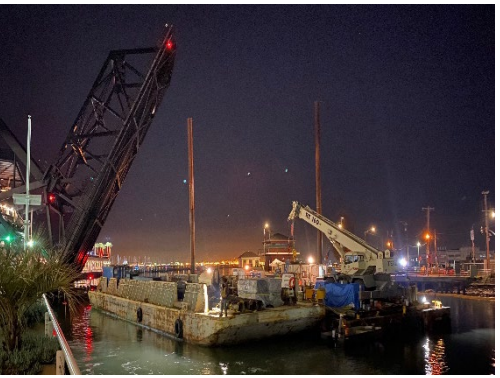
This memorandum is to request a proposed change order to Contract 65: New Traffic Signals [Rebid] to install a new traffic signal, curb ramps, and median modifications at 39th Avenue, Skyline Boulevard, and Sloat Boulevard.

This signal installation is in response to a broader interagency coordination effort to plan for needed improvements in the Ocean Beach area due to coastal erosion which included consideration of the Great Highway Extension closure, south of Sloat Boulevard, among others. The intersection has undergone alternatives assessments at the conceptual design level and a traffic signal has been proposed as the most effective and feasible alternative to improve right-of-way compliance, safety, and accommodate expected increased user demands. The goal switchover date for the new signal is mid-2024 to align with the other project improvements in the area.

The signal construction will be funded by Section 19.56 subdivision (g)(1)(P) of the 2022 Budget Act which appropriated funds from the State's General Fund to the SFMTA. Legislation of the new signal was reviewed at an engineering public hearing on September 23, 2022, and signed via SFMTA Streets Division Directive Order No. 6586 on September 30, 2022. Environmental clearance for this new signal was received from the Planning Department as Case No. 2022-007290ENV prepared September 1, 2022. As this intersection has shared right-of-way with Caltrans, a Caltrans Design Engineering Evaluation Report (DEER) was submitted January 2023 and pending Caltrans approval. The SFMTA is assuming ongoing maintenance and operation of the signal, as such, the signal is in accordance with the City of San Francisco design standards.

All pertinent standards and specifications as contracted in Contract 65: New Traffic Signals [Rebid] are assumed applicable to this proposed change order. The following attachment details additions to accommodate the added project design.

Attachment: 39th Avenue, Skyline Boulevard, and Sloat Boulevard 100% Project Specs & Estimates



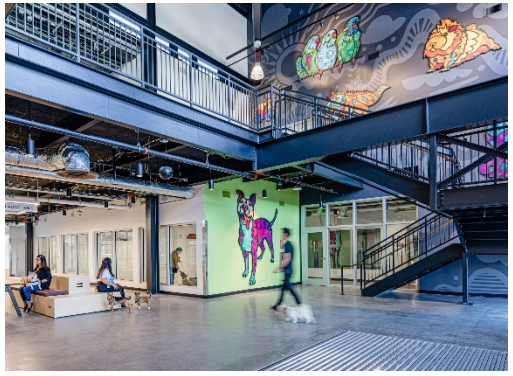
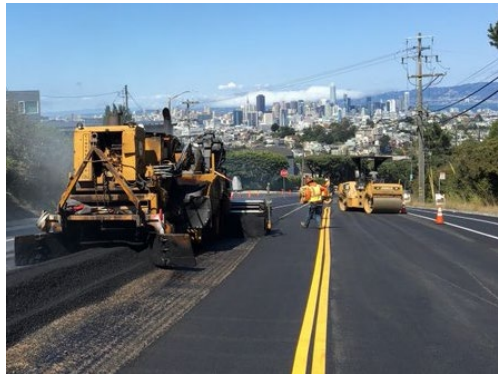


SAN FRANCISCO PUBLIC WORKS

October 6, 2023

Contract 65: New Traffic Signals

Grant Ly
Project Engineer, Electrical Section, Infrastructure Design & Construction

Contract 65: New Traffic Signals

Approve Contract Modification

Recommend Commission:

To approve a contract modification to increase the contract duration by 383 calendar days and increase the contract cost by $1,877,312.50

Original Amount:

$3,754,625.00

Original Construction Duration:

425 calendar days

Contractor:

Liffey Electric, Inc.

Reason:

Client-requested addition of new traffic signals at the intersection of Skyline Blvd./Sloat Blvd./39th Ave.

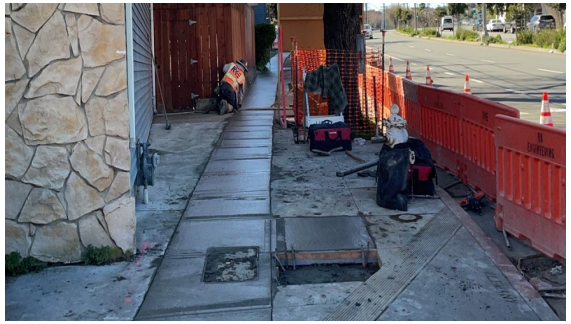
Contract 65: New Traffic Signals
Various Locations

7 original locations

Funding Source:
SFMTA Streets Funds -
General Obligation Bonds

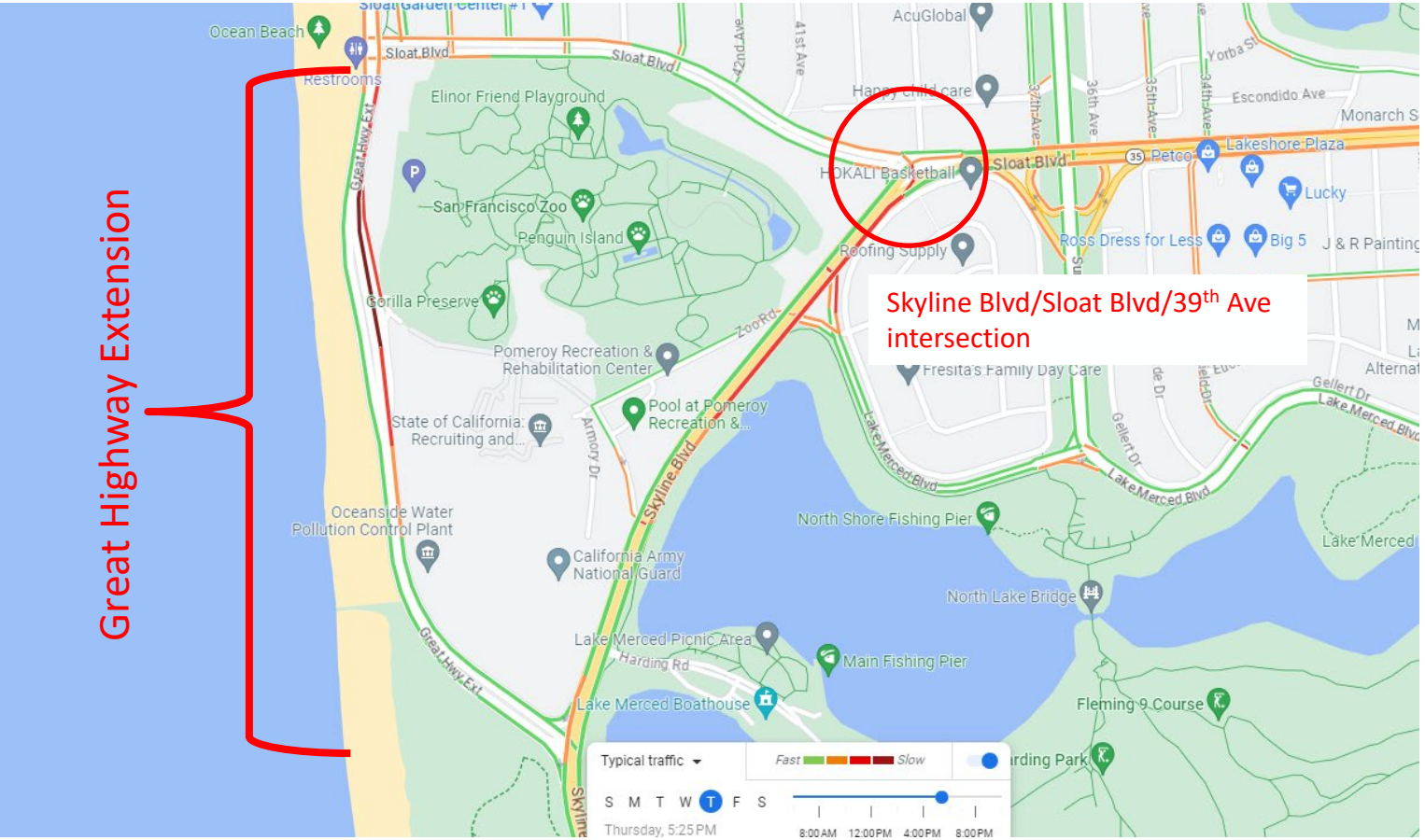
More info:
https://sfpublicworks.org/Signals65

Project Improvements



- New traffic signals
- Streetlighting upgrades
- Flashing beacons
- Curb ramp and accessibility improvements

Reason for Modifications



Great Highway Extension Closure

Increased traffic due to closure of Great Highway Extension between Skyline Blvd. and Sloat Blvd. in 2023.

Reason for Modifications

Vision Zero High Injury Network

Pedestrian safety improvements on Sloat Blvd.

The 2022 Vision Zero High Injury Network – created by the San Francisco Department of Public Health (SFDPH) using a combination of severe and fatal injury data – identifies street segments that have a high number of fatalities and severe injuries and helps inform where interventions could save lives and reduce injury severity.

Reason for Modifications

Transit Efficiency Improvements

Muni transit service improvements for the 18 46th Ave, 58 Lake Merced and 23 Monterey bus routes.

Current Project Status

Construction started:
October 2022

Original contract duration:
425 calendar days

Original contract cost:
$3,754,623.00

Contract cost contingency:
$375,463.00

Approximate completion to date:
73%

Time extension:
425 calendar days or Fourteen (14) months

Reason:
Client-requested addition of (1) new location

Projected final completion:
December 2024

Projected Contract Cost Limit:
$6,007,400.00

Contract 65: New Traffic Signals

Approve Contract Modification

Recommend Commission:

Approve a contract modification to increase the contract duration by 383 calendar days and increase the contract cost by $1,877,312.50

Original Amount:

$3,754,625.00

Original Construction Duration:

425 calendar days

Contractor:

Liffey Electric, Inc.

Reason:

Client-requested addition of a new traffic signal at the intersection of Skyline Blvd./Sloat Blvd./39th Ave.

QUESTIONS

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Bicycle Safety Education Classes and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Contractor will conduct outreach throughout the project to raise awareness about the bicycle and scooter classes. Interested parties may register for the classes at outreach events. Depending where classes will be held, SFMTA staff will coordinate with projects that are in the same area. One such area is Safe Routes to Schools focus schools. Due to the program being well-established, SFMTA anticipates the Contractor to begin outreach and classes soon after the Notice to Proceed. This first year of the program will operate July 2024 through June 2025.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Bicycle Safety Education Classes and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	$0	$200,000	$0	$200,000
SFMTA Operating	$100,000	$0	$0	$100,000
Phases In Current Request Total:	$100,000	$200,000	$0	$300,000

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	$300,000	$200,000	prior year program costs
Operations	$0		
Total:	$300,000	$200,000	

% 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

Project Name: Bicycle Education and Outreach

MAJOR LINE ITEM BUDGET

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

Budget Line Item	Item (Quant)	Item (Rate)	Labor (Quant)	Labor (Rate)	Totals
1. Contract					**$ 300,459**
Task 1: Bicycle Education Outreach					
Materials & Promotion	1	$ 2,754			$ 2,754
Translation Services	1	$ 630			$ 630
Outreach	12	$ 1,912			$ 22,945
Other Misc Costs	1	$ 15,000			$ 15,000
Task 2: Bicycle Safety Education Classes (per class costs are estimates based on previous years)					
Materials & Promotion	1	$ 4,200			$ 4,200
Translation Services	1	$ 1,050			$ 1,050
Adult Learn-to-Ride	16	$ 2,603			$ 41,647
Smart City Cycling 1: Classroom	20	$ 1,471			$ 29,421
Smart City Cycling 2: Maneuvering	6	$ 2,342			$ 14,049
Smart City Cycling 3: Road Practice	6	$ 2,342			$ 14,049
Night and All-Weather Biking	6	$ 1,269			$ 7,617
On-Bike Practice for Adult Beginning Cyclists	8	$ 2,353			$ 18,824
Freedom From Training Wheels	20	$ 1,304			$ 26,082
Task 3: Reporting					
Monthly and Final Reporting	110	$ 43.8			$ 4,816
Task 4: (Optional) As-Needed Additional Adult and Youth Bicycle Safety Classes					
As-Needed Additional Adult or Youth Bicycle Classes	24	$ 1,269			$ 30,467
Task 5: Scooter Education Outreach					
Materials & Promotion	1	$ 2,745			$ 2,745
Translation Services	1	$ 630			$ 630
Outreach	4	$ 1,912			$ 7,648
Task 6: Scooter Safety Education Classes (per class costs are estimates based on previous years)					
Materials & Promotion	1	$ 4,200			$ 4,200
Translation Services	1	$ 1,050			$ 1,050
How To Ride a Scooter	8	$ 2,603			$ 20,824
Scooter: Classroom	4	$ 1,471			
Scooter Safety Skills	6	$ 2,342			$ 14,052
Task 7: Reporting					
Monthly and Final Reporting	12	$ 43.8			$ 526
Task 8: (Optional) As-Needed Additional Adult and Youth Scooter Safety Classes					
As-Needed Additional Adult or Youth Scooter Classes	12	$ 1,269			$ 15,233
2. SFMTA Support (Contract Award and Oversight)					**$ 500**
City Attorney			2	$ 250	$ 500
TOTAL CONSTRUCTION PHASE					**$ 300,959**

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Bicycle Safety Education Classes and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

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

SGA Project Number:		**Name:**	Bicycle Education & Outreach
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	12/31/2025
Phase:	Construction	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total
PROP L EP-218	$200,000	$200,000

Deliverables

1. Quarterly Progress Reports (QPRs) shall provide percent complete of the scope of work; description of outreach activities performed that quarter (including those intended to engage traditionally under-represented bicycle communities); and data on the number of classes held, including class type, location, and number of participants; in addition to the requirements described in the Standard Grant Agreement (SGA). See SGA for definitions. QPRs shall also include samples of outreach and class materials.

2. Upon SFMTA's approval of contractor outreach plan, including specific dates and locations, SFMTA shall submit the outreach plan.

3. Upon project completion (anticipated June 2025), provide copy of program evaluation.

Special Conditions

1. Reimbursement is conditioned upon SFMTA acquiring from the contractor detailed records for each expenditure line item to ensure that Prop L funds were used for eligible expenditures. SFMTA shall attach these receipts to any invoices submitted to SFCTA and certify that funds were used for eligible expenses.

2. The program evaluation shall include demographic information to ensure that outreach and classes are reaching the many, varied communities across the city, as well as on program outcomes, increases in bicycling in SF among program participants, and increases in safety knowledge for people who have participated in trainings and classes. Results from last year's evaluation shall be provided when available.

Notes

1. As a reminder, per the Standard Grant Agreement, 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.

2. SFMTA plans to use Prop L funds for the bike classes and SFMTA Operating funds for the scooter classes.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	33.33%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	33.33%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Bicycle Safety Education Classes and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$200,000

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

Initials of sponsor staff member verifying the above statement:
ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Tracey Lin	Joel C Goldberg
Title:	Transportation Planner	Grants Procurement Manager
Phone:	(415) 646-2596	555-5555
Email:	tracey.lin@sfmta.com	joel.goldberg@sfmta.com

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Quick-Build Program Implementation FY24
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

TNC TAX Expenditure Plans	Quick Builds
Current TNC TAX Request:	$6,000,000
Supervisorial District	Citywide

REQUEST

Brief Project Description

This quick-build request has two parts. The first is providing funding to implement improvements on the remaining 50 miles of the High Injury Network that haven't been touched yet building off the Fehr and Peers report. This will be addressed primarily through the quick-build toolkit, which implements core safety improvements at the intersection level. The second is to fully fund the expanded scope of the corridor project on Frida Kahlo Way and Judson Avenue to enhance pedestrian safety, add a protected bikeway, install transit stop changes, and implement curb management changes near schools.

Detailed Scope, Project Benefits and Community Outreach

The Vision Zero Quick-Build Program expedites the delivery of pedestrian safety, bicycle safety, and traffic calming improvements citywide. Quick-Build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. While quick-build projects are limited in scope, they offer the opportunity to implement safety improvements more quickly than a typical design-bid-build process. Quick-build projects are primarily implemented entirely by City crews, rather than with contractors, and include paint, signs, minor signal modifications and timing updates, plastic delineators, meter placement, concrete islands, curb ramps, and minor pavement improvements.

Since the program was formalized in 2019, the SFMTA has completed 32 corridor projects and at least 15 more are in the planning and design phases.

To help expedite the delivery of safer streets, the SFMTA seeks funding to continue implementing quick-build improvements on the High Injury Network. This quick-build request has two parts. The first is providing funding to implement improvements on the remaining 50 miles of the High Injury Network that haven't been touched yet building off the Fehr and Peers pre-planning report. This will be addressed primarily through the quick-build toolkit, which implements core safety improvements at the intersection level. The second is to fully fund the expanded scope of the corridor project on Frida Kahlo Way and Judson Avenue to enhance pedestrian safety, add a protected bikeway, install transit stop changes, and implement curb management changes near schools.

50-Mile Project
The SFMTA's goal now is to also implement quick-build core toolkit treatments on the 50 miles of the High Injury Network where work remains. By the end of 2024, each of the remaining 50 High Injury Network miles will receive core safety treatments. A subset of these miles will also be screened for location-specific quick-build treatments. See attached list of locations where quick-build treatments will be installed with requested funds.

The allocation request supports the implementation of the 50-mile project as described below.

Toolkit Core Treatments
Quick-Build Toolkit Project team is seeking funding for the entire 50-mile project to include staff labor and materials for planning, design, legislation, and implementation. Approximate cost estimates are for the following:

- Continental crosswalks
- Advanced limit lines
- Daylighting
- Leading pedestrian intervals
- Pedestrian signal retiming for longer walk times

Toolkit Location Specific Treatments

- Signal lens upgrades
- Painted safety zones
- Turn calming

This program is aligned to the strong and consistent demand for immediate safety improvements on critical streets citywide, heard through the development of the Vision Zero Action Strategy and from past hearings on the Vision Zero Quick-Build Program at the SFMTA Board and the Transportation Authority. The program will continue expanding on the initial work of the Vision Zero Quick-Build Program to bring traffic safety improvements to high-risk areas throughout the city. Projects include work that can be primarily completed by in-house SFMTA and Public Works crews. As new projects emerge, they will be shared through Quarterly Progress Updates to the Transportation Authority.

Frida Kahlo Corridor Project (expanded scope funding request)
In 2021, the Transportation Authority allocated $40,000 for design and $266,000 for construction for the Frida Kahlo Way quick-build project. Since the 2021 allocation, this project has expanded from its original scope. Instead of focusing on improvements to the intersection of Frida Kahlo/Ocean/Geneva, the team has transformed the project into a more substantial corridor-style Frida Kahlo Way Quick-Build Project.

The Frida Kahlo Way project team is currently preparing for project approvals and is seeking funding to implement and complete construction of quick-build improvements along Frida Kahlo Way and Judson Avenue. The project will connect the Sunnyside and Ingleside neighborhoods, Ocean Avenue commercial corridor, City College, and planned residential development on the Balboa Reservoir. The project will add a two-way protected bikeway on the east side of Frida Kahlo Way / south side of Judson Avenue, upgrade pedestrian crossings, make changes to improve transit access and reliability, and modify curb management to improve access to schools in the area. The project supports implementing goals and priorities identified in the Transportation Authority's recently completed District 7 Ocean Avenue Mobility Action Plan. SFMTA is requesting an additional $600,000 to fully fund the project.

Community Outreach:
The Quick-Build Toolkit will implement proven safety measures at the intersection-level and will inform the public of the project and its progress via blog posts, social media, quarterly updates to the website map tracker at www.sfmta.com/vision-zero-quick-build-projects, and requested quarterly public meetings. The public can access information about the Frida Kahlo project at www.sfmta.com/projects/frida-kahlo-way-quick-build-project.

Program Management and Administration:
This program is aligned to the strong and consistent demand for immediate safety improvements on critical streets citywide, heard through the development of the Vision Zero Action Strategy and from past hearings on the Vision Zero Quick-Build program at the SFMTA Board and the Transportation Authority. The program will continue expanding on the initial work of the Vision Zero Quick-Build program to bring traffic safety improvements to high-risk areas throughout the city.

The scope of this project includes program management and administrative tasks, including providing regular programmatic updates to management and internal partners, coordinating with other relevant internal programs (e.g. Safe Streets Evaluation Program, Vision Zero Action Strategy), creating and sharing project management resources across project teams, researching and presenting best practices with other agencies, and more. A central task of program management also involves tracking the project progress, status, and timeline, as well as scope, budgets, expenditures, staffing, outreach status, legislative status, and other project attributes.

Project Location

Frida Kahlo Way and Judson Avenue and Various Locations Citywide - see scope for details

Project Phase(s)

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

Justification for Multi-phase Request

Multi-phase allocation is recommended given short duration design phases for quick-build projects and overlapping design and construction phases as work is conducted on multiple corridors. Improvements are expected to move quickly from design to construction, as they do not require major street re-construction and will be implemented by city crews and/or on-call contractors.

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
TNC TAX Amount	$6,000,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Quick-Build Program Implementation FY24
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

SFMTA will provide updates on design and construction implementation schedules for individual corridors and toolkit project on a quarterly basis to the Transportation Authority and the Community Advisory Committee.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Quick-Build Program Implementation FY24
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-601: Quick Builds	$0	$6,000,000	$0	$6,000,000
Phases In Current Request Total:	$0	$6,000,000	$0	$6,000,000

COST SUMMARY

Phase	Total Cost	TNC TAX - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$0		
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$700,000	$700,000	Prior experience with SFMTA labor
Construction	$5,300,000	$5,300,000	Prior experience with SFMTA labor
Operations	$0		
Total:	$6,000,000	$6,000,000	

% Complete of Design:	0.0%
As of Date:	10/12/2023
Expected Useful Life:	10 Years

SFMTA - Typical Unit Cost Estimates for Quick-Build Project Elements

Notes

- Unit costs do not include contingency. 20% contingency will be added to project construction cost estimates.
- Unit costs do not include escalation.
- Specific elements of individual project may be higher or lower than typical costs based on field conditions.

Typical Unit Costs - SFMTA Paint Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	12" Crosswalk Lines / Stop Bars	Lin Ft	$8.96
2	4" Broken White or Yellow	Lin Ft	$2.55
3	4" Solid White or Yellow	Lin Ft	$4.49
4	6" Broken White	Lin Ft	$3.69
5	6" Solid White	Lin Ft	$5.61
6	8" Broken White or Yellow	Lin Ft	$5.05
7	8" Solid White or Yellow	Lin Ft	$6.57
8	24" Solid White or Yellow	Lin Ft	$9.14
9	Double Yellow	Lin Ft	$8.79
10	Two Way Left Turn Lanes (ea line)	Lin Ft	$5.84
11	Raised Pavement Markers (White or Yellow)	Each	$20.55
12	Per Block Fees	Each	$1,421.06
13	Parking Stalls (Angle Stalls or "T"'s)	Each	$49.41
14	Bus Zones	Lin Ft	$10.88
15	a. Ped Ramp Painting (inside Metro Dist.)	Int.	$536.73
16	b. Ped Ramp Painting (outside Metro Dist.)	Int.	$359.52
17	Color Curb Painting	Lin Ft	$14.31
18	Wheel Stops (4" x 6" x 48" - Rubber)	Each	$434.50
19	3.5" x 5.5" x 18" Pavement Bars (concrete)	Bar ft	$86.90
20	4' turn restriction black & yellow raised bumps	Each	$434.50
21	Green Sharrow Backing - thermoplastic	Sq Ft	$22.43
22	Green Bike Lane - thermoplastic	Sq Ft	$22.43
23	Bike box	Sq Ft	$22.43
24	Khaki paint for Painted Safety Zones	Sq Ft	$22.43
25	Flexible delineator posts	Each	$150.00
26	Methacrylate pavement legends	Sq Ft	$17.04

Typical Unit Costs - SFMTA Sign and Signal Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Street Name Signs	Each	$ 300.00
2	Street Cleaning Signs	Each	$ 300.00
3	TANSAT	Each	$ 300.00
4	Blue Zone Signs	Each	$ 300.00
5	Bike Lane Signs	Each	$ 300.00
6	Lane Assignments	Each	$ 300.00
7	Safe-Hit Posts	Each	$ 100.00
8	Bike Rack	Each	$ 370.00
9	Bike 8" Signals R/Y/G	Each	$ 2,000.00
10	Extinguishable NTOR	Each	$ 4,000.00

Typical Unit Costs - SFMTA Meter Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Parking Meter Relocation	Each	$ 735.00
2	Parking Meter Removal	Each	$ 115.00
3	Furnish New Ground Numbers	Each	$ 68.00
4	Furnish New Pole, Sign, and Decal	Each	$ 155.00
5	Furnish New Multi Space Meter Unit	Each	$ 9,000.00

SFMTA

Quick-Build Tasks by Project (TNC Tax Funding Requested)

#	Name (Limits)	Supervisorial District	Anticipated Scope Details	Funds Requested
1	Frida Kahlo Quick-Build (Frida Kahlo Way and Judson Ave)	7	Pedestrian safety improvements, protected bikeway, transit stop changes, curb management changes	$ 600,000
2	Quick-Build Toolkit: Core Improvements	Various	Continental crosswalks, daylighting, advanced limit lines, leading pedestrian intervals, pedestrian signal retiming for longer walk times	$ 3,400,000
3	Quick-Build Toolkit: Location-Specific Improvements	Various	Painted safety zones, turn calming treatments, signal lens upgrades, and more	$ 2,000,000
			Total	$ 6,000,000

Quick-Build Tasks by Phase

		Funds Requested		
#	Vision Zero Quick-Build Task	Design	Construction	Total
1	Frida Kahlo Quick-Build (Frida Kahlo Way and Judson Ave)		$ 600,000	$ 600,000
2	Quick-Build Toolkit: Core Improvements	$ 310,000	$ 3,000,000	$ 3,310,000
3	Quick-Build Toolkit: Location-Specific Improvements	$ 160,000	$ 1,700,000	$ 1,860,000
4	Project Evaluations	$ 50,000		$ 50,000
5	Outreach & Communications Support	$ 100,000	$ -	$ 100,000
6	Program Management & Administration	$ 80,000	$ -	$ 80,000
		$ 700,000	$ 5,300,000	$ 6,000,000
		Total DES	Total CON	Total

SFMTA

Quick-Build Toolkit by Treatment (TNC Tax Funding Requested)

			Funds Requested		
#	**Vision Zero Quick-Build Toolkit - Core Treatment**	**Estimated Intersections***	**Labor**	**Materials**	**Total**
1	Continental Crosswalks	230 - 280	$ 422,400	$ 105,600	$ 528,000
2	Daylighting	290 - 340	$ 742,400	$ 185,600	$ 928,000
3	Advanced Limit Lines	500 - 550	$ 283,200	$ 70,800	$ 354,000
4	Longer Walk Time (Walk Speed 3.0)	40 - 60	$ 208,000	$ 52,000	$ 260,000
5	Pedestrian Head Starts (LPI)	310 - 360	$ 996,000	$ 249,000	$ 1,245,000
6	Walk Speed + LPI simultaneously	30 - 45	$ 68,000	$ 17,000	$ 85,000
#	**Vision Zero Quick-Build Toolkit - Location Specific**	**Estimated Intersections***			
7	Painted Safey Zones, Turn Calming, Signal Lens Upgrades	20 - 70	$ 1,600,000	$ 400,000	$ 2,000,000
			$ 4,320,000	**$ 1,080,000**	**$ 5,400,000**
			Total Labor	**Total Materials**	**Total**

*Estimated intersections are the range of High Injury Network intersections that will be evaluated by SFMTA engineers for final treatment determination.

Note: This table does not include the $600,000 requested for Quick-Build Frida Kahlo

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Quick-Build Program Implementation FY24
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total TNC TAX Requested:	$6,000,000	**Total TNC TAX Recommended**	$6,000,000

SGA Project Number:		**Name:**	Vision Zero Quick-Build Program Implementation FY24
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	12/31/2024
Phase:	Design Engineering	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
TNC TAX EP-601	$350,000	$350,000	$700,000

Deliverables

1. Quarterly progress reports shall include detailed updated information on the scope, schedule, budget, and expenditures for each corridor, as well as project 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.

2. SFMTA shall provide regular project evaluation updates. SFMTA's annual Safe Streets Evaluation report will be accepted to fulfill this deliverable, so long as it addresses the corridors included in this request.

Notes

1. In October 2020 through Resolution 23-42 the Board programmed $11,945,740 million in TNC Tax funds to the Vision Zero Quick-Build Program and has allocated $2,451,857 to FY23 quick-build projects to date. This recommendation would allocate an additional $6,000,000, leaving a programmed, but unallocated balance of $3,493,883.

SGA Project Number:		**Name:**	Vision Zero Quick-Build Program Implementation FY24
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	12/31/2025
Phase:	Construction	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
TNC TAX EP-601	$2,650,000	$2,650,000	$5,300,000

Deliverables
1. Quarterly progress reports shall include project 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.
2. For every quarter during which project construction activities are happening, provide 2-3 photos of existing conditions, work being performed and work completed.
3. SFMTA shall provide regular project evaluation updates. SFMTA's annual Safe Streets Evaluation report will be accepted to fulfill this deliverable, so long as it addresses the corridors included in this request.
Notes
1. In October 2020 through Resolution 23-42 the Board programmed $11,945,740 million in TNC Tax funds to the Vision Zero Quick-Build Program and has since allocated $2,451,857 to FY23 quick-build projects. This recommendation would allocate a total of $6,000,000 in funds programmed but unallocated to date.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	0.0%	No PROP L
Actual Leveraging - This Project	No PROP AA	0.0%	No PROP L

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Quick-Build Program Implementation FY24
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current TNC TAX Request:	$6,000,000

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

Initials of sponsor staff member verifying the above statement:
ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Uyen Ngo	Joel C Goldberg
Title:	Vision Zero Education & Outreach Coordinator	Grants Procurement Manager
Phone:	(415) 646-2826	555-5555
Email:	uyen.ngo@sfmta.com	joel.goldberg@sfmta.com

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
1	HAYES ST	STANYAN ST
1	FULTON ST	STANYAN ST
1	WOOD ST	ANZA ST
1	SPRUCE ST	ANZA ST
1	ANZA ST	COOK ST
1	ANZA ST	COLLINS ST
1	BLAKE ST	ANZA ST
1	OFARRELL ST	ANZA ST \ MASONIC AVE
1	02ND AVE	BALBOA ST
1	03RD AVE	BALBOA ST
1	04TH AVE	BALBOA ST
1	05TH AVE	BALBOA ST
1	07TH AVE	BALBOA ST
1	06TH AVE	BALBOA ST
1	BALBOA ST	08TH AVE
1	09TH AVE	BALBOA ST
1	10TH AVE	BALBOA ST
1	19TH AVE	CALIFORNIA ST
1	20TH AVE	CALIFORNIA ST
1	CALIFORNIA ST	21ST AVE
1	22ND AVE	CALIFORNIA ST
1	23RD AVE	CALIFORNIA ST
1	CALIFORNIA ST	24TH AVE
1	CALIFORNIA ST	25TH AVE
1	CALIFORNIA ST	26TH AVE
1	CALIFORNIA ST	27TH AVE
1	FULTON ST	34TH AVE
1	35TH AVE	FULTON ST
1	37TH AVE	FULTON ST
1	FULTON ST	38TH AVE
1	39TH AVE	FULTON ST
1	FULTON ST	40TH AVE
1	FULTON ST	41ST AVE
1	42ND AVE	FULTON ST
1	FULTON ST	44TH AVE
1	36TH AVE	FULTON ST
1	FULTON ST	43RD AVE \ CHAIN OF LAKES DR
1	FULTON ST	FUNSTON AVE

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
1	FULTON ST	12TH AVE
1	14TH AVE	FULTON ST
1	15TH AVE	FULTON ST
1	16TH AVE	FULTON ST
1	PARK PRESIDIO BY	FULTON ST \ PARK PRESIDIO BLVD
1	FULTON ST	02ND AVE
1	FULTON ST	03RD AVE
1	FULTON ST	WILLARD ST
1	PARSONS ST	FULTON ST
1	FULTON ST	STANYAN ST
1	PARK PRESIDIO BL	ANZA ST
1	BALBOA ST	PARK PRESIDIO BLVD
2	GOUGH ST	POST ST
2	POST ST	FRANKLIN ST \ PETER YORKE WAY
2	LOMBARD ST	RICHARDSON AVE
2	BEACH ST	POLK ST
2	LARKIN ST	BEACH ST
2	OCTAVIA ST	BAY ST
2	BAY ST	GOUGH ST
2	BAY ST	FRANKLIN ST
2	NORTH VIEW CT	BAY ST
2	POLK ST	BAY ST
2	BAY ST	LARKIN ST
2	HYDE ST	BAY ST
2	GOUGH ST	BUSH ST
2	FRANKLIN ST	BUSH ST
2	WALNUT ST	CALIFORNIA ST
2	SCOTT ST	CALIFORNIA ST
2	PRESIDIO AVE	CALIFORNIA ST
2	CALIFORNIA ST	LYON ST
2	BRODERICK ST	CALIFORNIA ST
2	BAKER ST	CALIFORNIA ST
2	CALIFORNIA ST	DIVISADERO ST
2	CALIFORNIA ST	OCTAVIA ST
2	CALIFORNIA ST	GOUGH ST
2	CALIFORNIA ST	FRANKLIN ST
2	VAN NESS AVE	CALIFORNIA ST
2	DIVISADERO ST	SUTTER ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
2	PINE ST	DIVISADERO ST
2	DIVISADERO ST	BUSH ST
2	EDDY ST	FRANKLIN ST
2	EDDY ST	GOUGH ST
2	FRANKLIN ST	OLIVE ST
2	FRANKLIN ST	MYRTLE ST
2	LARCH ST	FRANKLIN ST
2	FRANKLIN ST	WILLOW ST
2	TURK ST	FRANKLIN ST
2	OFARRELL ST	FRANKLIN ST \ STARR KING WAY
2	GOLDEN GATE AV	FRANKLIN ST
2	ELM ST	FRANKLIN ST
2	EDDY ST	FRANKLIN ST
2	ELLIS ST	FRANKLIN ST
2	FRANKLIN ST	DANIEL BURNHAM CT
2	WASHINGTON ST	FRANKLIN ST
2	SUTTER ST	FRANKLIN ST
2	SACRAMENTO ST	FRANKLIN ST
2	FRANKLIN ST	PINE ST
2	PACIFIC AVE	FRANKLIN ST
2	JACKSON ST	FRANKLIN ST
2	FRANKLIN ST	BUSH ST
2	FRANKLIN ST	FERN ST
2	AUSTIN ST	FRANKLIN ST
2	CALIFORNIA ST	FRANKLIN ST
2	CLAY ST	FRANKLIN ST
2	POST ST	FRANKLIN ST \ PETER YORKE WAY
2	ELLIS ST	GOUGH ST
2	EDDY ST	GOUGH ST
2	GREENWICH ST	STEINER ST
2	SCOTT ST	GREENWICH ST
2	GREENWICH ST	PIERCE ST
2	GREENWICH ST	FILLMORE ST
2	GREENWICH ST	DIVISADERO ST
2	BRODERICK ST	GREENWICH ST
2	BAKER ST	LOMBARD ST
2	LOMBARD ST	RICHARDSON AVE
2	BRODERICK ST	LOMBARD ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
2	BRODERICK ST	PINE ST
2	PINE ST	DIVISADERO ST
2	BAKER ST	RICHARDSON AVE
2	RICHARDSON AVE	GORGAS AVE \ HWY 101 SOUTHBOUND
2	RICHARDSON AVE	HWY 101 NORTHBOUND \ LYON ST
2	CHESTNUT ST	RICHARDSON AVE
2	RICHARDSON AVE	FRANCISCO ST
2	TURK ST	FRANKLIN ST
2	FRANKLIN ST	LOMBARD ST
2	VAN NESS AVE	LOMBARD ST
2	SACRAMENTO ST	FRANKLIN ST
3	OFARRELL ST	CYRIL MAGNIN ST
3	OFARRELL ST	SECURITY PACIFIC PL
3	STOCKTON ST	OFARRELL ST
3	MEACHAM PL	POST ST
3	POST ST	HYDE ST
3	LARKIN ST	POST ST
3	HYDE ST	BEACH ST
3	BEACH ST	TAYLOR ST
3	BEACH ST	STOCKTON ST
3	BEACH ST	POWELL ST
3	BEACH ST	MASON ST
3	LEAVENWORTH ST	BEACH ST
3	BEACH ST	JONES ST
3	THE EMBARCADER	BEACH ST \ GRANT AVE
3	VER MEHR PL	KEARNY ST
3	MAIDEN LN	KEARNY ST
3	GEARY ST	KEARNY ST
3	POST ST	KEARNY ST
3	KEARNY ST	HARDIE PL
3	PINE ST	KEARNY ST
3	BUSH ST	KEARNY ST
3	KEARNY ST	CALIFORNIA ST
3	BAY ST	LEAVENWORTH ST
3	BAY ST	TAYLOR ST
3	BAY ST	MIDWAY ST
3	BAY ST	STOCKTON ST
3	BAY ST	POWELL ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
3	MASON ST	BAY ST
3	KEARNY ST	BAY ST
3	BAY ST	JONES ST
3	BROADWAY	HIMMELMANN PL
3	TAYLOR ST	BROADWAY
3	LEAVENWORTH ST	BROADWAY
3	JONES ST	BROADWAY
3	BROADWAY	MASON ST
3	BROADWAY	HYDE ST
3	BROADWAY	LARKIN ST \ ROBERT C LEVY TUNL
3	BROADWAY	DIRK DIRKSEN PL
3	ROMOLO ST	BROADWAY
3	OSGOOD PL	BROADWAY
3	BROADWAY	MONTGOMERY ST
3	BROADWAY	KEARNY ST
3	BROADWAY	BARTOL ST
3	BUSH ST	TAYLOR ST
3	BUSH ST	MASON ST
3	LARKIN ST	CALIFORNIA ST
3	POLK ST	CALIFORNIA ST
3	CALIFORNIA ST	SPRING ST
3	SABIN PL	CALIFORNIA ST
3	CALIFORNIA ST	QUINCY ST
3	STOCKTON ST	CALIFORNIA ST
3	CALIFORNIA ST	MONTGOMERY ST
3	LEIDESDORFF ST	CALIFORNIA ST
3	KEARNY ST	CALIFORNIA ST
3	CALIFORNIA ST	GRANT AVE
3	COLUMBUS AVE	KEARNY ST
3	JACKSON ST	COLUMBUS AVE
3	ILS LN	COLUMBUS AVE \ GIBB ST
3	COLUMBUS AVE	MONTGOMERY ST \ WASHINGTON ST
3	STOCKTON ST	GEARY ST
3	GEARY ST	KEARNY ST
3	GEARY ST	GRANT AVE
3	CEDAR ST	LARKIN ST
3	HEMLOCK ST	LARKIN ST
3	LARKIN ST	POST ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
3	LARKIN ST	FERN ST
3	FRANK NORRIS ST	LARKIN ST
3	PINE ST	LARKIN ST
3	LARKIN ST	BUSH ST
3	LARKIN ST	CALIFORNIA ST
3	POST ST	MASON ST
3	PINE ST	MASON ST
3	BUSH ST	MASON ST
3	MASON ST	WATER ST
3	MASON ST	VANDEWATER ST
3	MASON ST	NORTH POINT ST
3	MASON ST	FRANCISCO ST
3	MASON ST	BAY ST
3	MASON ST	LOMBARD ST
3	CHESTNUT ST	MASON ST
3	PINE ST	MONTGOMERY ST
3	CALIFORNIA ST	MONTGOMERY ST
3	BUSH ST	MONTGOMERY ST
3	NORTH POINT ST	TAYLOR ST
3	POWELL ST	NORTH POINT ST
3	NORTH POINT ST	JONES ST
3	MASON ST	NORTH POINT ST
3	PFEIFFER ST	STOCKTON ST
3	STOCKTON ST	CHESTNUT ST
3	STOCKTON ST	FRANCISCO ST
3	BAY ST	STOCKTON ST
3	NORTH POINT ST	STOCKTON ST
3	BEACH ST	STOCKTON ST
3	GREEN ST	THE EMBARCADERO
3	SANSOME ST	CHESTNUT ST \ THE EMBARCADERO
3	BATTERY ST	LOMBARD ST \ THE EMBARCADERO
3	ELLIS ST	POWELL ST
3	CYRIL MAGNIN ST	ELLIS ST
3	MARKET ST	04TH ST \ ELLIS ST \ STOCKTON ST
3	POLK ST	LOMBARD ST
3	SACRAMENTO ST	POLK ST
3	SACRAMENTO ST	LARKIN ST
3	VAN NESS AVE	SACRAMENTO ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
4	28TH AVE	LINCOLN WAY
4	27TH AVE	LINCOLN WAY
4	29TH AVE	LINCOLN WAY
4	LINCOLN WAY	30TH AVE
4	31ST AVE	LINCOLN WAY
4	32ND AVE	LINCOLN WAY
4	23RD AVE	LINCOLN WAY
4	LINCOLN WAY	24TH AVE
4	26TH AVE	LINCOLN WAY
4	25TH AVE	LINCOLN WAY
4	19TH AVE	IRVING ST
4	19TH AVE	JUDAH ST
4	20TH AVE	JUDAH ST
4	21ST AVE	JUDAH ST
4	22ND AVE	JUDAH ST
4	JUDAH ST	23RD AVE
4	JUDAH ST	24TH AVE
4	19TH AVE	JUDAH ST
4	SUNSET BLVD OFF	SLOAT BLVD
4	SLOAT BLVD	SUNSET BLVD ON RAMP
4	SUNSET BLVD ON	SLOAT BLVD
4	SLOAT BLVD	35TH AVE
4	SLOAT BLVD	36TH AVE
4	37TH AVE	SLOAT BLVD
4	LAKESHORE PLZ	SLOAT BLVD
4	34TH AVE	CLEARFIELD DR \ SLOAT BLVD
4	23RD AVE	TARAVAL ST
4	20TH AVE	TARAVAL ST
4	21ST AVE	TARAVAL ST
4	22ND AVE	TARAVAL ST
4	TARAVAL ST	24TH AVE
4	25TH AVE	TARAVAL ST
5	MCALLISTER ST	FRANKLIN ST
5	MCALLISTER ST	GOUGH ST
5	LARKIN ST	MCALLISTER ST
5	CHARLES J BRENH	MCALLISTER ST
5	JONES ST	MCALLISTER ST
5	PAGE ST	STANYAN ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
5	OAK ACCESS RD	OAK ST \ STANYAN ST
5	LARKIN ST	FULTON ST
5	LARKIN ST	MCALLISTER ST
5	LARKIN ST	GROVE ST
5	LARKIN ST	WILLOW ST
5	OLIVE ST	LARKIN ST
5	EDDY ST	LARKIN ST
5	LARKIN ST	ELLIS ST
5	OCTAVIA ST	GROVE ST
5	GROVE ST	FRANKLIN ST
5	GROVE ST	GOUGH ST
5	WEBSTER ST	IVY ST
5	WEBSTER ST	HAYES ST
5	GROVE ST	WEBSTER ST
5	FULTON ST	WEBSTER ST
5	WEBSTER ST	OFARRELL ST
5	EDDY ST	WEBSTER ST
5	ELLIS ST	WEBSTER ST
5	BUSH ST	WEBSTER ST
5	WEBSTER ST	POST ST
5	WEBSTER ST	SUTTER ST
5	WEBSTER ST	WILMOT ST
5	PINE ST	WEBSTER ST
5	BUSH ST	WEBSTER ST
5	LAGUNA ST	BIRCH ST
5	FULTON ST	LAGUNA ST
5	LAGUNA ST	EARL GAGE JR ST
5	CLEARY CT	GALILEE LN \ LAGUNA ST
5	GOLDEN GATE AV	LAGUNA ST
5	LAGUNA ST	TURK ST
5	LAGUNA ST	EDDY ST
5	ELLIS ST	LAGUNA ST
5	HEMLOCK ST	LAGUNA ST
5	LAGUNA ST	SUTTER ST
5	LAGUNA ST	POST ST
5	BUSH ST	LAGUNA ST
5	BUSH ST	STEINER ST
5	BUSH ST	SCOTT ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
5	PIERCE ST	BUSH ST
5	BUSH ST	OCTAVIA ST
5	BUSH ST	LAGUNA ST
5	FILLMORE ST	BUSH ST
5	BUCHANAN ST	BUSH ST
5	BUSH ST	WEBSTER ST
5	CASTRO ST	DIVISADERO ST \ WALLER ST
5	TURK ST	DIVISADERO ST
5	DIVISADERO ST	OFARRELL ST
5	DIVISADERO ST	MCALLISTER ST
5	DIVISADERO ST	HAYES ST
5	DIVISADERO ST	GROVE ST
5	DIVISADERO ST	GOLDEN GATE AVE
5	DIVISADERO ST	FULTON ST
5	ELLIS ST	DIVISADERO ST
5	EDDY ST	DIVISADERO ST
5	GARDEN ST	DIVISADERO ST
5	DIVISADERO ST	POST ST
5	BUCHANAN ST	EDDY ST
5	LAGUNA ST	EDDY ST
5	EDDY ST	WEBSTER ST
5	HAYES ST	FILLMORE ST
5	GROVE ST	FILLMORE ST
5	FULTON ST	FILLMORE ST
5	FILLMORE ST	OFARRELL ST
5	FILLMORE ST	ELLIS ST
5	TURK ST	FILLMORE ST
5	FILLMORE ST	GOLDEN GATE AVE
5	FILLMORE ST	EDDY ST
5	FRANKLIN ST	FULTON ST
5	FRANKLIN ST	REDWOOD ST
5	MCALLISTER ST	FRANKLIN ST
5	PIERCE ST	FULTON ST
5	FULTON ST	STEINER ST
5	FULTON ST	SCOTT ST
5	FULTON ST	LAGUNA ST
5	FULTON ST	BRODERICK ST
5	FULTON ST	FILLMORE ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
5	DIVISADERO ST	FULTON ST
5	FULTON ST	WEBSTER ST
5	FILLMORE ST	GEARY BLVD
5	GEARY BLVD	AVERY ST
5	LILY ST	GOUGH ST
5	GOUGH ST	ASH ST
5	ELM ST	GOUGH ST
5	GOUGH ST	TURK ST
5	MCALLISTER ST	GOUGH ST
5	IVY ST	GOUGH ST
5	HAYES ST	GOUGH ST
5	GROVE ST	GOUGH ST
5	FELL ST	GOUGH ST
5	GOUGH ST	FULTON ST
5	GOLDEN GATE AV	GOUGH ST
5	GOUGH ST	LINDEN ST
5	HICKORY ST	GOUGH ST
5	KEZAR DR	UNNAMED #139
5	KEZAR DR	ARGUELLO BLVD
5	MARTIN LUTHER K	KEZAR DR
5	KEZAR DR	WALLER ST
5	JOHN F KENNEDY	KEZAR DR
5	MASONIC AVE	HAIGHT ST
5	OAK ST	MASONIC AVE
5	FELL ST	MASONIC AVE
5	MASONIC AVE	PAGE ST
5	STEINER ST	OAK ST
5	PIERCE ST	OAK ST
5	LAGUNA ST	PAGE ST
5	FILLMORE ST	PAGE ST
5	PAGE ST	WEBSTER ST
5	BUCHANAN ST	PAGE ST
5	PINE ST	STEINER ST
5	SCOTT ST	PINE ST
5	PINE ST	PIERCE ST
5	TURK ST	FILLMORE ST
5	STEINER ST	TURK ST
5	PIERCE ST	TURK ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
5	TURK ST	SCOTT ST
5	TURK ST	WEBSTER ST
5	GOUGH ST	TURK ST
5	LARKIN ST	ELLIS ST
5	ELLIS ST	LEAVENWORTH ST
5	HYDE ST	ELLIS ST
6	RODGERS ST	FOLSOM ST
6	FOLSOM ST	RAUSCH ST
6	HALLAM ST	FOLSOM ST
6	FOLSOM ST	RAUSCH ST
6	HALLAM ST	FOLSOM ST
6	LANGTON ST	FOLSOM ST
6	LARKIN ST	HAYES ST
6	01ST ST	GUY PL
6	01ST ST	LANSING ST
6	01ST ST	STEVENSON ST
6	01ST ST	JESSIE ST
6	01ST ST	01ST ST
6	01ST ST	MISSION ST
6	BRYANT ST	OAK GROVE ST
6	MORRIS ST	BRYANT ST
6	ZOE ST	BRYANT ST
6	RITCH ST	BRYANT ST
6	HARRISON ST	I-80 W ON RAMP/07TH ST
6	CHESLEY ST	HARRISON ST
6	HARRISON ST	BERWICK PL
6	HARRISON ST	LANGTON ST
6	08TH ST	HARRISON ST
6	HARRISON ST	COLUMBIA SQUARE ST
6	HARRISON ST	SHERMAN ST
6	HARRIET ST	HARRISON ST
6	HARRISON ST	VASSAR PL
6	HAWTHORNE ST	HARRISON ST
6	HARRISON ST	SPEAR ST
6	MAIN ST	HARRISON ST
6	JESSIE ST	10TH ST
6	10TH ST	JESSIE ST
6	11TH ST	BURNS PL

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
6	11TH ST	NATOMA ST
6	11TH ST	MINNA ST
6	11TH ST	KISSLING ST
6	11TH ST	HOWARD ST
6	10TH ST	SHERIDAN ST
6	10TH ST	NATOMA ST
6	10TH ST	MINNA ST
6	10TH ST	HOWARD ST
6	10TH ST	HARRISON ST
6	10TH ST	BRYANT ST \ HWY 101 S ON RAMP
6	DIVISION ST	10TH ST \ BRANNAN ST \ POTRERO AVE
6	10TH ST	FOLSOM ST
6	15TH ST	VERMONT ST
6	15TH ST	UTAH ST
6	15TH ST	SAN BRUNO AVE
6	15TH ST	RHODE ISLAND ST
6	KANSAS ST	15TH ST \ HENRY ADAMS ST
6	03RD ST	MISSION BAY BLVD
6	NELSON RISING LI	03RD ST
6	CAMPUS WAY	03RD ST
6	03RD ST	WARRIORS WAY
6	03RD ST	CHANNEL ST
6	03RD ST	CHINA BASIN ST
6	03RD ST	MARIPOSA ST
6	16TH ST	03RD ST
6	03RD ST	MISSION ROCK ST
6	04TH ST	LONG BRIDGE ST
6	04TH ST	MISSION ROCK ST
6	04TH ST	CHINA BASIN ST
6	04TH ST	MISSION BAY BLVD
6	04TH ST	MISSION CREEK
6	04TH ST	CHANNEL ST
6	04TH ST	BERRY ST
6	04TH ST	KING ST
6	04TH ST	SHIPLEY ST
6	04TH ST	CLARA ST
6	08TH ST	HARRISON ST
6	BRYANT ST	08TH ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
6	09TH ST	TEHAMA ST
6	09TH ST	SHERIDAN ST
6	09TH ST	RINGOLD ST
6	09TH ST	NATOMA ST
6	09TH ST	MINNA ST
6	09TH ST	MCLEA CT
6	09TH ST	CLEMENTINA ST
6	09TH ST	HARRISON ST
6	09TH ST	BRYANT ST \ HWY 101 N OFF RAMP
6	09TH ST	MISSION ST
6	DIVISION ST	09TH ST
6	09TH ST	FOLSOM ST
6	09TH ST	BRANNAN ST
6	09TH ST	HOWARD ST
6	DIVISION ST	DE HARO ST
6	DIVISION ST	RHODE ISLAND ST
6	KING ST	DIVISION ST
6	08TH ST	DIVISION ST
6	GOUGH ST	PAGE ST
6	HAIGHT ST	GOUGH ST
6	ROSE ST	GOUGH ST
6	HOWARD ST	WASHBURN ST
6	LAFAYETTE ST	HOWARD ST
6	HOWARD ST	DORE ST
6	HOWARD ST	GRACE ST
6	11TH ST	HOWARD ST
6	12TH ST	HOWARD ST
6	SOUTH VAN NESS	HOWARD ST
6	10TH ST	HOWARD ST
6	04TH ST	KING ST
6	05TH ST	I-280 N OFF RAMP \ I-280 S ON RAMP \ KING ST
6	ECKER ST	MISSION ST
6	01ST ST	MISSION ST
6	SOUTH VAN NESS	PLUM ST
6	SOUTH VAN NESS	HOWARD ST
6	12TH ST	SOUTH VAN NESS AVE
6	VERMONT ST	ALAMEDA ST
6	15TH ST	VERMONT ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
6	FOLSOM ST	FREMONT ST
6	I-80 W OFF RAMP	FREMONT ST \ HARRISON ST
6	I-80 W OFF RAMP	FREMONT ST \ HARRISON ST
6	09TH ST	LARKIN ST \ MARKET ST
6	09TH ST	JESSIE ST
7	CLARENDON AVE	OLYMPIA WAY
7	CLARENDON AVE	GALEWOOD CIR
7	LAGUNA HONDA	CLARENDON AVE
7	19TH AVE	VICENTE ST
7	19TH AVE	ULLOA ST
7	WAWONA ST	19TH AVE
7	19TH AVE	PACHECO ST
7	19TH AVE	ORTEGA ST
7	HOLLOWAY AVE	TAPIA DR
7	CARDENAS AVE	HOLLOWAY AVE
7	HOLLOWAY AVE	VARELA AVE
7	HOLLOWAY AVE	ARELLANO AVE
7	FONT BLVD	HOLLOWAY AVE \ TAPIA DR
7	18TH AVE	JUDAH ST
7	JUNIPERO SERRA I	PALMETTO AVE
7	09TH AVE	LAWTON ST
7	LAWTON ST	10TH AVE
7	11TH AVE	LAWTON ST
7	LAWTON ST	12TH AVE
7	LAWTON ST	FUNSTON AVE
7	EDNA ST	MONTEREY BLVD
7	MONTEREY BLVD	EDNA ST
7	BADEN ST	MONTEREY BLVD
7	CONGO ST	MONTEREY BLVD
7	VICTORIA ST	OCEAN AVE
7	SAN BENITO WAY	OCEAN AVE
7	PINEHURST WAY	OCEAN AVE
7	OCEAN AVE	MANOR DR
7	CEDRO AVE	OCEAN AVE
7	OCEAN AVE	APTOS AVE
7	OCEAN AVE	ASHTON AVE
7	OCEAN AVE	KEYSTONE WAY
7	OCEAN AVE	FAIRFIELD WAY

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
7	LAKEWOOD AVE	OCEAN AVE
7	WESTGATE DR	CERRITOS AVE \ OCEAN AVE
7	14TH AVE	TARAVAL ST
7	15TH AVE	TARAVAL ST
7	16TH AVE	TARAVAL ST
7	17TH AVE	TARAVAL ST
7	18TH AVE	TARAVAL ST
8	CHURCH ST	HANCOCK ST
8	DORLAND ST	CHURCH ST
8	18TH ST	CHURCH ST
8	14TH ST	ROSEMONT PL
8	14TH ST	LANDERS ST
8	14TH ST	DOLORES ST
8	14TH ST	GUERRERO ST
8	18TH ST	OAKWOOD ST
8	18TH ST	GUERRERO ST
8	18TH ST	DOLORES ST
8	GUERRERO ST	DUBOCE AVE
8	17TH ST	PROSPER ST
8	17TH ST	POND ST
8	17TH ST	HARTFORD ST
8	17TH ST	NOE ST
8	17TH ST	ABBEY ST
8	17TH ST	DOLORES ST
8	SEVERN ST	23RD ST
8	MERSEY ST	23RD ST
8	23RD ST	AMES ST
8	23RD ST	QUANE ST
8	23RD ST	NELLIE ST
8	FAIR OAKS ST	23RD ST
8	23RD ST	CHURCH ST
8	23RD ST	CHATTANOOGA ST
8	GUERRERO ST	23RD ST
8	DOLORES ST	23RD ST
8	24TH ST	QUANE ST
8	24TH ST	MERSEY ST
8	VICKSBURG ST	24TH ST
8	24TH ST	SANCHEZ ST

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Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
8	24TH ST	SAN JOSE AVE
8	24TH ST	POPLAR ST
8	NOE ST	24TH ST
8	FAIR OAKS ST	24TH ST
8	CHURCH ST	24TH ST
8	24TH ST	CHATTANOOGA ST
8	24TH ST	GUERRERO ST
8	DOLORES ST	24TH ST
8	CASTRO ST	STATES ST
8	CASTRO ST	HENRY ST
8	15TH ST	CASTRO ST
8	BEAVER ST	CASTRO ST
8	16TH ST	CASTRO ST
8	14TH ST	DIVISADERO ST
8	DUBOCE AVE	DIVISADERO ST
8	DOLORES ST	DOLORES TER
8	DOLORES ST	DORLAND ST
8	DOLORES ST	CUMBERLAND ST
8	DOLORES ST	LIBERTY ST
8	17TH ST	DOLORES ST
8	18TH ST	DOLORES ST
8	19TH ST	DOLORES ST
8	20TH ST	DOLORES ST
8	DUNCAN ST	GUERRERO ST
8	GUERRERO ST	27TH ST
8	24TH ST	GUERRERO ST
8	25TH ST	GUERRERO ST
8	GUERRERO ST	26TH ST
8	18TH ST	GUERRERO ST
8	GUERRERO ST	BROSNAN ST
8	CLINTON PARK	GUERRERO ST
8	GUERRERO ST	DUBOCE AVE
8	15TH ST	GUERRERO ST
8	14TH ST	GUERRERO ST
8	MARKET ST	STORRIE ST
8	MERRITT ST	MARKET ST
8	DANVERS ST	MARKET ST
8	MARKET ST	COLLINGWOOD ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
8	MARKET ST	DOUGLASS ST
8	EUREKA ST	MARKET ST
8	HATTIE ST	MARKET ST
8	DIAMOND ST	MARKET ST
8	MASONIC AVE	WALLER ST
8	FREDERICK ST	MASONIC AVE
8	SAN JOSE AVE	VALLEY ST
8	DAY ST	SAN JOSE AVE
8	KINGSTON ST	SAN JOSE AVE
8	SAN JOSE AVE	BROOK ST
8	SAN JOSE AVE	DOLORES ST
8	29TH ST	SAN JOSE AVE
8	SAN JOSE AVE	30TH ST
9	14TH ST	WOODWARD ST
9	14TH ST	JULIAN AVE
9	14TH ST	STEVENSON ST
9	14TH ST	NATOMA ST
9	14TH ST	MINNA ST
9	18TH ST	LINDA ST
9	18TH ST	LAPIDGE ST
9	18TH ST	DEARBORN ST
9	SAN CARLOS ST	18TH ST
9	18TH ST	LEXINGTON ST
9	DUBOCE AVE	PEARL ST
9	ELGIN PARK	DUBOCE AVE
9	17TH ST	DEARBORN ST
9	17TH ST	ALBION ST
9	17TH ST	GUERRERO ST
9	TREAT AVE	19TH ST
9	19TH ST	SHOTWELL ST
9	19TH ST	FOLSOM ST
9	SOUTH VAN NESS	19TH ST
9	19TH ST	CAPP ST
9	19TH ST	MISSION ST
9	20TH ST	TREAT AVE
9	20TH ST	SHOTWELL ST
9	20TH ST	FOLSOM ST
9	20TH ST	SAN CARLOS ST

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Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
9	20TH ST	CAPP ST
9	20TH ST	SOUTH VAN NESS AVE
9	20TH ST	MISSION ST
9	22ND ST	TREAT AVE
9	22ND ST	SHOTWELL ST
9	22ND ST	FOLSOM ST
9	24TH ST	OSAGE ALY
9	24TH ST	ORANGE ALY
9	24TH ST	BARTLETT ST
9	24TH ST	LILAC ST
9	24TH ST	CYPRESS ST
9	24TH ST	CAPP ST
9	24TH ST	LUCKY ST
9	24TH ST	BALMY ST
9	TREAT AVE	24TH ST
9	SHOTWELL ST	24TH ST
9	HARRISON ST	24TH ST
9	24TH ST	FOLSOM ST
9	ALABAMA ST	24TH ST
9	CORTLAND AVE	WOOL ST
9	CORTLAND AVE	WINFIELD ST
9	CORTLAND AVE	ELSIE ST
9	ELSIE ST	CORTLAND AVE
9	CORTLAND AVE	BONVIEW ST
9	PROSPECT AVE	CORTLAND AVE
9	MOULTRIE ST	CORTLAND AVE
9	GATES ST	CORTLAND AVE
9	CORTLAND AVE	ELLSWORTH ST
9	BOCANA ST	CORTLAND AVE
9	BENNINGTON ST	CORTLAND AVE
9	ANDOVER ST	CORTLAND AVE
9	CORTLAND AVE	ANDERSON ST
9	FOLSOM ST	PRECITA AVE
9	FOLSOM ST	BESSIE ST \ PRECITA AVE
9	KAMILLE CT	FOLSOM ST
9	24TH ST	FOLSOM ST
9	FOLSOM ST	25TH ST
9	FOLSOM ST	26TH ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
9	FOLSOM ST	18TH ST
9	19TH ST	FOLSOM ST
9	20TH ST	FOLSOM ST
9	FOLSOM ST	21ST ST
9	22ND ST	FOLSOM ST
9	FOLSOM ST	ERIE ST
9	14TH ST	FOLSOM ST
9	15TH ST	FOLSOM ST
9	CAMP ST	GUERRERO ST
9	DORLAND ST	GUERRERO ST
9	GUERRERO ST	CUMBERLAND ST
9	17TH ST	GUERRERO ST
9	19TH ST	GUERRERO ST
9	20TH ST	GUERRERO ST
9	HOLYOKE ST	MANSELL ST
9	HAMILTON ST	MANSELL ST
9	MANSELL ST	SOMERSET ST
9	MANSELL ST	SALINAS AVE \ SAN BRUNO AVE
9	GIRARD ST	MANSELL ST
9	MANSELL ST	BRUSSELS ST
9	MANSELL ST	GOETTINGEN ST
9	MISSION ST	PARK ST
9	MISSION ST	RICHLAND AVE
9	MISSION ST	SAINT MARYS AVE
9	BOSWORTH ST	MISSION ST \ MURRAY ST
9	LEESE ST	HIGHLAND AVE \ MISSION ST
9	MISSION ST	COLLEGE TER
9	MISSION ST	COLLEGE AVE \ CRESCENT AVE
9	SAN BRUNO AVE	PAUL AVE
9	SAN BRUNO AVE	PAUL AVE
9	MANSELL ST	SALINAS AVE \ SAN BRUNO AVE
9	SAN JOSE AVE	27TH ST
9	SAN JOSE AVE	DUNCAN ST
9	SAN JOSE AVE	28TH ST \ GUERRERO ST
9	SILVER AVE	SOMERSET ST
9	MERRILL ST	SILVER AVE
9	GOETTINGEN ST	SILVER AVE
9	BRUSSELS ST	SILVER AVE

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
9	BARNEVELD AVE	SILVER AVE
9	SILVER AVE	GIRARD ST
9	BOYLSTON ST	HOLYOKE ST \ SILVER AVE
10	16TH ST	HUBBELL ST
10	16TH ST	CONNECTICUT ST
10	16TH ST	ARKANSAS ST
10	16TH ST	MISSOURI ST
10	WISCONSIN ST	16TH ST
10	16TH ST	DE HARO ST
10	16TH ST	CAROLINA ST
10	CRAIG LN	22ND ST
10	22ND ST	MICHIGAN ST
10	TENNESSEE ST	22ND ST
10	22ND ST	MINNESOTA ST
10	22ND ST	ILLINOIS ST
10	22ND ST	03RD ST
10	MISSISSIPPI ST	25TH ST
10	25TH ST	MISSOURI ST
10	DAKOTA ST	25TH ST \ TEXAS ST
10	PENNSYLVANIA A\	25TH ST
10	IOWA ST	25TH ST
10	25TH ST	CONNECTICUT ST
10	TENNESSEE ST	25TH ST
10	25TH ST	MINNESOTA ST
10	03RD ST	25TH ST
10	DONNER AVE	03RD ST
10	03RD ST	SALINAS AVE
10	03RD ST	BAY SHORE BLVD \ HWY 101 N OFF RAMP \ MEADE AVE
10	03RD ST	BANCROFT AVE
10	03RD ST	EGBERT AVE
10	03RD ST	HOLLISTER AVE
10	03RD ST	INGERSON AVE
10	YOSEMITE AVE	03RD ST
10	03RD ST	ARMSTRONG AVE
10	03RD ST	CARROLL AVE
10	03RD ST	KEY AVE
10	03RD ST	LANE ST \ WALLACE AVE
10	03RD ST	FITZGERALD AVE

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
10	03RD ST	GILMAN AVE \ PAUL AVE
10	03RD ST	HWY 101 S ON RAMP \ JAMESTOWN AVE
10	03RD ST	LE CONTE AVE
10	BAYVIEW PARK RD	BAY SHORE BLVD \ HESTER AVE \ HWY 101 S OFF RAMP
10	03RD ST	THOMAS AVE
10	03RD ST	UNDERWOOD AVE
10	03RD ST	FAIRFAX AVE
10	03RD ST	SHAFTER AVE
10	SAM JORDANS WA	03RD ST \ GALVEZ AVE
10	HUDSON AVE	03RD ST
10	03RD ST	INNES AVE
10	03RD ST	KIRKWOOD AVE
10	03RD ST	LA SALLE AVE
10	MCKINNON AVE	03RD ST
10	NEWCOMB AVE	03RD ST
10	03RD ST	OAKDALE AVE
10	03RD ST	JERROLD AVE \ NEWHALL ST
10	03RD ST	MENDELL ST \ PALOU AVE
10	03RD ST	QUESADA AVE
10	REVERE AVE	03RD ST \ BAY VIEW ST
10	03RD ST	MARIN ST
10	03RD ST	DAVIDSON AVE
10	03RD ST	26TH ST
10	CESAR CHAVEZ ST	03RD ST
10	03RD ST	BURKE AVE
10	03RD ST	CUSTER AVE
10	03RD ST	ARTHUR AVE \ CARGO WAY
10	ARMSTRONG AVE	LANE ST
10	KEITH ST	ARMSTRONG AVE
10	JENNINGS ST	ARMSTRONG AVE
10	03RD ST	ARMSTRONG AVE
10	BAY SHORE BLVD	QUINT ST
10	PHELPS ST	BAY SHORE BLVD
10	BAY SHORE BLVD	FITZGERALD AVE
10	DONNER AVE	BAY SHORE BLVD
10	WHEAT ST	BAY SHORE BLVD
10	PAUL AVE	BAY SHORE BLVD
10	EGBERT AVE	BACON ST \ BAY SHORE BLVD

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
10	CARROLL AVE	BAY SHORE BLVD \ THORNTON AVE
10	HWY 101 S ON RA	BAY SHORE BLVD \ CRANE ST \ SALINAS AVE
10	GRIFFITH ST	CARROLL AVE
10	CARROLL AVE	INGALLS ST
10	HAWES ST	CARROLL AVE
10	ARELIOUS WALKEI	CARROLL AVE
10	CESAR CHAVEZ ST	MISSISSIPPI ST
10	CESAR CHAVEZ ST	MISSOURI ST
10	CESAR CHAVEZ ST	CONNECTICUT ST
10	I-280 N OFF RAMI	CESAR CHAVEZ ST \ PENNSYLVANIA AVE
10	MINNESOTA ST	CESAR CHAVEZ ST
10	CESAR CHAVEZ ST	TENNESSEE ST
10	MICHIGAN ST	CESAR CHAVEZ ST
10	ILLINOIS ST	CESAR CHAVEZ ST
10	CESAR CHAVEZ ST	03RD ST
10	EVANS AVE	NEWHALL ST
10	MENDELL ST	EVANS AVE
10	GILMAN AVE	JENNINGS ST
10	INGALLS ST	GILMAN AVE
10	HAWES ST	GILMAN AVE
10	03RD ST	GILMAN AVE \ PAUL AVE
10	INGALLS ST	YOSEMITE AVE
10	INGALLS ST	WALLACE AVE
10	VAN DYKE AVE	INGALLS ST
10	UNDERWOOD AVI	INGALLS ST
10	INGALLS ST	THOMAS AVE
10	INGALLS ST	SHAFTER AVE
10	INGALLS ST	REVERE AVE
10	LANE ST	SHAFTER AVE
10	REVERE AVE	LANE ST
10	QUESADA AVE	LANE ST
10	LANE ST	PALOU AVE
10	LANE ST	OAKDALE AVE
10	NEWCOMB AVE	LANE ST
10	LANE ST	MCKINNON AVE
10	MIDDLE POINT RD	HARE ST
10	INNES AVE	INGALLS ST \ MIDDLE POINT RD
10	MIDDLE POINT RD	CATALINA ST

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
10	MIDDLE POINT RD	ACACIA AVE
10	FAIRFAX AVE	MIDDLE POINT RD
10	OAKDALE AVE	TOLAND ST
10	BARNEVELD AVE	OAKDALE AVE
10	OAKDALE AVE	PATTERSON ST
10	LOOMIS ST	OAKDALE AVE
10	OAKDALE AVE	INDUSTRIAL ST \ SELBY ST
10	JENNINGS ST	PALOU AVE
10	PALOU AVE	KEITH ST
10	PALOU AVE	DUNSHEE ST
10	SELBY ST	PALOU AVE
10	PALOU AVE	RANKIN ST
10	PALOU AVE	PHELPS ST
10	PALOU AVE	QUINT ST \ SILVER AVE
10	PAUL AVE	WHEAT ST
10	PAUL AVE	CARR ST
10	GOULD ST	PAUL AVE
10	PAUL AVE	EXETER ST
10	CRANE ST	PAUL AVE
10	PAUL AVE	BAY SHORE BLVD
10	03RD ST	GILMAN AVE \ PAUL AVE
10	HUDSON AVE	PHELPS ST
10	PHELPS ST	INNES AVE
10	KIRKWOOD AVE	PHELPS ST
10	LA SALLE AVE	PHELPS ST
10	MCKINNON AVE	PHELPS ST
10	PHELPS ST	NEWCOMB AVE
10	JERROLD AVE	PHELPS ST
10	OAKDALE AVE	PHELPS ST
10	PALOU AVE	PHELPS ST
10	20TH ST	POTRERO AVE
10	POTRERO AVE	19TH ST
10	SAN BRUNO AVE	OLMSTEAD ST
10	ORDWAY ST	SAN BRUNO AVE
10	CHARTER OAK AV	SILVER AVE
10	SILVER AVE	ELMIRA ST
10	LEDYARD ST	SILVER AVE
10	GARRISON AVE	SUNNYDALE AVE

TA ARF Quick-Build Toolkit Project

Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
10	SUNNYDALE AVE	SANTOS ST
10	SUNNYDALE AVE	SAWYER ST
10	MRS. JACKSON W/	HAHN ST \ SUNNYDALE AVE
10	SUNNYDALE AVE	SCHWERIN ST
10	SUNNYDALE AVE	REY ST
10	VISITACION AVE	SCHWERIN ST
10	REY ST	VISITACION AVE
10	BRITTON ST	VISITACION AVE
10	VISITACION AVE	LOEHR ST
10	SAWYER ST	VISITACION AVE
10	MRS. JACKSON W/	HAHN ST \ VISITACION AVE
10	PARQUE DR	GENEVA AVE
10	CARRIZAL ST	GENEVA AVE
10	GENEVA AVE	CIELITO DR
10	GENEVA AVE	ESQUINA DR
10	CARTER ST	GENEVA AVE \ WALBRIDGE ST
10	RAYMOND AVE	BAY SHORE BLVD
10	BAY SHORE BLVD	BLANKEN AVE
10	BAY SHORE BLVD	LOIS LN
10	HESTER AVE	BAY SHORE BLVD
10	BAY SHORE BLVD	TUNNEL AVE
10	LELAND AVE	BAY SHORE BLVD
10	BAY SHORE BLVD	VISITACION AVE
10	SUNNYDALE AVE	BAY SHORE BLVD
10	ARLETA AVE	BAY SHORE BLVD \ SAN BRUNO AVE
10	BAYVIEW PARK RD	BAY SHORE BLVD \ HESTER AVE \ HWY 101 S OFF RAMP
11	ALEMANY BLVD	LAURA ST
11	CAYUGA AVE	ALEMANY BLVD
11	ALEMANY BLVD	DE WOLF ST
11	ALEMANY BLVD	SICKLES AVE
11	OTTAWA AVE	ALEMANY BLVD
11	NAGLEE AVE	ALEMANY BLVD
11	MOUNT VERNON	ALEMANY BLVD
11	ALEMANY BLVD	LAWRENCE AVE
11	FOOTE AVE	ALEMANY BLVD
11	FARRAGUT AVE	ALEMANY BLVD
11	ALEMANY BLVD	SENECA AVE
11	GENEVA AVE	STONERIDGE LN

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Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
11	BROOKDALE AVE	GENEVA AVE
11	LINDA VISTA STPS	GENEVA AVE
11	BAYWOOD CT	GENEVA AVE
11	LOUISBURG ST	GENEVA AVE
11	GENEVA AVE	GLORIA CT
11	GENEVA AVE	BANNOCK ST
11	GENEVA AVE	I-280 N OFF RAMP \ I-280 N ON RAMP
11	HOWTH ST	GENEVA AVE
11	CAYUGA AVE	GENEVA AVE
11	DELANO AVE	GENEVA AVE
11	SAN JOSE AVE	GENEVA AVE
11	I-280 S OFF RAMP	GENEVA AVE \ I-280 S ON RAMP \ TARA ST
11	ALEMANY BLVD	GENEVA AVE
11	FONT BLVD	JUNIPERO SERRA BLVD
11	OTTAWA AVE	MISSION ST
11	MISSION ST	NIAGARA AVE
11	MISSION ST	ALLISON ST
11	CONCORD ST	MISSION ST
11	FLORENTINE AVE	MISSION ST
11	FOOTE AVE	MISSION ST
11	MISSION ST	LOWELL ST
11	FARRAGUT AVE	MISSION ST
11	LAURA ST	MISSION ST
11	MISSION ST	LAWRENCE AVE
11	WHIPPLE AVE	MISSION ST \ WHIPPLE ST
11	MISSION ST	ACTON ST \ SICKLES AVE
11	WHITTIER ST	MISSION ST \ MORSE ST
11	I-280 N ON RAMP	OCEAN AVE
11	HOWTH ST	OCEAN AVE
11	SAN JOSE AVE	OCEAN AVE
11	DELANO AVE	OCEAN AVE
11	OCEAN AVE	PLYMOUTH AVE
11	BRIGHTON AVE	OCEAN AVE
11	GRANADA AVE	OCEAN AVE
11	CAPITOL AVE	OCEAN AVE
11	OCEAN AVE	FAXON AVE
11	LEE AVE	OCEAN AVE
11	OCEAN AVE	DORADO TER \ JULES AVE

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Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
11	OCEAN AVE	MIRAMAR AVE
11	PERSIA AVE	SUNNYDALE AVE
11	VIENNA ST	PERSIA AVE
11	PRAGUE ST	PERSIA AVE
11	ATHENS ST	PERSIA AVE
11	PERSIA AVE	MOSCOW ST
11	PERSIA AVE	MUNICH ST
11	PERSIA AVE	DUBLIN ST
11	ORIZABA AVE	RANDOLPH ST
11	RANDOLPH ST	VICTORIA ST
11	RANDOLPH ST	VERNON ST
11	RANDOLPH ST	RAMSELL ST
11	BRIGHT ST	RANDOLPH ST
11	HEAD ST	RANDOLPH ST
11	RANDOLPH ST	ARCH ST
11	SAN JOSE AVE	SAGAMORE ST
11	SAN JOSE AVE	LAWRENCE AVE \ SADOWA ST
11	DE LONG ST	LIEBIG ST \ SAN JOSE AVE
11	RICE ST	SAN JOSE AVE
11	GOETHE ST	SAN JOSE AVE
11	FARRAGUT AVE	BROAD ST \ SAN JOSE AVE
11	ALEMANY BLVD	I-280 N ON RAMP \ REGENT ST \ SAN JOSE AVE
11	SHAWNEE AVE	SAN JOSE AVE
11	SAN JOSE AVE	SENECA AVE
11	SAN JOSE AVE	SANTA YNEZ AVE
11	SAN JOSE AVE	SANTA YSABEL AVE
11	SAN JOSE AVE	SAN JUAN AVE
11	BADEN ST	SAN JOSE AVE
11	PILGRIM AVE	SAN JOSE AVE
11	SAN JOSE AVE	COLONIAL WAY
11	SAN JOSE AVE	NANTUCKET AVE
11	PAULDING ST	SAN JOSE AVE
11	HAVELOCK ST	SAN JOSE AVE
11	ONEIDA AVE	SAN JOSE AVE
11	SAN JOSE AVE	SANTA ROSA AVE
11	CAPISTRANO AVE	SAN JOSE AVE
11	COTTER ST	SAN JOSE AVE
11	SAN JOSE AVE	NIAGARA AVE

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Note: Streets are listed by 1/4 mile segments

Supervisor District	Street 1	Street 2
11	SAN JOSE AVE	THERESA ST
11	SAN JOSE AVE	OCEAN AVE
11	SAN JOSE AVE	GENEVA AVE
11	SILVER AVE	LISBON ST
11	SILVER AVE	CRAUT ST
11	MADRID ST	SILVER AVE
11	BROOKDALE AVE	GENEVA AVE

San Francisco
County Transportation
Authority

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

Memorandum

AGENDA ITEM 6

DATE: November 21, 2023

TO: Transportation Authority Board

FROM: Joe Castiglione – Deputy Director for Technology, Data & Analysis

SUBJECT: 12/5/23 Board Meeting: Approve the 2023 San Francisco Congestion Management Program

RECOMMENDATION ☐ Information ☒ Action

Approve the 2023 San Francisco Congestion Management Program (CMP).

SUMMARY

As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for developing and adopting a CMP for San Francisco on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority's CMA activities and demonstrates conformity with state congestion management law. As people returned to pre-COVID pandemic activity levels, the performance monitoring element of CMP 2023 shows that traffic congestion has worsened and multimodal volumes (including vehicles, pedestrians, and bicycles) have increased in San Francisco between 2021 and 2023, though they have not fully returned to pre-COVID pandemic (2019) levels, suggesting that some travel behavior changes induced by the COVID pandemic have persisted beyond the first 3 years of the COVID pandemic. In addition to updated performance monitoring, the 2023 CMP also provides updates on initiatives to manage demand through pricing, incentives, and other strategies; Transportation Authority and City efforts to integrate land use and transportation planning in key locations; and other significant policy and planning progress since 2021.

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

BACKGROUND

The inaugural CMP was adopted in 1991, and the Transportation Authority Board has approved subsequent updates on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority's CMA activities. Through the CMP, the Transportation Authority also monitors the City's conformity with CMP requirements, per state congestion management law. Conformance with the CMP is a requirement for the city to receive state fuel tax subventions and for the city's transportation projects to qualify for state and federal funding.

State congestion management statutes aim to tie transportation project funding decisions to measurable improvement in mobility and access, while considering the impacts of land use decisions on local and regional transportation systems. CMPs also help to implement, at the local level, transportation measures that improve regional air quality.

The original CMP laws were enacted in 1989; since then, multiple legislative actions have amended the CMP requirements. For instance, Senate Bill (SB) 1636 (Figueroa), passed in 2002, granted local jurisdictions the authority to designate Infill Opportunity Zones (IOZs) in areas meeting certain requirements. Within a designated IOZ, the CMA is not required to maintain traffic conditions to the adopted automobile level of service (LOS) standard. Most recently, SB 743 (Steiner) modified the criteria for local jurisdictions to designate IOZs and eliminated the previous December 2009 deadline to do so. In December 2009, the Board of Supervisors adopted the current San Francisco IOZ, covering most of San Francisco based on transit frequency and land use criteria, but additional areas now qualify for designation under the new legislation.

CMP Elements. The CMP has several required elements, including:

- A designated congestion management network and biennial monitoring of automobile LOS on this network;
- Assessment of multimodal system performance, including transit measures;
- A land use impact analysis methodology for estimating the transportation impacts of land use changes; and
- A multimodal Capital Improvement Program (CIP).

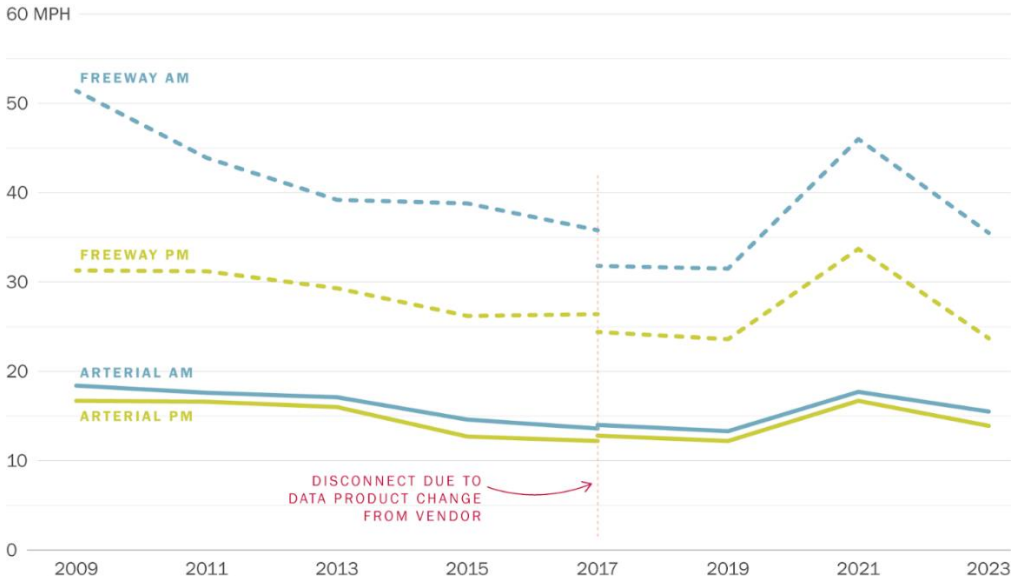
The CMP also contains the Transportation Authority's technical and policy guidelines for implementing CMP requirements, including deficiency plans, travel demand forecasting, and transportation fund programming.

DISCUSSION

The 2023 CMP is a substantive update, reflecting new data collection, activities related to important policy developments at various levels, and significant planning progress since 2023. Key updates are summarized in the sections below.

Roadway Performance.

- **Roadway Speeds:** The Transportation Authority conducted roadway speed monitoring on the CMP network during the spring of 2023. Combined average weekday speeds over all CMP segments in the morning and evening peak periods for 2019, 2021, and 2023 are shown in Figure 1. Average travel speeds on the CMP network have decreased since 2021 but are still higher than the pre-COVID pandemic average speeds in 2019 for all measured time periods and road types. In comparison to 2021, average arterial travel speeds decreased 12% in the AM peak and 16% in the PM peak, and the average travel speed on freeways decreased 23% in the AM peak and 29% in the PM peak. In comparison to 2019, 2023 average arterial travel speeds are 17% higher in the AM peak and 14% higher in the PM peak, and 2023 average travel speeds on freeways are 13% higher in the AM peak and 0.4% higher in the PM peak.



- **Roadway Travel Time Reliability:** The Buffer Time Index (BTI) is a measure of the unreliability of travel time and is calculated as the percent of average additional travel time that the travelers need to budget so that they have a 95% chance of arriving on time. With decreased traffic congestion during the COVID pandemic in 2021,

reliability improved between 2019 and 2021. However, in 2023 reliability worsened as traffic congestion increased between 2021 and 2023 as people began to return to pre-COVID pandemic activity levels. Between 2021 and 2023, the freeway BTI in the AM peak worsened from 40% to 42% and the freeway BTI in the PM peak worsened from 35% to 42% - its highest level since 2017. In contrast, there is a longer term trend of general improvement in arterial reliability as reflected in decreases in arterial BTI between 2017 and 2023.

Transit Performance.

- **Transit Speeds:** The Transportation Authority performed an analysis of Muni bus speeds using data provided by the San Francisco Municipal Transportation Agency (SFMTA) from on-vehicle Automatic Passenger Counters. Similar to automobile roadway speeds, average transit travel speeds on the CMP network have decreased since 2021 as people began to return to pre-COVID pandemic activity levels but are still higher than the pre-COVID pandemic average speeds in 2019 for both the AM and PM peak periods. However, the increase in transit speeds between 2019 and 2023 is less than the increase in roadway speeds. In 2023, AM peak transit speeds were 7% lower than in 2021, but still remained 7% higher than they were in 2019 (pre-COVID pandemic); PM peak transit speeds were 13% lower than in 2021, but still remained 7% higher than they were in 2019 (pre-COVID pandemic).
- **Transit Travel Time Reliability:** Transit speed information is also used to calculate the coefficient of variation (CV) of speed as a measure of transit travel time reliability. The coefficient of variation (CV) is calculated by dividing the standard deviation of the speed by the average speed. The CV is expressed as a percentage of the mean speed. A lower percentage indicates more reliable transit speeds. Transit reliability improved (i.e. variability decreased) since 2021, returning back to the same levels (21%) observed in 2019 for both the AM and PM peak.
- **Transit Coverage:** The transit coverage metric reports the percent of San Francisco's total population and total jobs that are within a 5-minute walk of transit service. Since the significant cuts in Muni service in 2020 in the midst of the COVID pandemic, Muni service has been restored in 2023 so that now more than 95% of San Francisco residents live within a 5-minute walk of Muni service. However, the share of the population within a 5-min walk of a transit route with a 5-min headway continued to decline from 33% in 2021 to 27% in 2023 for the AM peak and from 26% in 2021 to 20% in 2023 for the PM peak (Figures 0-14a and 0-14b). Transit coverage in terms of jobs for both the AM and PM periods show trends similar to those observed in population transit coverage.
- **Automobile to Transit Speed Ratio:** In order to assess the competitiveness of transit with driving, the ratio of auto to transit speeds is calculated by comparing auto to

transit speeds on the portions of the CMP network for which Muni data is available. A ratio of 2 would indicate that, for a particular segment, on-board transit travel time is twice that of auto travel time. The ratio had been improving between 2011 and 2019, worsened during the COVID pandemic in 2021, and improved again between 2021 and 2023 (though still not back to 2019 levels. Even though both average auto and transit speeds have decreased since 2021, transit speeds have declined relatively more than auto speeds during this time period, resulting in transit being less competitive relative to auto in 2023 than 2019.

Other CMP Elements.

- **Transportation Demand Management (TDM):** The TDM Element has been updated to include the City's efforts to implement TDM programs for new developments, through area plans, developer agreements, and planning code requirements, and the City's policy initiative to plan for mode shift long-term as documented in SFTP2050.
- **Land Use Impacts Analysis Program:** This chapter documents updates to the Regional Growth Framework, including updated criteria for Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). San Francisco most recently adopted new PDA and PCA designations in 2019 in support of the recently adopted Plan Bay Area 2050 and is working with the Metropolitan Transportation Commission (MTC) to promote development within PDAs in the Bay Area. The chapter also provides an update on the revised criteria for designating an Infill Opportunity Zone under SB 743. Finally, the chapter provides updates to Transportation Authority's coordination efforts with other City agencies to develop consistent measures for assessing land use impacts on transportation.
- **CIP:** The CMP must contain a seven-year CIP that identifies investments that maintain or improve transportation system performance. The CMP's CIP is amended concurrently with relevant Transportation Authority Board programming actions. Thus, the 2023 CMP reflects program updates since adoption of the 2021 CMP. Also, as required by state law, the CMP confirms San Francisco's project priorities for the Regional Transportation Improvement Program, which is adopted by MTC for submission to the state.
- Over the next two years, the Transportation Authority will continue to coordinate transportation investments and support all aspects of project delivery across multiple agencies and programs, from smaller neighborhood pedestrian, bicycle and traffic calming projects to major projects such as The Portal (Downtown Rail Extension), Yerba Buena Island West Side Bridges, and a new transbay rail crossing (Link21).
- **Modeling:** State law requires CMAs to develop, maintain, and utilize a computer model to analyze transportation system performance, assess land use impacts on transportation networks, and evaluate potential transportation investments and

policies. The Transportation Authority's activity-based travel demand model, SF-CHAMP, has been updated since 2021, and model enhancements are discussed in the 2023 CMP, along with required documentation of consistency with MTC modeling practices.

Infill Opportunity Zone Update. In 2002 the state legislature passed State Senate Bill 1636 (Figueroa) ("SB 1636"), which is intended to "remove regulatory barriers around the development of infill housing, transit-oriented development, and mixed use commercial development" (Government Code 65088(g)) by enabling local jurisdictions to designate "infill opportunity zones" ("IOZs"). As further explained below, these zones are currently defined as areas within one-half mile of a major transit stop in the San Francisco Bay Area.

State congestion management law requires CMAs to establish LOS standards for a designated countywide network of roadways. However, LOS standards do not apply to streets and highways within an IOZ, and segments and intersections within an IOZ are exempt from deficiency planning even if their LOS fails to attain the established LOS standard. Exemption from LOS standards enable San Francisco to focus on alternative measures of system performance that emphasize the movement of people and goods, not just private vehicles.

The Board of Supervisors previously designated an IOZ in 2009 pursuant to the requirements set forth in SB 1636. State Senate Bill 743 passed in 2013 (Steinberg) ("SB 743") revised the definition of "IOZ", resulting in a larger eligible IOZ area for San Francisco than the previously designated IOZ. Thus, the previously designated IOZ no longer aligns with the current definition of "IOZ" set forth in the California Government Code.

We are working with the City Attorney's Office regarding the possibility of introducing a resolution at the Board of Supervisors that would update the area designated as an IOZ in San Francisco, which would allow the Transportation Authority, as Congestion Management Agency, to better support the City's Transit First Policy, land use planning efforts, compact land use pattern, and multimodal transportation system through CMP practices. The area in San Francisco eligible for designation as an IOZ under SB 743 is shown in Attachment 2. We have reached out to SFMTA and the Planning Department on the proposed resolution and will work with them and the City Attorney's Office to ensure there are no drawbacks to this approach.

Next Steps. After approval from the Transportation Authority Board, the 2023 CMP report will be submitted to MTC for a review of consistency.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2023/24 budget.

CAC POSITION

The CAC will consider this item at its November 29, 2023 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Draft 2023 CMP Executive Summary
- Attachment 2 – Map of area in San Francisco eligible for designation as an IOZ under SB 743
- Enclosure 1 – Draft 2023 San Francisco Congestion Management Program
- Enclosure 2 – Draft 2023 San Francisco Congestion Management Program Appendices

Attachment 1

CONGESTION MANAGEMENT PROGRAM NOVEMBER 2023

Executive Summary

Introduction

Every two years, the San Francisco County Transportation Authority (SFCTA) prepares the San Francisco Congestion Management Program (CMP). This program is conducted in accordance with state law to monitor congestion and adopt plans for mitigating traffic congestion that falls below certain thresholds.

The Congestion Management Program (CMP) 2023 includes multimodal performance results and analyses of traffic congestion, transit, and non-motorized performance measures. It combines the traffic Level of Service (LOS) and multimodal performance elements required under state CMP legislation, reflecting the legislation's requirement that LOS be included as one of several multimodal performance measures.[1] This approach is also consistent with San Francisco's urban, multimodal environment. Vehicular traffic congestion remains an important metric of transportation performance in San Francisco, but the City and County's Transit First policy and emphasis on accessibility place higher priority on the performance of alternative modes including transit, bicycles, and pedestrians than on private vehicle speeds.

State CMP legislation aims to increase the productivity of existing transportation infrastructure and encourage more efficient use of scarce new dollars for transportation investments, in order to effectively manage congestion, improve air quality, and facilitate sustainable development. The purpose of the 2023 San Francisco Congestion Management Program is to:

- Define San Francisco's performance measures for congestion management;
- Report congestion monitoring data for San Francisco county to the public and the Metropolitan Transportation Commission (MTC);
- Describe San Francisco's congestion management strategies and efforts; and
- Outline the congestion management work program for the two upcoming fiscal years.

As people returned to pre-COVID pandemic activity levels, traffic congestion has worsened and multimodal volumes have increased in San Francisco between 2021 and 2023, though they have not fully returned to pre-COVID pandemic (2019) levels, suggesting that some travel behavior changes induced by the COVID pandemic have persisted beyond the first 3 years of the COVID pandemic. Notably, congestion has

1 In order to reduce vehicle delay and improve LOS, without considering strategies that encourage shifts to other modes, the increased roadway capacity is the implied solution, which, in turn, has been shown to lead to more driving (induced demand).

worsened more significantly on freeways than on surface arterials since 2021. Transit ridership is still significantly lower than pre-COVID pandemic levels, with Muni, BART, and Caltrain at 61%, 38%, and 29% of 2019 (pre-COVID pandemic) ridership respectively. Muni service has recovered in 2023 to serve more than 95% of San Francisco residents within a 5-minute walk of their residence. However, with Muni's post-COVID pandemic service network changes to increase reliability and to reduce wait times and crowding under its severe transit operator shortage, the share of the population within a 5-min walk of at least one transit route with a 5-min headway continued to decline, to 27% for the AM peak and 20% for the PM peak.

The CMP multimodal counts collection effort suggests that the ongoing vehicular traffic decrease observed from 2015 to 2019 is continuing in 2023. The data also suggests that AM peak travel, which is primarily for work and school purposes, may no longer be as strongly peaked as before the COVID pandemic, possibly because fewer people are traveling to work with the rise of remote work), or the AM peak has shifted outside our data collection period of 7:00-9:00 a.m. In contrast, people travel for a wider diversity of activities during the PM peak (4:30-6:30 p.m.), resulting in a stronger recovery in multimodal volumes in the PM peak.

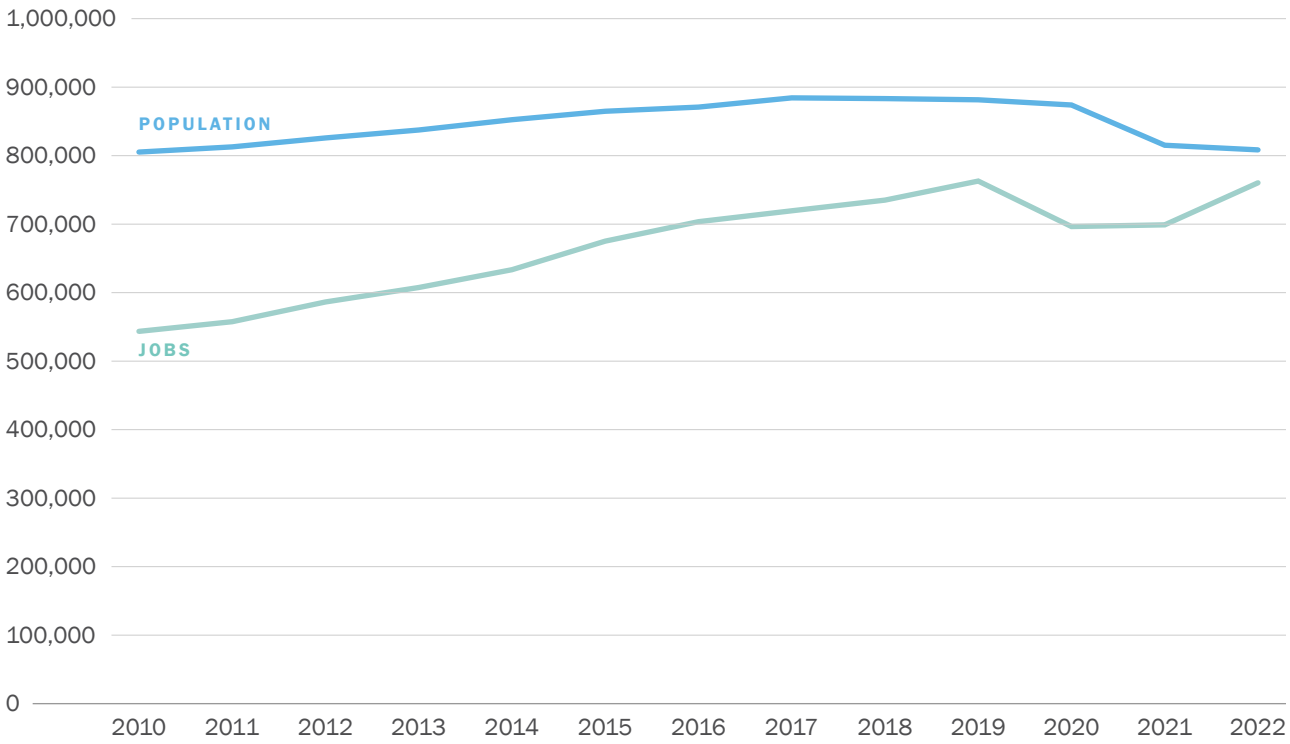
Encouragingly, the number of injury/fatal collisions involving pedestrians and bicyclists in San Francisco has remained stable at its lowest levels in a decade, even as traffic volumes have trended back up with the increase in travel activity. However, the number of injury/fatal collisions involving pedestrians and bicyclists, which dropped during the early months of the COVID pandemic, has almost returned to 2019 (pre-COVID pandemic) levels, even though traffic volumes have not returned to 2019 (pre-COVID pandemic) levels.

State of San Francisco's Transportation System

While San Francisco continues to be an employment and population hub in the Bay Area, significant changes have occurred in both San Francisco population and employment since the COVID pandemic. According to the US Census' American Community Survey, San Francisco's population declined from a peak in 2017 of about 880,000 to 815,000 in 2021 and has stabilized at around 810,000 in 2022. Employment in San Francisco peaked right before the COVID pandemic in 2019 at 763,000, and dropped for the first time in over a decade due to the COVID pandemic between 2019 and 2020. Since then employment numbers have increased rapidly back to just below 2019 numbers at 760,000 by 2022. However, while employment has increased, the COVID pandemic produced profound changes in commuting patterns that affect the transportation system performance metrics reported in this document. In 2017, only 7.2% of employed San Francisco residents reported regularly working from home, but during the peak of the COVID pandemic, this share increased to

45.6%, before declining in 2022 to 32.5% of employed residents working from home.[1] According to the San Francisco Office of Economic Analysis , San Francisco office occupancy remains at only 40%, well below pre-COVID pandemic levels.[2]

Figure 0-1. San Francisco Population and Job Trend



ROADWAY MONITORING RESULTS

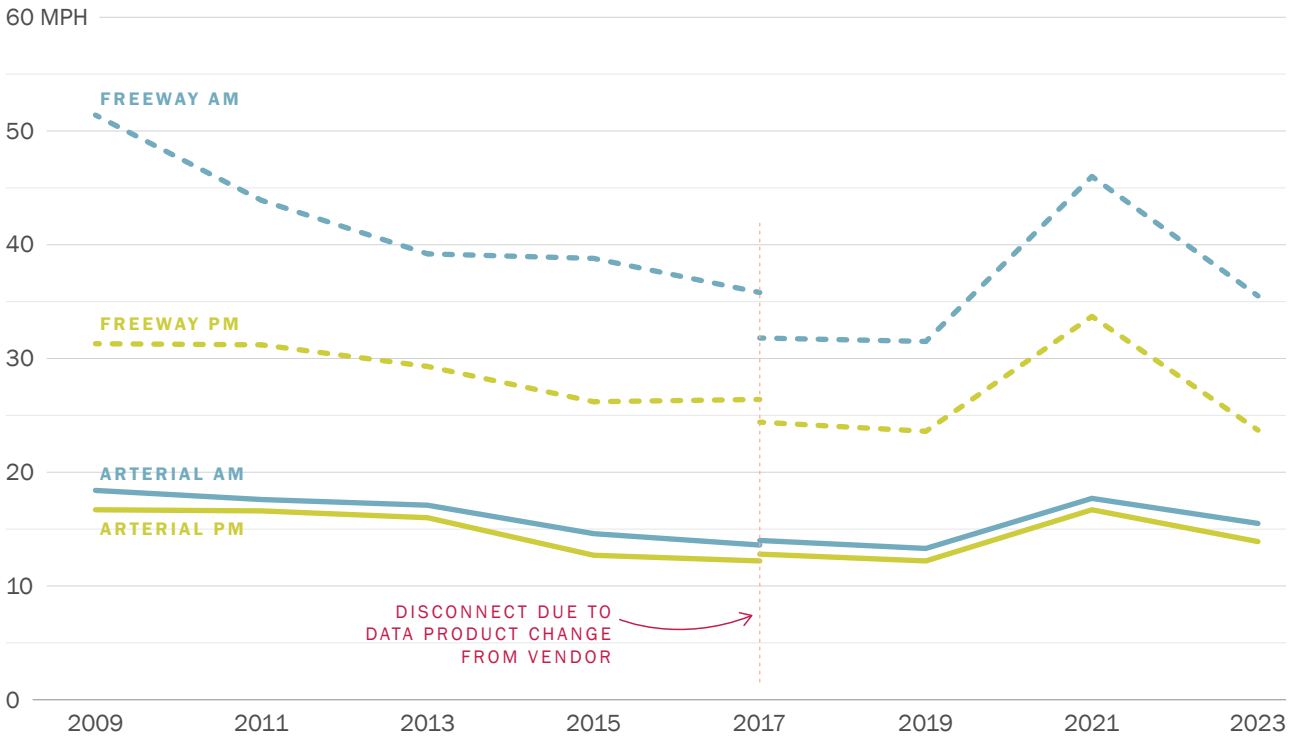
Roadway Speeds

In general, roadway speeds are lower during the PM peak than in the AM peak. Average travel speeds on the CMP network have decreased since 2021, but are still higher than the pre-COVID pandemic average speeds in 2019 for all measured time periods and road types. In comparison to 2021, average arterial travel speeds decreased 12% in the AM peak and 16% in the PM peak, and the average travel speed on freeways decreased 23% in the AM peak and 29% in the PM peak. In comparison to 2019, 2023 average arterial travel speeds are 17% higher in the AM peak and 14% higher in the PM peak, and 2023 average travel speeds on freeways are 13% higher in the AM peak and 0.4% higher in the PM peak.

1 ACS 1-Year Supplemental Estimates, Table K200801

2 https://sf.gov/sites/default/files/2023-10/Status%20of%20the%20San%20Francisco%20Economy%20August-Septermber%202023.final__0.pdf

Figure 0-2. CMP Network Average Travel Speed Trend



Note: data collected April – May each year

ROADWAY LEVEL OF SERVICE (LOS)

The CMP legislation defines roadway performance primarily by using the LOS traffic engineering concept to evaluate the operating conditions on a roadway. LOS describes operating conditions on a scale of A to F, with "A" describing free flow, and "F" describing bumper-to-bumper conditions.

Figure 0-3, Figure 0-4, and Figure 0-5 show PM peak LOS in 2019, 2021 and 2023. In general, for the PM peak, congestion has increased across San Francisco since 2021, but there is still less congestion than 2019. The AM peak shows similar trends. An interactive version of this map that allows users to view historical trends for the City overall, as well as for all the individual CMP segments, can be found at https://congestion.sfcta.org.

ROADWAY TRAVEL TIME RELIABILITY

While the average travel speeds and LOS provide useful insights into congestion, they do not capture a critical aspect of peoples' perception of congestion, which is the reliability of travel times. For example, a traveler is likely to perceive the congestion on a roadway where the travel is always 15 minutes differently that they perceive the congestion on a roadway where half the time the travel time is 5 minutes and the other half the time the travel time is 25 minutes. The unreliability of the travel time on this second roadway is onerous because it forces travelers to change their schedule so as to ensure that they aren't late to their destinations.

The Buffer Time Index (BTI) is a measure of the unreliability of travel time, and is calculated as the percent of average additional travel time that the travelers need to budget so that they have a 95% chance of arriving on time. In other words, it is the extra time needed if one does not want to be late more than once a month, and a lower value of BTI indicates higher reliability. For example, a BTI of 20% for a 10 minute trip requires a traveler to budget an extra 2 minutes to not be late more than once a month.

With decreased traffic congestion during the COVID pandemic in 2021, reliability improved between 2019 and 2021. However, in 2023 reliability worsened as traffic congestion increased between 2021 and 2023 as people began to return to pre-COVID pandemic activity levels. Between 2021 and 2023, the freeway BTI in the AM peak worsened from 40% to 42% and the freeway BTI in the PM peak worsened from 35% to 42% - its highest level since 2017. In contrast, there is a longer term trend of general improvement in arterial reliability as reflected in decreases in arterial BTI between 2017 and 2023 (Figure 0-6).

Figure 0-3. 2019 PM Peak Roadway Level-of-Service

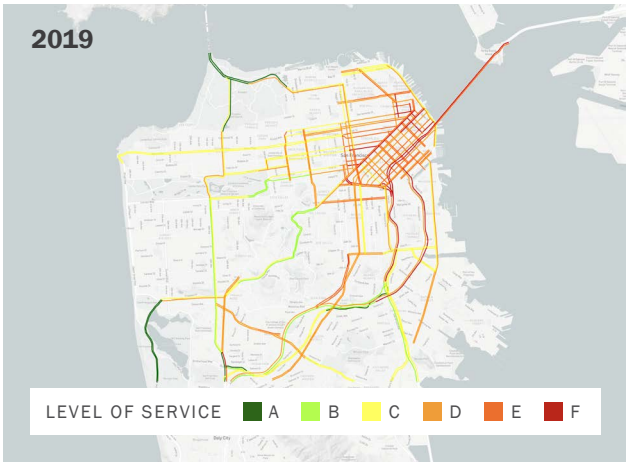


Figure 0-4. 2021 PM Peak Roadway Level-of-Service

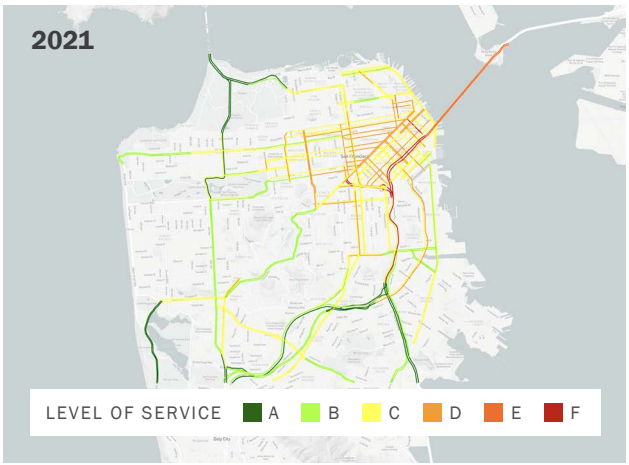


Figure 0-5. 2023 PM Peak Roadway Level-of-Service

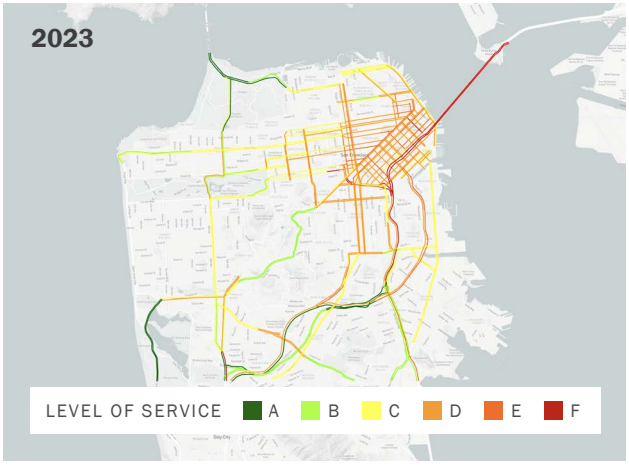
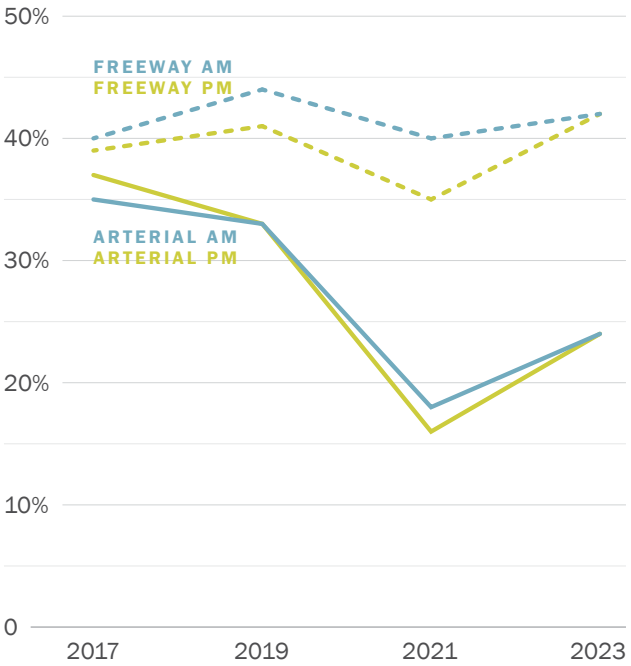


Figure 0-6. CMP Network Average Reliability (BTI) Trend

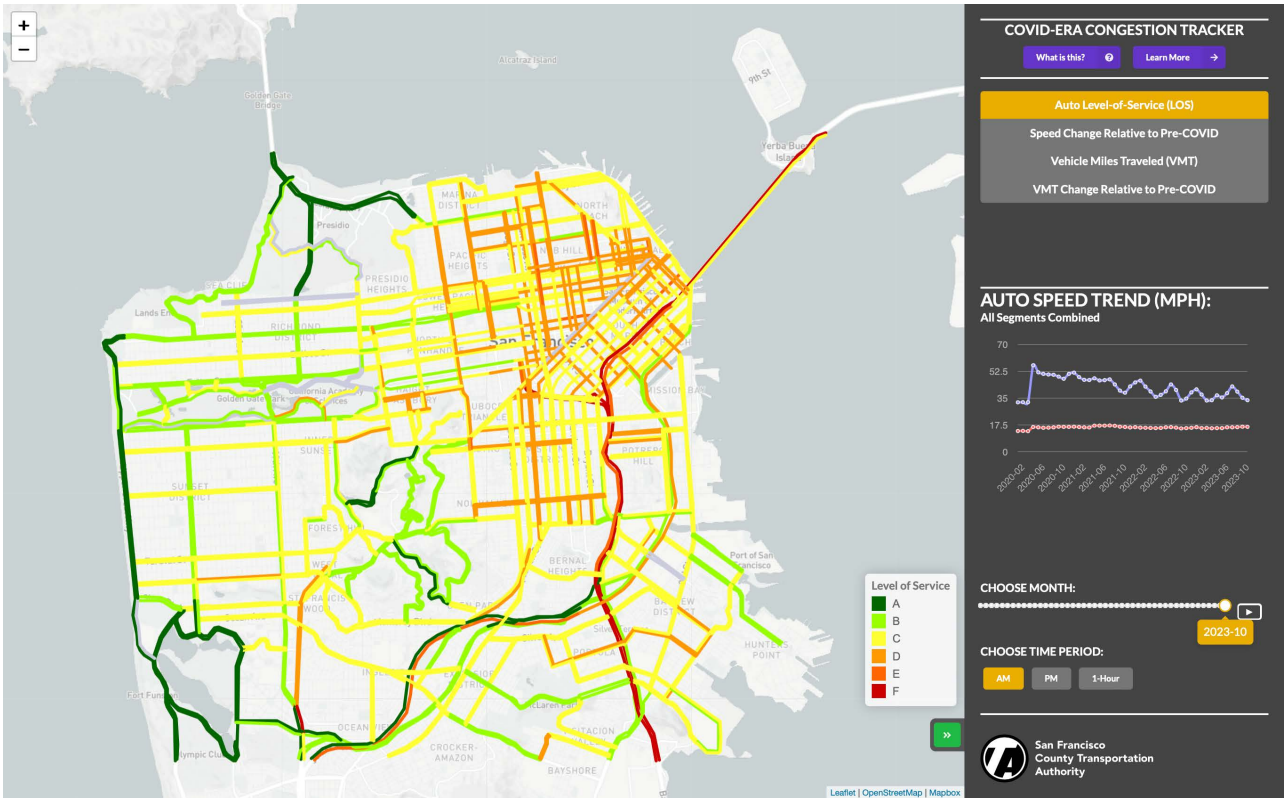


Note: data collected April – May each year

COVID-ERA CONGESTION TRACKER

Due to rapid and uncertain changes in traffic conditions during and after the COVID pandemic, the Transportation Authority maintains a tool for short-term monitoring called the "COVID-Era Congestion Tracker" (covid-congestion.sfcta.org), shown in Figure 0-7. This tool reports many of the same roadway performance metrics as reported the CMP congestion visualization, but with a much greater frequency (monthly instead of biennially) and over a shorter time frame (from March 2020 through the present instead of from Spring 1991 through Spring 2021), for a larger set of roadway segments, and at an hourly level as well as for the AM and PM peak periods.

Figure 0-7. COVID-Era Congestion Tracker

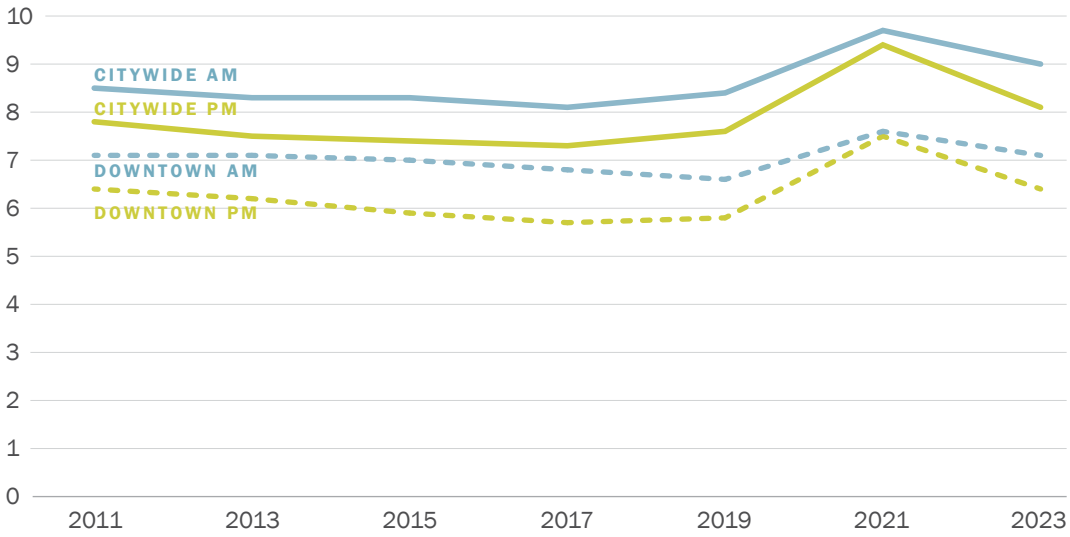


Transit Monitoring Results

TRANSIT SPEEDS

In addition to monitoring roadway speeds, the Transportation Authority also tracks surface transit (Muni bus) speeds. Similar to automobile roadway speeds, average transit travel speeds on the CMP network have decreased since 2021 as people began to return to pre-COVID pandemic activity levels, but are still higher than the pre-COVID pandemic average speeds in 2019 for both the AM and PM peak periods. However, the increase in transit speeds between 2019 and 2023 is less than the increase in roadway speeds. In 2023, AM peak transit speeds were 7% lower than in 2021, but still remained 7% higher than they were in 2019 (pre-COVID pandemic); PM peak transit speeds were 13% lower than in 2021, but still remained 7% higher than they were in 2019 (pre-COVID pandemic).

Figure 0-8. CMP Network Overall Average Transit Speeds Trend

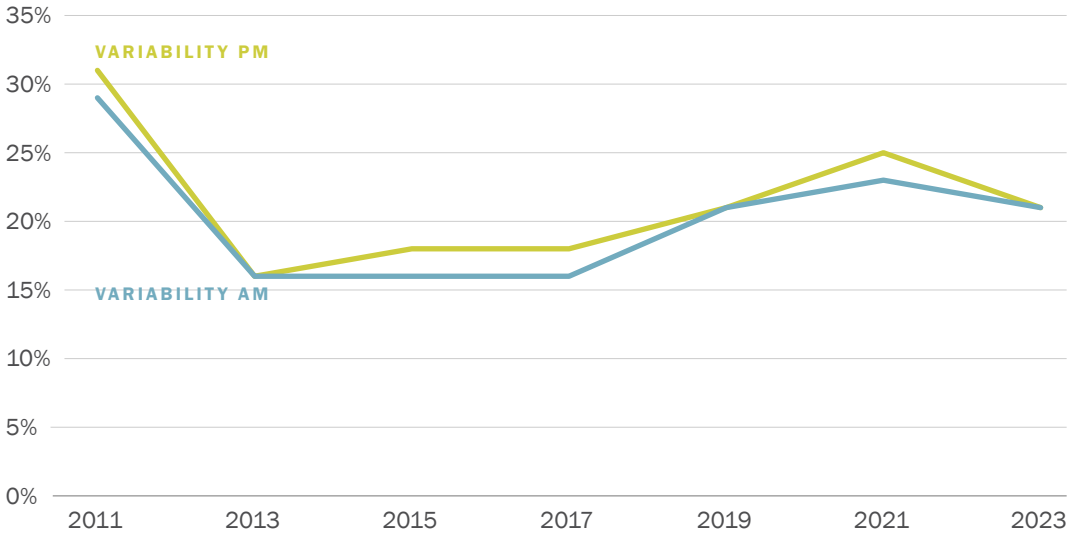


Transit Travel Time Reliability

Transit speed information is also used to calculate the coefficient of variation (CV) of speed as a measure of transit travel time reliability. The coefficient of variation (CV) is calculated by dividing the standard deviation the speed by the average speed, thereby normalizing the results to compare relative variability between faster and slower segments. The CV is expressed as a percentage of the mean speed. A lower percentage indicates more reliable transit speeds.

Transit reliability improved (i.e. variability decreased) since 2021, returning back to the same levels (21%) observed in 2019 for both the AM and PM peak (Figure 0-9). With the average transit speeds in 2023 at 9.0mph (AM peak) and 8.1 peak (PM peak), a CV of 21% means that approximately 70% of the time, a 3 mile transit trip would take between 15.8 and 24.2 minutes for the AM peak, and between 17.6 and 26.9 minutes for the PM peak.

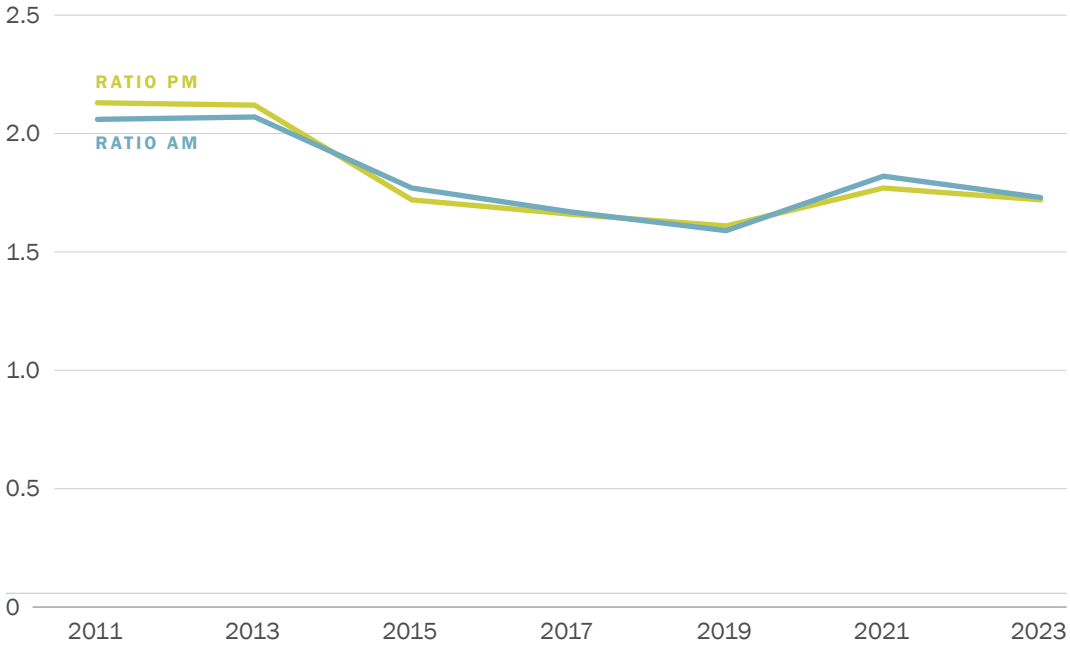
Figure 0-9. CMP Network Transit Travel Time Variability



Auto-Transit Speed Ratio

In order to assess the competitiveness of transit with driving, the ratio of auto to transit speeds is calculated by comparing auto to transit speeds on the portions of the CMP network for which Muni data is available. A ratio of 2 would indicate that, for a particular segment, on-board transit travel time is twice that of auto travel time. The ratio had been improving between 2011 and 2019, worsened during the COVID pandemic in 2021, and improved again between 2021 and 2023 (though still not back to 2019 levels) (Figure 0-10). Even though both average auto and transit speeds have decreased since 2021, transit speeds have declined relatively more than auto speeds during this time period, resulting in transit being less competitive relative to auto in 2023 than 2019.

Figure 0-10. Auto-Transit Speed Ratio



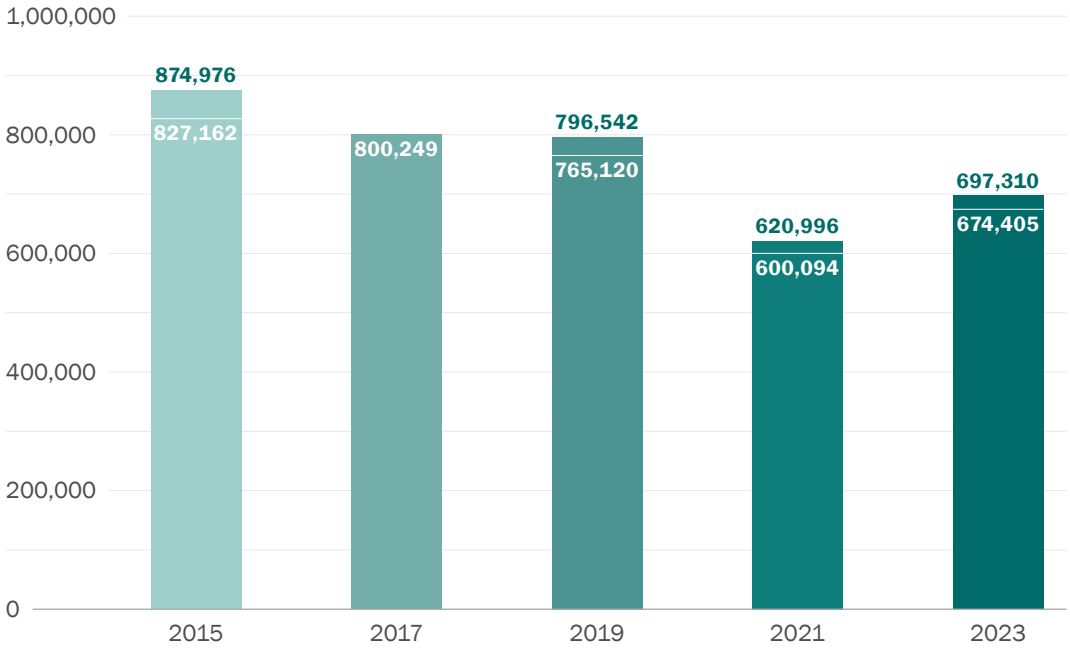
MULTIMODAL COUNTS

The City and County of San Francisco has placed a high priority on shifting travel behavior towards active transportation modes such as walking and bicycling. Multimodal counts have been collected at 29 mid-block locations (vehicle only) (Figure 0-11 and Figure 0-12) and 14 intersections (vehicle, bicycle (Figure 0-13), and pedestrian (Figure 0-14)) since 2015.

Vehicle Volumes

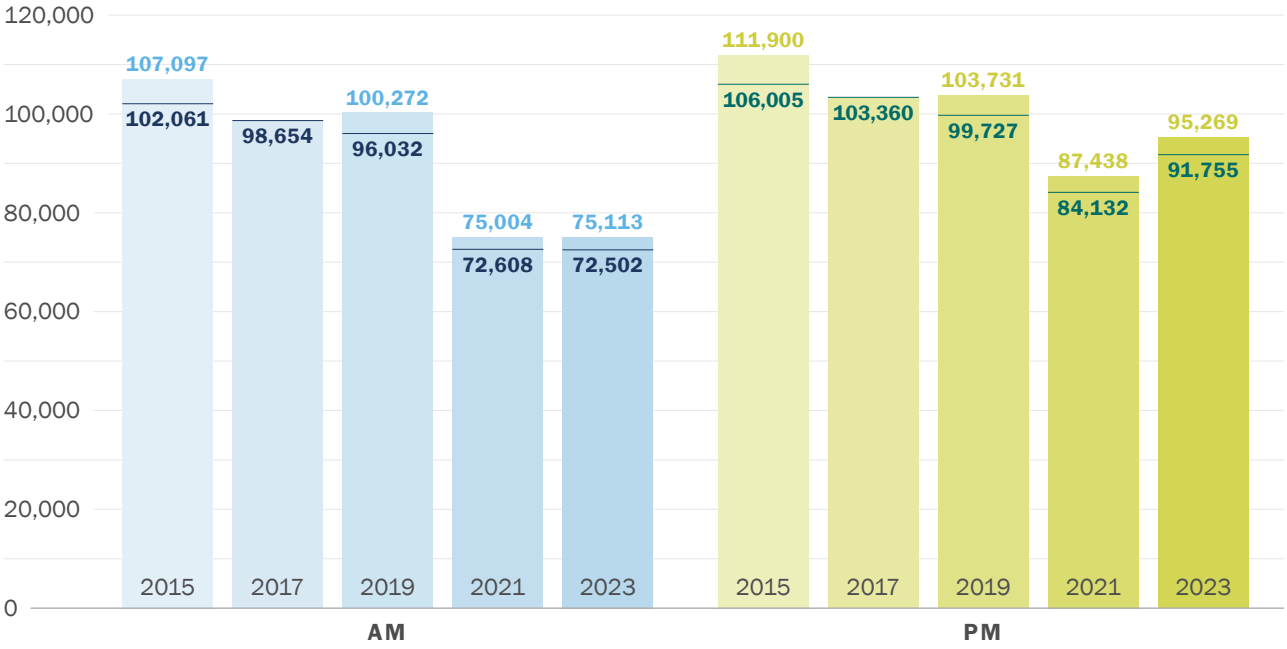
There is an increase in daily traffic from 2021 (Figure 0-11), but none of the vehicle counts (daily or AM/PM peak) show a recovery back to pre-COVID pandemic levels. The various 2023 vehicle counts stand at 75-92% of 2019 (pre-COVID pandemic) levels. The trendlines may suggest that the ongoing vehicular traffic decrease observed from 2015 to 2019 is continuing in 2023.

Figure 0-11. Mid-block weekday average daily traffic (ADT) 2015-2023



* Data collected April–May biennially at the same locations, counts shown for the bars are summed over all 29 locations and directions, whereas the white line within each bar only only shows counts summed over 28 locations and directions (excluding counts from Van Ness between California and Pine, where no data were collected in 2017).

Figure 0-12. Mid-block weekday average AM/PM peak traffic counts 2015-2023



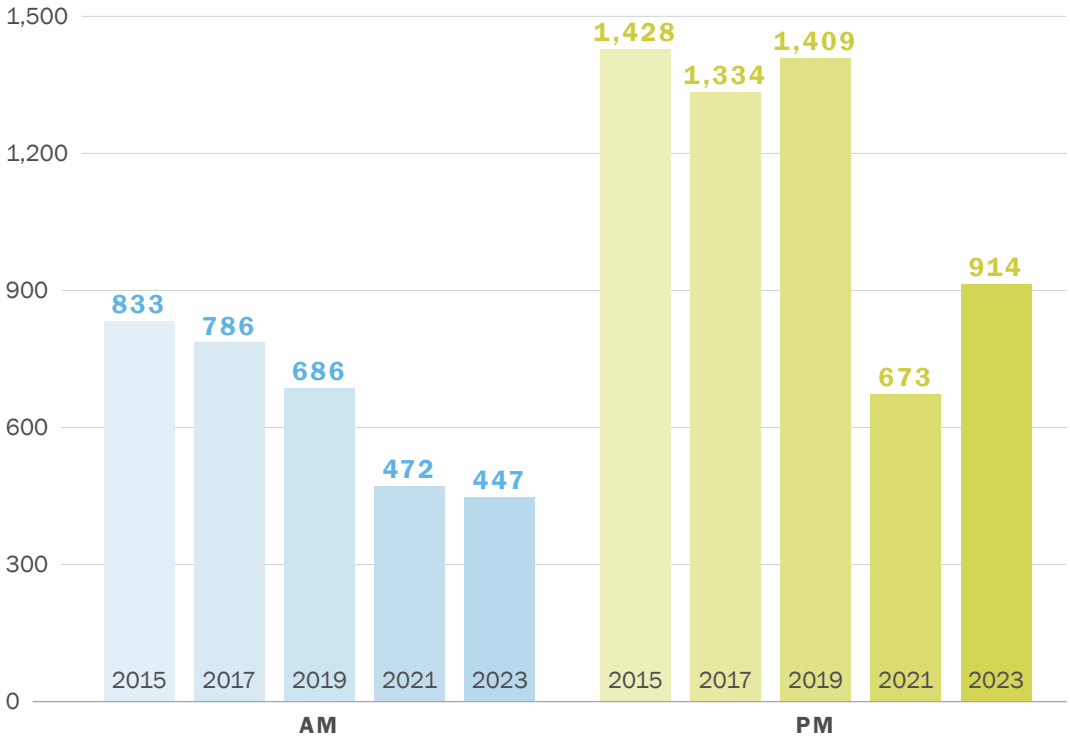
* Data collected April–May biennially at the same locations, counts shown for the columns are summed over all 29 locations and directions, whereas the line within each column only only shows counts summed over 28 locations and directions (excluding counts from Van Ness between California and Pine, where no data were collected in 2017).

Bicycle and Pedestrian Volumes

Figure 0-13 and Figure 0-14 respectively show bicycle and pedestrian counts collected by SFCTA between 2015 and 2023. At these locations, overall bicycle volumes show a recovery to 65% (for both the AM and PM peaks) respectively of 2019 (pre-COVID pandemic) levels, whereas pedestrian volumes show a recovery to 63% and 67% for the AM and PM peak respectively of 2019 (pre-COVID pandemic) levels.

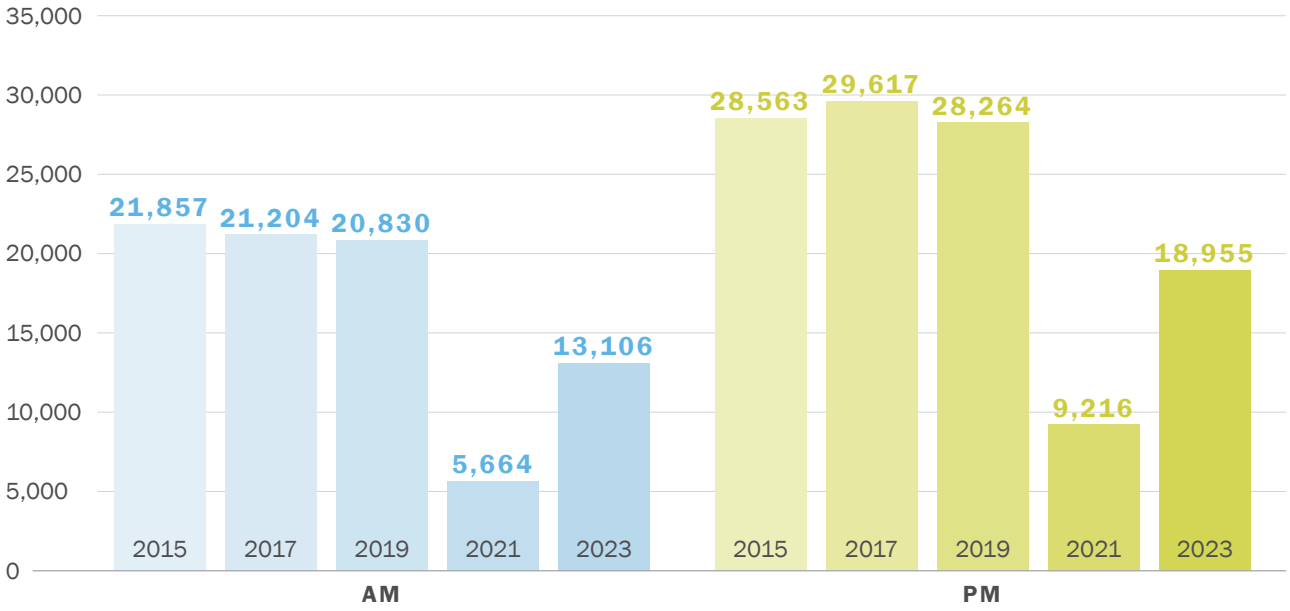
Notably, the mid-block vehicular counts and the intersection bicycle counts during the AM peak period show a flat line (for vehicles) or even a slight decrease (for bicycles) between 2021 and 2023 counts. Given the general increase in counts across the three modes between 2021 and 2023, we may hypothesize that AM peak travel, which is primarily for work and school purposes, may no longer be as strongly peaked as before the COVID pandemic, possibly because fewer people are traveling to work with the rise of remote work, or the AM peak has shifted outside our data collection period of 7:00-9:00 a.m. In contrast, people travel for a wider diversity of activities during the PM peak (4:30-6:30 p.m.), resulting in a stronger recovery in multimodal volumes in the PM peak.

Figure 0-13. Intersection single-day bicycle counts 2015-2023



* Data collected April-May biennially at the same locations, counts shown are summed over all locations.

Figure 0-14. Intersection Pedestrian Counts 2015-2021



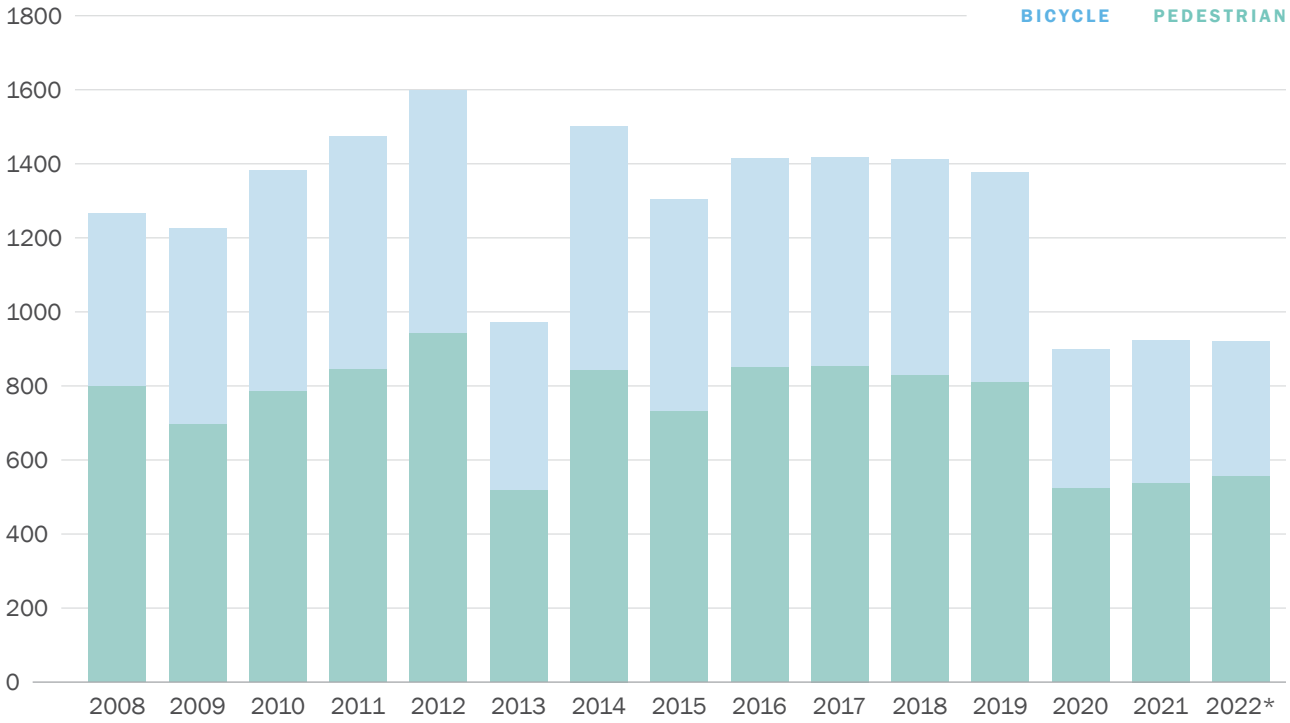
* Data collected April-May biennially at the same locations, counts shown are summed over all locations.

PEDESTRIAN AND BICYCLE SAFETY

Safety for pedestrians and cyclists are key measures of transportation performance, and a critical policy priority for the city of San Francisco. The City and County of San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives. The goal is to create a culture that prioritizes traffic safety.

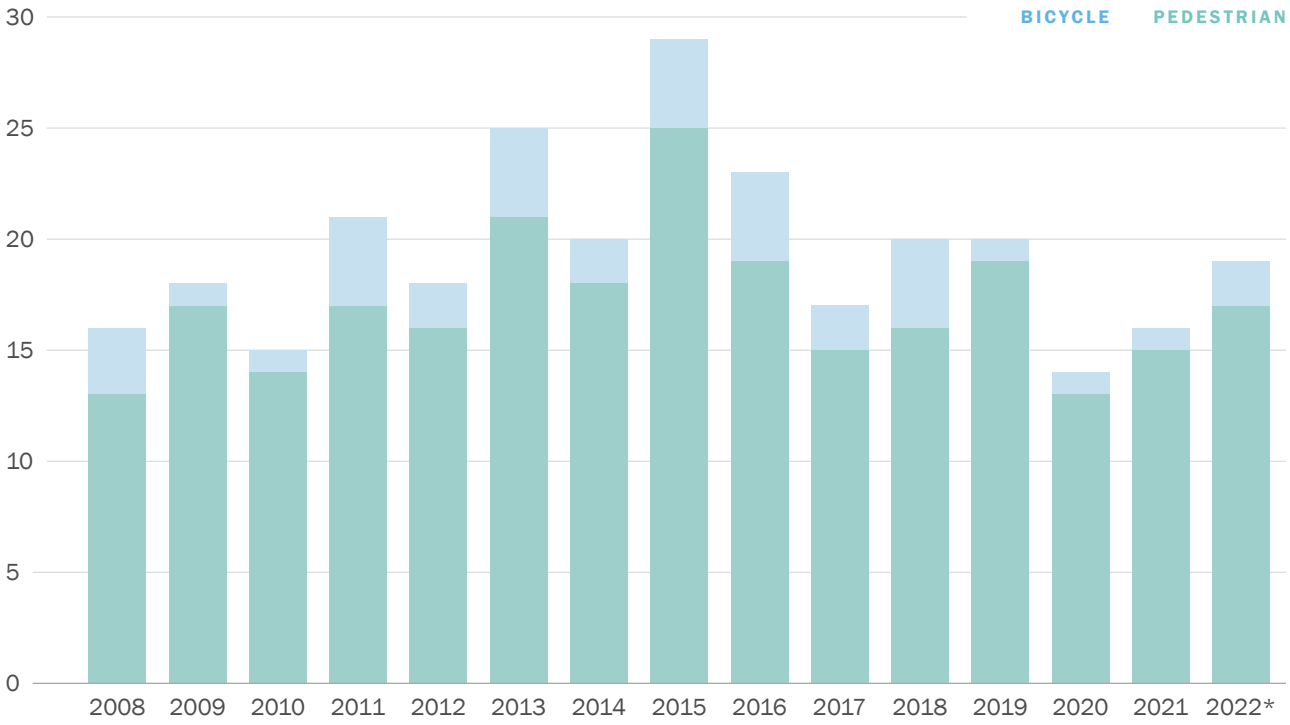
The number of injury collisions (for both collisions involving pedestrians and those involving bicyclists) dropped significantly in 2020, probably due to the substantial reduction in vehicle and non-motorized volumes in 2020 due to the COVID pandemic. This reduction in the number of injury collisions continued past 2020 to 2022, even as traffic volumes have trended back up with the increase in travel activity (Figure 0-15). A similar reduction in the number of injury/fatal collisions involving pedestrians and bicyclists happened in 2020. However, the number of injury/fatal collisions involving pedestrians and bicyclists have increased to close to 2019 (pre-COVID pandemic) levels by 2022 (Figure 0-16).

Figure 0-15. Injury Collisions Involving Pedestrians and Bicyclists in San Francisco



* provisional data.

Figure 0-16. Fatal Collisions Involving Pedestrians and Bicyclists in San Francisco[1]



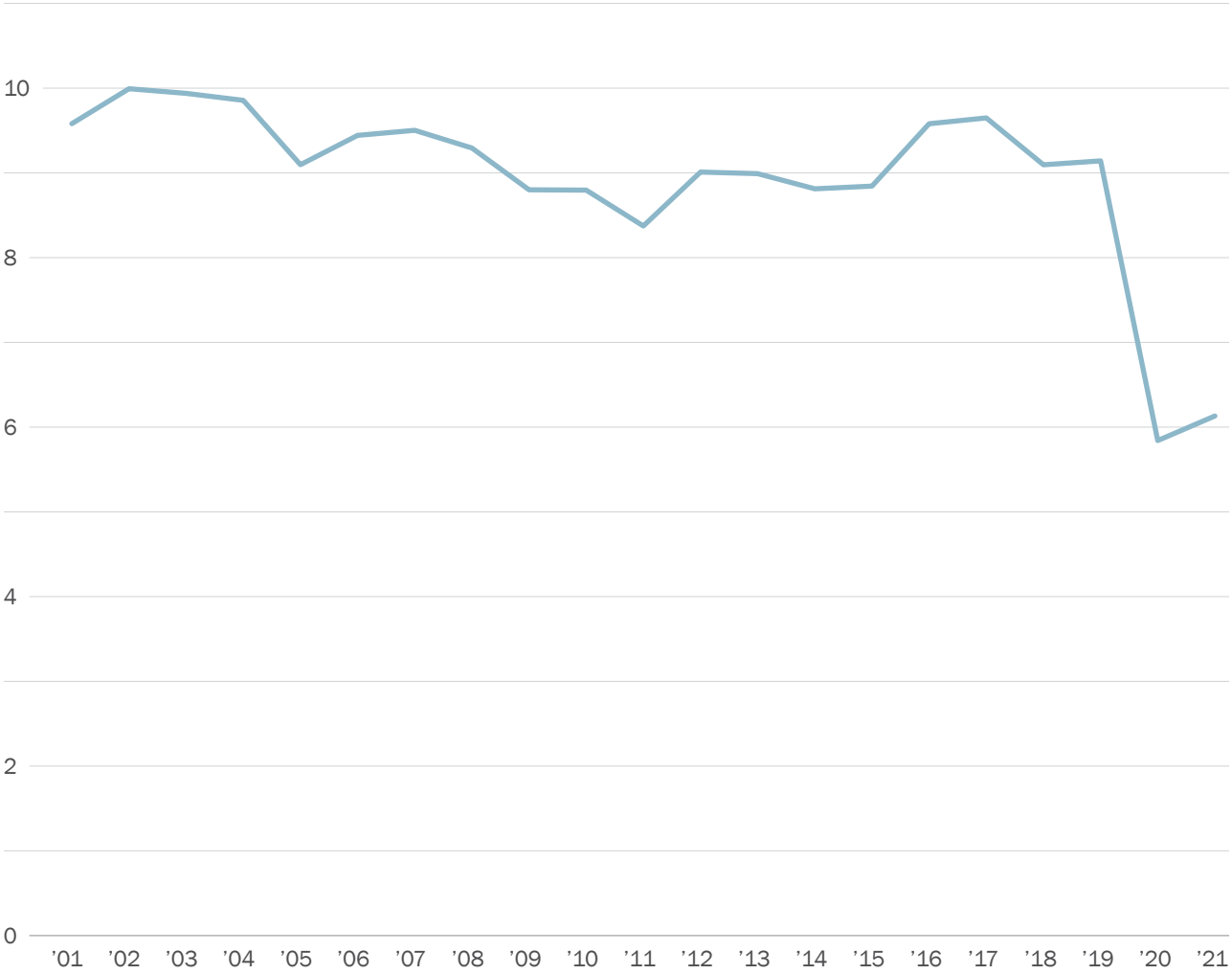
* provisional data.

Vehicle Miles Traveled (VMT)

In 2016, the San Francisco Planning Commission adopted new guidelines for evaluating the transportation impacts of new projects. Critically, environmental impact determinations are now based on vehicle miles traveled (VMT) rather than additional automobile delay as measured by level-of-service (LOS). VMT decreased by about 33% between 2019 and 2021 due to the COVID pandemic (Figure 0-17). Note that there is a two-year lag in this estimate provided by Caltrans.

1 The fatal traffic collisions data in this report is sourced from the California Statewide Integrated Traffic Records System (SWITRS) maintained by the California Highway Patrol. The San Francisco Department of Public Health (SFDPH), San Francisco Police Department (SFPD), and the San Francisco Municipal Transit Agency (SFMTA) also independently reconciles traffic deaths using Office of the Medical Examiner's and SFPD data via the San Francisco Vision Zero Traffic Fatality Protocol. This can be found at: https://sfgov.org/scorecards/transportation/traffic-fatalities .

Figure 0-17. Vehicle Miles Traveled in San Francisco

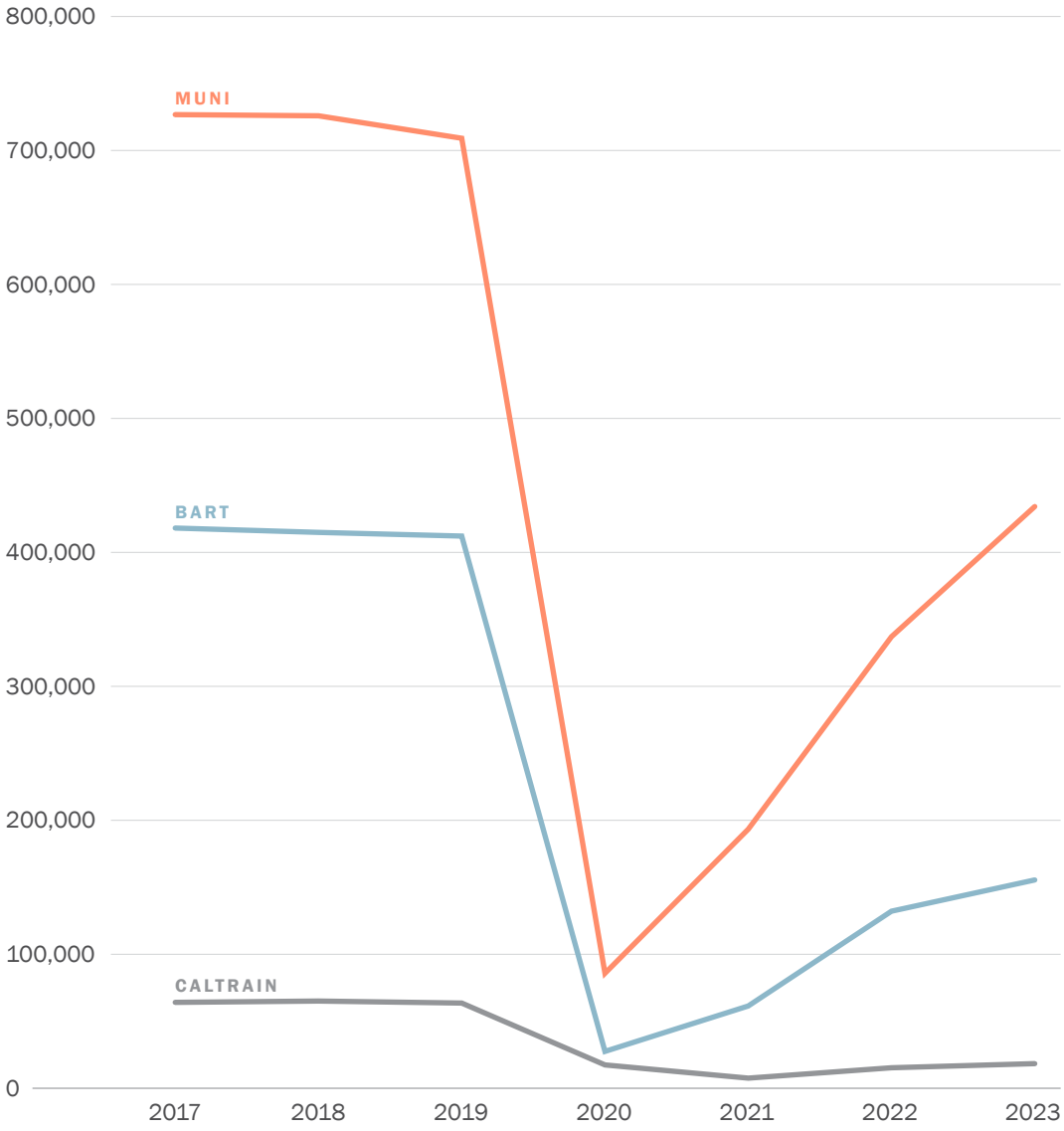


Source: Caltrans Highway Performance Monitoring System (HPMS)

Transit Ridership

San Francisco's strong backbone of local and regional transit has been key to our ability to manage congestion. Muni, BART, Caltrain, and commuter bus lines help move people into, out of, and around the city efficiently. Figure 0-18 shows recent ridership trends for the three largest transit systems serving San Francisco. Ridership on all three operators declined significantly with the spread of COVID in April-May of 2020. Since then, ridership has been gradually increasing every year, but in 2023 ridership is still significantly lower than pre-COVID pandemic levels, with Muni, BART, and Caltrain at 61%, 38%, and 29% of 2019 (pre-COVID pandemic) ridership respectively.

Figure 0-18. Average Weekday Daily Transit Boardings by Operator



Source: SFMTA/BART/Caltrans
Note: data collected April – May each year except for Caltrain it is February

Transit Coverage

The transit coverage metric reports the percent of San Francisco's total population and total jobs that are within a 5-minute walk of transit service. Since the significant cuts in Muni service in 2020 in the midst of the COVID pandemic, Muni service has been restored in 2023 so that now more than 95% of San Francisco residents live within a 5-minute walk of Muni service. However, the share of the population within a 5-min

walk of transit route with a 5-min headway continued to decline from 33% in 2021 to 27% in 2023 for the AM peak and from 26% in 2021 to 20% in 2023 for the PM peak (Figure 0-19 and Figure 0-20). Transit coverage in terms of access to jobs in both the AM and PM periods show trends similar to those observed in population transit coverage.

Figure 0-19. Population Transit Coverage by Service Frequency, Weekday AM Peak

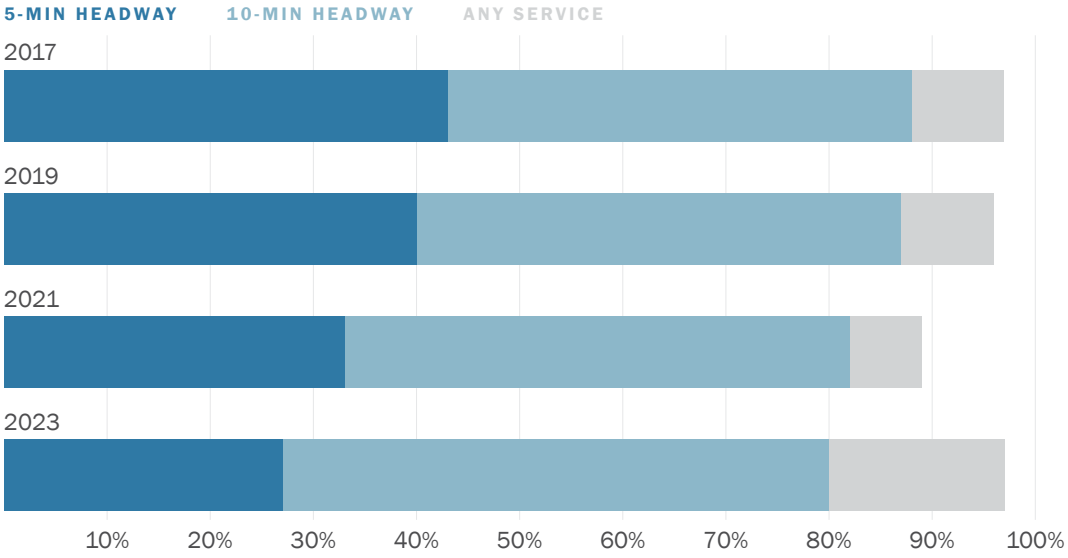
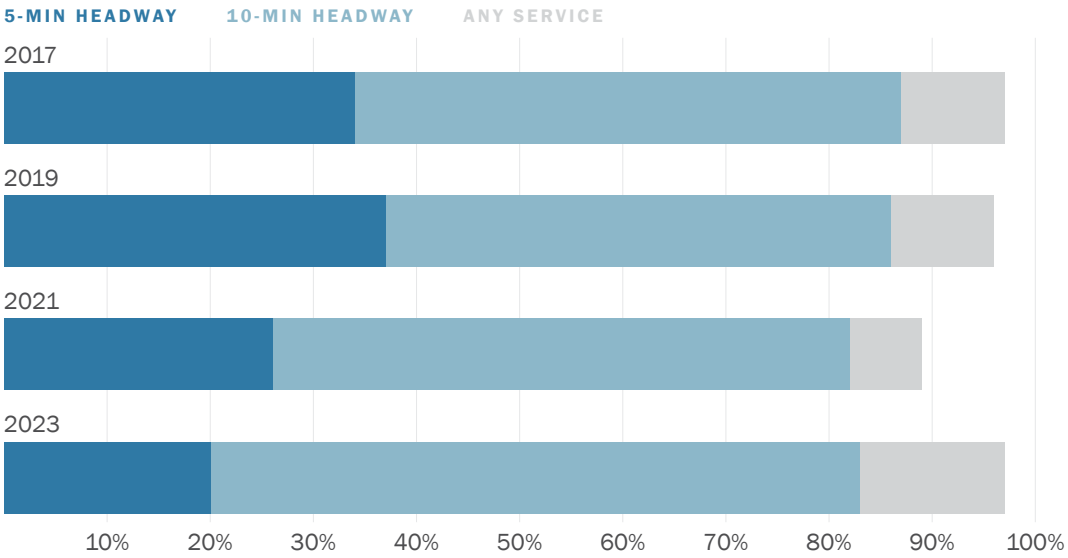


Figure 0-20. Population Transit Coverage by Service Frequency, Weekday PM Peak



What are we doing to manage congestion?

TRAVEL DEMAND MANAGEMENT (TDM)

San Francisco has a robust set of travel demand management (TDM) policy framework, strategy, and programs to systematically shift how, when, and where people travel through programs and policies. TDM will maximize the infrastructure investment priorities defined in the San Francisco Transportation Plan 2050 (SFTP2050) and can reduce congestion by shifting more trips from driving alone to walking, bicycling/rolling, transit, or carpooling. TDM can include policies, low-cost capital improvements, requirements on new development, and information/outreach programs designed to facilitate the use of sustainable transportation options.

- Coordinating transportation aspects of area plans, development agreements, and other requirements on new development, including:
  - Travel Demand Management (TDM) Ordinance
  - School Access Plan
  - Central SoMa Land Use Plan
  - Central Waterfront development projects
  - Treasure Island, Hunters Point /Shipyard, Schlage Lock, Parkmerced, Transit Center District
  - Southern Bayfront Strategy
  - Transportation Sustainability Program
- Policies and programs to manage trips in existing neighborhoods and built-up areas, including:
  - Commuter Benefits Ordinance and Emergency Ride Home Program
  - E-Bike Delivery Pilot
  - SFMTA Commuter Shuttle Policy
  - Parking Management
  - Traffic Congestion Mitigation Tax

Furthermore, San Francisco is encouraging efficient land use planning by supporting development at higher densities in areas that are mixed-use (closer to jobs and retail) and are well served by transit. Plan Bay Area 2050 identifies Priority Development Areas (PDAs) where densities and transit levels can more readily support transit-oriented development.

PLANNING PROJECTS

Connect SF is a multi-agency collaborative process to build an effective, safe, equitable, and sustainable transportation system for San Francisco's future. ConnectSF has defined a 50-year vision of San Francisco's future that represents our priorities, goals, and aspirations as a city within the larger Bay Area. That vision is guiding plans for the city and its transportation system as agencies work to identify needed transit, streets, and highway improvements. ConnectSF developed a long-range vision for 2065 that serves as the underpinning of the next SFTP 2050. The Transportation Authority is also coordinating with numerous local, regional state and Federal agencies and with the private sector to address congestion. Key initiatives include:

- San Francisco Transportation Plan
- New Transbay Rail Crossing (Link21)
- 101/280 Express Lanes and Bus Project
- Transportation Sustainability Program (including the Transportation Sustainability Fee and the Travel Demand Management Ordinance))
- Geary and Geneva/Harney Bus Rapid Transit
- Treasure Island Mobility Management Program
- Prop L Neighborhood Transportation Program (planning and capital improvement grants)
- Emerging Mobility and School Transportation sector studies

FUNDING AND DELIVERING PROJECTS

The Transportation Authority is addressing near- and long-term transportation needs for San Francisco by funding projects and programs – mainly capital infrastructure, through grant programs such as the Proposition L transportation sales tax, Proposition AA vehicle registration fee, Prop D Traffic Congestion Mitigation Tax (TNC Tax), Transportation Fund for Clean Air, and regional One Bay Area Grants (OBAG) programs, as well as coordinating with other local and regional agencies to apply for State and Federal funding to match local investments. Below are a few signature projects supported with Transportation Authority funds.

- Muni New and Renovated Vehicles
- BART New and Renovated Vehicles
- Central Subway
- Caltrain Downtown Extension to Salesforce Transit Center
- Peninsula Corridor Electrification Project

In its role as Congestion Management Agency, as part of the OBAG framework for distribution of federal transportation funds, the Transportation Authority prepared the Transportation Investment and Growth Strategy and, through OBAG Cycle 2 has programmed funds to the following projects:

- Better Market Street
- Embarcadero Station: New Northside Platform Elevator and Faregates
- Geary Bus Rapid Transit Phase 1
- John Yehall Chin Elementary Safe Routes to School
- Peninsula Corridor Electrification Project
- San Francisco Safe Routes to School Non-Infrastructure 2019-2021

The Transportation Authority is also overseeing and leading the delivery of key projects, many of which support infill transit-oriented development, including serving as co-sponsor or lead agency for the construction of:

- Yerba Buena Island Multi-Use Pathway (lead)
- I-280 Southbound Ocean Avenue Off-Ramp Realignment (lead)
- Southgate Road Realignment
- West Side Bridges Retrofit

AUTONOMOUS VEHICLES

While the CMP's focus is primarily on monitoring multimodal system performance and managing current congestion, the City must also plan for future system performance and congestion. San Francisco is a dense urban environment, and a critical challenge is how we manage our limited public right-of-way in order to maximize the movement of people and goods. While technologies such as web conferencing have led to increased levels of working from home which may help reduce peak period congestion, other emerging technologies may lead to increased congestion.

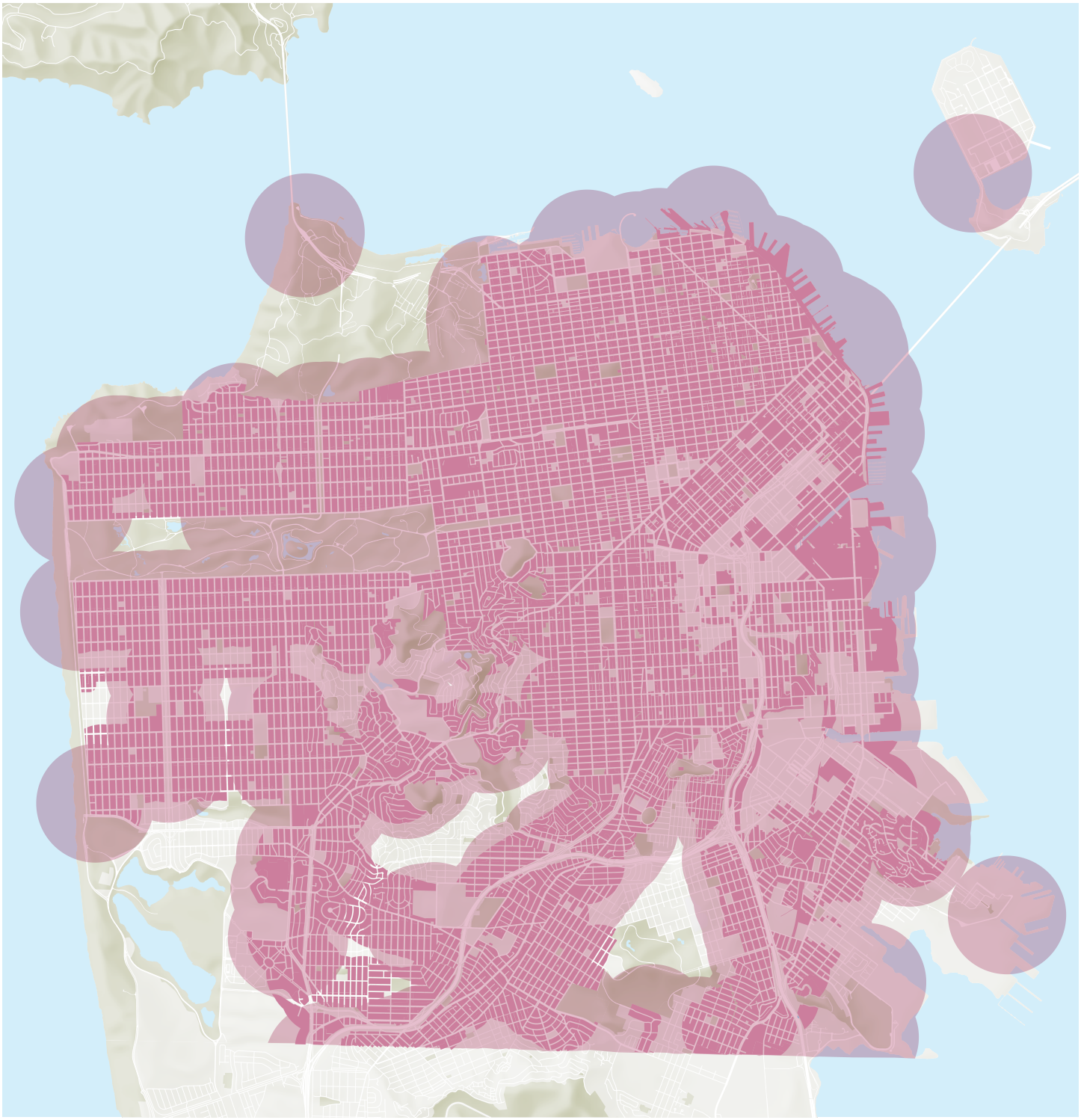
Over the past few years, the California Department of Motor Vehicles (DMV) and the California Public Utilities Commission (CPUC) have approved numerous permits for autonomous vehicles (AVs) to operate on San Francisco roadways, culminating in an August 2023 decision by the CPUC to allow two AV companies (Waymo and Cruise) to offer fared ridehailing services at all times of day across the entire City, with no limits on fleet size, not unlike the ridehailing services provided by Transportation Network Companies (TNCs) such as Uber and Lyft. Prior work by the Transportation Authority documented that between 2010 and 2016 ridehailing was responsible for approximately 50% of the increase in congestion between 2010 and 2016. As AVs

become more widely deployed, it is reasonable to expect that AV ridehail services will similarly increase congestion in San Francisco.

Monitoring the potential impact of TNCs and AVs on congestion requires that agencies such as the Transportation Authority have access to useful, timely, reliable, and unredacted data. Unfortunately, at present, the data reported to the DMV and CPUC under a variety of testing, pilot, deployment, drivered and driverless permits is too incomplete, inconsistent, and redacted to provide policy-makers with the knowledge they need to make informed decisions. Without reliable data, integration of AVs into the City's transportation ecosystem in such a way that ensures safety, accessibility and equity while not degrading system performance will be an on-going challenge.

San Francisco County Transportation Authority

SAN FRANCISCO INFILL OPPORTUNITY ZONE (IOZ)



Area eligible for designation as an IOZ under SB 743

IOZ designated in 2009

0 1 2 km
0 0.5 1 mi