



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

DATE: Tuesday, February 13, 2024, 10:00 a.m.

LOCATION: Legislative Chamber, Room 250, City Hall

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PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2664 924 2949 # #

To make public comment on an item, when the item is called, dial '*3' to be added to the queue to speak. Do not press *3 again or you will be removed from the queue. When the system says your line is unmuted, the live operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

COMMISSIONERS: Mandelman (Chair), Melgar (Vice Chair), Chan, Dorsey, Engardio, Peskin, Preston, Ronen, Safaí, Stefani, and Walton

CLERK: Yvette Lopez-Jessop

Remote Participation

Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or 99 (depending on your provider) or may visit the SFGovTV website (www.sfgovtv.org) to stream the live meeting or may watch them on demand.

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. on the day before the meeting will be distributed to Board members before the meeting begins.

1. Roll Call
2. Approve the Minutes of the January 23, 2024 Meeting – **ACTION*** **5**
3. Community Advisory Committee Report – **INFORMATION*** **7**



4. Appoint Kat Siegal and Venecia Margarita as the District 5 and District 9 Representatives, Respectively, to the Community Advisory Committee – **ACTION*** **17**
5. State and Federal Legislation Update – **INFORMATION*** **25**
6. Approve the 2024 State and Federal Legislative Program – **ACTION*** **29**
7. Adopt Four 2023 Prop L 5-Year Prioritization Programs and Amend the Prop L Strategic Plan Baseline – **ACTION*** **43**

Programs: Muni Reliability and Efficiency Improvements; Muni Rail Core Capacity; Caltrain Downtown Rail Extension and Pennsylvania Alignment; Transit Enhancements
8. Allocate \$10,489,620 in Prop L Funds, with Conditions, to the San Francisco Municipal Transportation Agency for Paratransit – **ACTION*** **67**
9. Release \$130,000 in Previously Allocated Prop L Funds to the San Francisco Municipal Transportation Agency for Vision Zero Education and Communications: Speed Safety Cameras – **ACTION*** **89**
10. Adopt a Motion of Support to Adopt Fiscal Year 2024/25 Transportation Fund for Clean Air Local Expenditure Criteria – **ACTION*** **107**

Items from Personnel Committee

11. **[Final Approval]** Adopt Five Job Classifications and Revised Organization Chart – **ACTION*** **117**
12. **[CLOSED SESSION] [Final Approval]** Evaluate Public Employee Performance and Approve the Executive Director's Performance Objectives for 2024 – **ACTION*** **137**

 The Transportation Authority will hold a closed session under California Government Code 54957 concerning the evaluation of the performance of the Executive Director.

 OPEN SESSION: After the closed session, the Chair shall report the vote taken on motion(s) made in the closed session, if any.
13. **[Final Approval]** Set the Annual Compensation for the Executive Director for 2024 – **ACTION*** **171**

 Per the Administrative Code, the Transportation Authority shall fix the compensation of the Executive Director. On February 6, 2024, the Personnel Committee considered the Executive Director's performance and recommended the Executive Director's compensation for 2024.

Other Items

14. 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.
15. Public Comment
16. Adjournment



***Additional Materials**

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

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

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

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San Francisco
County Transportation
Authority



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, January 23, 2024

1. Roll Call

Vice Chair Melgar called the meeting to order at 10:01 a.m.

Present at Roll Call: Commissioners Dorsey, Engardio, Melgar, Peskin, Ronen, Safai, Stefani, and Walton (8)

Absent at Roll Call: Commissioners Chan, Mandelman, and Preston (3)

2. Chair's Report - INFORMATION

Vice Chair Melgar made remarks on behalf of Chair Mandelman, who was away on another civic duty. She thanked state legislators for their leadership on two important bills: Senate Bill 925 (Wiener), a spot bill for authorizing legislation for a regional transportation measure for Bay Area voters' consideration potentially in 2026 or beyond, and Assembly Bill (AB) 1777 (Ting), addressing autonomous vehicles (AVs).

Vice Chair Melgar continued that Senator Scott Wiener's priority was to bolster public transit operations funding and capital investments, which would be much needed funding for The Portal (Downtown Extension). She said the bill's anticipated sponsor, the Metropolitan Transportation Commission (MTC), would consider approving a structure for this authorizing language for Senator Wiener's consideration. The Vice Chair also thanked staff for working with transit operators, transportation advocates, business, and labor groups to provide input to MTC and Senator Wiener's office about revenue, expenditure, and transit reform aspects of the bill.

Vice Chair Melgar explained that Assemblymember Phil Ting's bill intended to enforce AV's compliance with the state traffic code, enabling AV operators to be cited and fined for moving violations and that AB 1777 also signaled the intent to strengthen the data publishing requirements by California regulators. She referenced the AV hearing held last fall that emphasized the need for legislation to address regulatory and data gaps in the AV sector.

There was no public comment.

3. Approve the Minutes of the January 9, 2024 Meeting – ACTION

There was no public comment.

Commissioner Walton moved to approve the minutes, seconded by Commissioner Dorsey.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Dorsey, Engardio, Melgar, Peskin, Ronen, Safai, Stefani, and Walton (8)



Absent: Commissioners Chan, Mandelman, and Preston (3)

Consent Agenda

4. [Final Approval] Accept the Audit Report for the Fiscal Year Ended June 30, 2023 – ACTION

There was no public comment.

Commissioner Dorsey moved to approve the Consent Agenda, seconded by Commissioner Walton.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Engardio, Melgar, Peskin, Ronen, Safai, Stefani, and Walton (8)

Absent: Commissioners Chan, Mandelman, and Preston (3)

End of Consent Agenda

5. [Final Approval on First Appearance] Adopt 2023 Annual Report - ACTION

Tilly Chang, Executive Director, presented the item.

Vice Chair Melgar expressed thanks to Director Chang and her staff for the clear and transparent vision, coupled with technical proficiency and competent stewardship of the sales tax dollars.

There was no public comment.

Commissioner Walton moved to adopt the Annual Report, seconded by Commissioner Dorsey.

The Annual Report was adopted without objection by the following vote:

Ayes: Commissioners Dorsey, Engardio, Melgar, Peskin, Ronen, Safai, Stefani, and Walton (8)

Absent: Commissioners Chan, Mandelman, and Preston (3)

Other Items

6. Introduction of New Items - INFORMATION

There were no new items introduced.

7. Public Comment

There was no public comment.

8. Adjournment

The meeting was adjourned at 10:27 a.m.



DRAFT MINUTES

Community Advisory Committee

Wednesday, January 24, 2024

1. Committee Meeting Call to Order

Chair Ortiz called the meeting to order at 6:02 p.m.

CAC members present at Roll: Rosa Chen, Najuawanda Daniels, Mariko Davidson, Sean Kim, Jerry Levine, Austin Milford-Rosales, Rachael Ortega, Kevin Ortiz, Phoebe Ford, and Kat Siegal (10)

CAC Members Absent at Roll: Sara Barz (1)

2. Chair's Report - INFORMATION

Chair Ortiz encouraged CAC members and public to read the Transportation Authority's 2023 Annual Report which Executive Director Chang presented at the previous day's Board meeting. He reported that Director Tilly Chang acknowledged the CAC's role as part of the presentation.

Chair Ortiz also discussed the outreach for the Mission Bay School Access Plan conducted by Transportation Authority, in collaboration with the San Francisco Unified School District, for a new elementary school being built at 6th Street and Mission Bay Boulevard South. He said that the plan would examine ways to improve school connectivity to the transportation network and identify key barriers of active transportation to the Mission Bay School, as well as segments of the existing bike network that should be improved. The Chair reported the first round of public outreach was underway with community engagement events to prioritize safety and connect Mission Bay School site to the broader citywide active transportation network. He also said that events included meetings with key community-based organizations; an in-person and family-friendly community workshop on February 24; and an upcoming survey with more information at sfcta.org/mission-bay-school.

Chair Ortiz also announced that the meeting would be his last on the CAC, having served for the past five years since his appointment in December 2019, right before COVID pandemic took place.

During public comment, Sara Barz, CAC District 7 representative called into the meeting to express gratitude for Chair Ortiz's leadership.

On behalf of staff, Chief Deputy Maria Lombardo thanked Chair Ortiz for his leadership and service especially helping to bridge the time from pre-pandemic in person meetings to remote meeting and then back to in person meetings. She presented Chair Ortiz with a Certificate of Appreciation.

3. Election of Chair and Vice Chair for 2024 - ACTION*

Chair Ortiz reported that the CAC previously made nominations at its November 2023 meeting for the 2024 officers, including himself as Chair, and Members Kat Siegal and



Najuawanda Daniels for Vice Chair. He continued that the nominees had provided the Clerk with a brief statement of qualifications and objectives for meeting's elections which were included in the agenda materials. The Chair asked Chief Deputy Maria Lombardo to clarify process before calling for a vote on the nominations.

Ms. Lombardo explained that since Chair Ortiz was leaving the CAC after this meeting, whomever was elected Vice Chair would automatically become Chair for the rest of the calendar year upon the Chair's departure per the CAC By-laws. She continued that there would need to be another election for a Vice Chair at the February meeting to backfill the vacant position.

Member Levine moved to approve the nomination of Kevin Ortiz for Chair.

The nomination was approved by the following vote:

Ayes: CAC Members Chen, Daniels, Davidson, Kim, Levine, Milford-Rosales, Ortega, Ortiz, Ford, and Siegal (10)

Absent: CAC Member Barz (1)

Member Ortega moved to approve the nomination of Kat Siegal for Vice Chair.

The nomination was approved by the following vote:

Ayes: CAC Members Chen, Davidson, Kim, Levine, Milford-Rosales, Ortega, Ortiz, Ford, and Siegal (9)

Abstain: CAC Member Daniels (1)

Absent: CAC Member Barz (1)

Consent Agenda

- 4. Approve the Minutes of the November 29, 2023 Meeting - ACTION**
- 5. Adopt a Motion of Support to Adopt Fiscal Year 2024/25 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION**
- 6. Audit Report for the Fiscal Year Ended June 30, 2023 – INFORMATION**
- 7. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2023 – INFORMATION**

There were no comments on the Consent Agenda by CAC members.

There was no public comment.

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

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Chen, Daniels, Davidson, Kim, Levine, Milford-Rosales, Ortega, Ortiz, Rockwood (Ford), and Siegal (10)

Absent: CAC Member Barz (1)

End of Consent Agenda



8. Adopt a Motion of Support to Adopt Four 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 Levine asked how many parking spaces would be eliminated through implementation of the Flag Stop Improvement Program. Dustin White, Project Manager with the San Francisco Municipal Transportation Agency (SFMTA), answered about half of the flag stops would include parking removal and approximately 600 parking spaces would be removed.

Member Ortega asked, related to the Transit Shelter Replacement program, for a list of locations where SFMTA was considering adding new transit shelters or replacing existing shelters. She said she would like decisions around where to add shelters to be open to recommendations from the public.

Ms. LaForte replied that there was a proposed condition on the flag stop project that at time of allocation, SFMTA will need to identify flag stops that were potential sites for new shelters.

Vice Chair Siegal asked about the cost breakdown for the Flag Stop Improvement Project, including labor costs and whether there were materials costs outside of paint. She said that the figures seemed large and that she wanted to understand everything that contributed to the cost.

Mr. White, SFMTA, replied that the cost of the standard 20-foot red curb improvement at a typical flag stop location was \$400 and that the majority of that cost was labor. He said that some flag stop locations required additional enhancements to meet accessibility objectives. He estimated that locations requiring painted curb zones larger than 20 feet would cost approximately \$3000, due to labor costs for site visits and design by engineering and planning staff, as well as public outreach.

Member Milford-Rosales said that the planned route for the Portal (Downtown Rail Extension) goes through a heavy cycling zone, including crossing Townsend and 2nd streets in the South of Market neighborhood. He asked if there would be meetings with the public to look at how biking accessibility would be impacted and maintained during the long construction duration.

Jesse Koehler, Rail Program Manager with the Transportation Authority, replied that the Transbay Joint Powers Authority (TJPA) was working intensively with SFMTA to identify and plan for any impacts surrounding construction.

Anna Harvey, Deputy Project Director for Engineering with TJPA, added that TJPA was working closely with SFMTA and other agencies to look at potential impacts related to the alignment. She said that over half of the route was anticipated to be mined below the street, so disruption would be largely at the ends of the project, one end at 2nd and Howard streets and one end at 3rd and 5th on Townsend streets. She said that the project team would be reaching out to the cycling community when there were more firm plans for construction.

Member Kim said that the Geary Improvement Project had changed parking on Geary from angled to parallel and had removed a bus shelter but had not replaced it. He said that lots of community members were complaining about the lack of shelter, but



SFMTA said that installation of the shelter was delayed due to permitting. He asked whether that explanation was true and what the timeline was for installing a new shelter.

Mr. Pickford said that staff would follow up.

During public comment, Edward Mason said that forced transfers should not be allowed in the Muni Rail Core Capacity program and provided photos showing the difficulty of making forced transfers at Market or Duboce streets. He continued that population and birth rate was declining and doubted the report's estimates for 2050 travel demand. He further said that there should be no reason to exclude the J Church, K Ingleside, or L Taraval Muni Metro lines from service. Mr. Mason also commented on flag stops, which were okay on level ground but not on hills.

Karen Kennard expressed opposition to the removal of any Muni Metro lines from subway service and asked the CAC to get clarification from SFMTA staff on which projects were removing Muni Metro lines from the subway before voting on the item, or at least apply conditions on funding to restrict removal of Muni subway lines.

Roland Lebrun spoke to Vice Chair Siegal's questions about the cost of painting the curbs through the Flag Stop Improvement Program, and asked for more information on the amount of support staff necessary to provide safety, which could account for the high cost of the project.

Anastasia opposed the elimination of Muni Metro subway lines, including the J Church, and said that the new train control system should be able to accommodate the increased demand by retaining any lines not in the core like N Judah, M Ocean View, and Shuttle. She also supported Prop L funds not being advanced in the 5-Year Prioritization Program for the Muni Rail Core Capacity program, which had previously allowed for forced transfers at Market and Duboce streets rather than a direct route to downtown.

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

The item was approved by the following vote:

Ayes: CAC Members Chen, Daniels, Milford-Rosales, Ortiz, Ford, and Siegal (7)

Abstain: CAC Members Kim, Levine, and Ortega (3)

Absent: CAC Member Barz and Davidson (2)

9. Adopt a Motion of Support to Allocate \$10,489,620 in Prop L Funds, with Conditions, to the San Francisco Municipal Transportation Agency for Paratransit – ACTION

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

During public comment, Edward Mason requested that the background information include a breakdown of the cost for each transportation mode used (e.g., SF Access versus taxi services versus group vans) within the Paratransit program. He also commented that paratransit was needed for the future aging population.

Anastasia expressed support for continuing the paratransit programs and that the Essential Trip Card program should be expanded as it was helpful for seniors like herself to conduct business around the city.



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

The item was approved by the following vote:

Ayes: CAC Members Chen, Daniels, Kim, Levine, Milford-Rosales, Ortega, Ortiz, Ford, and Siegal (9)

Absent: CAC Member Barz and Davidson (2)

10. Adopt a Motion of Support to Approve the 2024 State and Federal Legislative Program – ACTION

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

Member Kim asked for clarification on whether Assembly Constitutional Amendment 1 to change voter approval for certain revenues measures, including transportation infrastructure, from two-thirds to 55% was just for San Francisco. Ms. Crabbe answered that the change would be statewide, and primarily for infrastructure projects.

Vice Chair Siegal asked if the Assembly Constitutional Amendment 1 would pass this year and if it only needed to be approved by 50%. Ms. Crabbe answered that the bill had been approved and the constitutional amendment was on the ballot for November 2024, needing a 50%+1 support level to be approved. She added that the lower voter approval threshold would apply to certain revenue measures for capital projects but not for operating purposes.

During public comment, Edward Mason supported Assembly Constitutional Amendment 1. He also commented that there needed an attitude change in regards to Vision Zero goals to prioritize safety. He further commented that regulation over private scooters needed to be established.

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

The item was approved by the following vote:

Ayes: CAC Members Chen, Daniels, Kim, Levine, Milford-Rosales, Ortega, Ortiz, Rockwood (Ford), and Siegal (9)

Absent: CAC Member Barz and Davidson (2)

11. Adopt a Motion of Support to Release \$130,000 in Previously Allocated Prop L Funds to the San Francisco Municipal Transportation Agency for Vision Zero Education and Communications: Speed Safety Cameras – ACTION

Shannon Hake, SFMTA Speed Safety Camera Program Manager, and Christy Osorio, SFMTA Senior Transportation Planner, presented the item per staff memorandum.

Chair Ortiz asked how conversations with data privacy groups have gone.

Ms. Hake responded that conversations had been positive, even with stakeholders who publicly opposed Assembly Bill (AB) 645, specifically around the guardrails restricting usage of the data and how long the data could be store on servers. She added that SFMTA was clear about its intention to keep all personally identifiable information "scrubbed" on its servers and was working on a surveillance policy up for approval with the Committee on Information Technology (COIT) and Board of Supervisors.



Chair Ortiz asked what the timeline for the surveillance policy implementation was.

Ms. Hake answered that SFMTA recently submitted the first draft of its policy through a lengthy process involving the Public Safety Advisory Board, then COIT's surveillance technology adoption process, then the Board of Supervisors to be considered for final approval, which was anticipated in May of this year.

Chair Ortiz asked what conversations and with which community groups, specifically in the Latino and African American communities, had taken place.

Ms. Osorio responded that SFMTA had relationships with community organizations around the city about safety, noting that a focus on how previous harms may be repaired. She continued that outreach would involve being transparent on the process and working with those groups to develop messaging, though planning not yet begun.

Member Ortega asked how the notices of violation would be distributed to those caught in violation by a camera. She also asked how those penalties could be disputed, citing scenarios where the vehicle or license plate had been stolen as examples of cases where dispute may be necessary.

Ms. Hake responded that SFMTA would mail a ticket to the registered vehicle owner within 14 days of the violation captured by camera, using the national Department of Motor Vehicles license plate and state database. Ms. Hake explained that upon receipt of the violation, a vehicle owner could claim that they were not responsible for the vehicle at the time of violation by submitting an affidavit of non-liability.

During public comment, Edward Mason asked if SFMTA was speaking with just staff or with the entire organization of non-profit stakeholder groups. He also commented that that San Francisco lacked a culture of safety and that attempting to engineer a way out didn't seem successful.

After public comment, Chair Ortiz encouraged SFMTA to be comprehensive in its outreach and include community-based organizations in that effort.

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

The item was approved by the following vote:

Ayes: CAC Members Chen, Daniels, Kim, Levine, Milford-Rosales, Ortega, Ortiz, Rockwood (Ford), and Siegal (9)

Absent: CAC Member Barz and Davidson (2)

12. San Francisco Municipal Transportation Agency Bike Safety Education Classes and Outreach Overview – INFORMATION

Ben Frazier, SFMTA Transportation Planner, presented the item per the staff memorandum.

Member Levine asked if other micro transit (scooters, skateboards, etc.) users of the bike lanes were being targeted for the safety outreach. Tracy Lin, SFMTA Travel Choices Manager, acknowledged that other travelers and not just bicyclists used the roadway and that's why SFMTA expanded the program this year to capture more of that activity.



Member Daniels asked for the percentage of the African American attendees at the classes and if there was any future plan to do more direct engagement towards that population. Ms. Lin answered that the Black or African American attendance was about 6% and with the new contract starting, SFMTA would continue to improve upon engagement efforts.

Vice Chair Siegal also asked about outreach to underrepresented populations and if the current classes were distributed evenly throughout the city geographically. Ms. Lin answered that SFMTA aimed to have classes in all supervisorial districts so people wouldn't have to travel far to attend one of the classes but noted that SFMTA was also limited by facility sizing and tended to put additional classes in areas with larger facilities to accommodate attendance. She added that some classes were also conducted in-language as well, currently English, Chinese, Tagalog, and Spanish.

Chair Ortiz said that for a program that had been running for 15 years, the attendance numbers were unacceptable and he expected to see much higher levels of diversity. He continued by stating that the program should be expanded to include input from Community Based Organizations that had the cultural competency, responsiveness, and facilities available to conduct the engagement properly, particularly in the African American and Latino communities.

During public comment, Edward Mason asked what the data from the bicycle counter on Market Street reflects, what was the cost per student, and how bike routes were utilized. He then read an article from Marina Times on the San Francisco Bicycle Coalition's funding from the city.

13. Northbound I-280 Transit and Carpool Lane Study Update – INFORMATION

Jielin Pan, Senior Engineer, presented the item per the staff memorandum.

Member Daniels expressed familiarity with the freeway study corridor and inquired about potential transit services on the study corridor. She asked whether any bus lines currently use the study area.

Ms. Pan confirmed that no bus lines currently operate on the study corridor, and that the study team was coordinating with SFMTA and SamTrans to identify potential transit services that would use a High-Occupancy Vehicle (HOV) lane.

Member Milford-Rosales inquired about the project's role in promoting climate-friendly transit use and requested an analysis of the expected ridership shift between buses and Caltrain.

Ms. Pan responded that the project team would include ridership comparisons in the technical analysis.

Member Ford raised concerns about the efficiency of transit compared to driving. She noted that current driving time is faster than transit and proposed considering a transit-only study instead of focusing on the highway.

Ms. Pan acknowledged the suggestion, stating the project is open to different options and internal planning is ongoing.

Deputy Director for Planning, Rachel Hiatt asked for clarification whether Member Ford proposed including a transit-only lane as an alternative and responded that Transportation Authority staff would consider and explore the alternative further.



Member Ford expressed additional safety concerns regarding the proposed HOV and dedicated lane, pointing to instances in Oakland where reduced congestion resulted in increased speed. She said that these concerns were underscored by the tragic pedestrian fatality that occurred a few months ago at the 4th and King intersection. She asked for information on safety assessment/traffic modeling and how to enforce or regulate people who used the HOV lane for non-designated purposes.

Ms. Pan responded that safety was a priority for the project and explained that safety analysis included a comprehensive study, incorporating network modeling and examining existing crash data. She also stated that the study would follow Caltrans-approved standards and methodology for traffic management and crash rates with and without the project, under different horizon years.

Vice Chair Siegal acknowledged the Transportation Authority staff project briefing before the CAC meeting and appreciated the clarification that no design options were preferred for this project at this point in time. She expressed opposition to the Option 1 shoulder convert option, and suggested prioritizing safety over congestion and repurposing the funds for a transit capacity or speed improvement study and ask whether funds could be redirected.

Chief Deputy Director, Maria Lombardo noted the project was funded by sales tax, and with direction from the Board, the funds could be redirected.

Member Ortega proposed that the analysis should consider traffic and traffic patterns during special events and weekends, especially for sports events traffic given the nearby Oracle Park baseball stadium and Chase Center. She also suggested including updates on the impacts of lane changes on existing Muni N and T lines.

Member Kim highlighted concerns about weekend traffic and the impact on local businesses. He emphasized the need for a balance between transit and cars, especially for local travelers.

Ms. Pan acknowledged the need for balance between transit and cars, stating the project team would consider all concerns, including traffic patterns during different times and the importance of supporting local businesses.

Chair Ortiz expressed interest in incorporating a transit study using an existing lane and suggested the need to consider future projections related to job growth rates. The Chair highlighted concerns about the impact on traffic with the addition or repurposing of a lane, particularly considering the changes in job dynamics and commuter patterns, both pre-pandemic and potentially post-pandemic. He suggested that the focus should be on understanding the traffic implications, especially in light of job influxes and the housing-to-job ratio in the city.

Ms. Pan acknowledged the comment and appreciated the feedback.

During public comment, Edward Mason expressed concerns about inducing more traffic with the proposed changes and raised questions about the metrics for success and the ability to measure traffic patterns, specifically asking if technology existed to track license plates or cell phones to identify where people were coming from and going to.

Sara Barz raised safety concerns, particularly the project falling in high injury network areas along King. She questioned whether adding highway capacity could help safety



on a high injury network corridor and whether the project goals could work with the high injury network.

Zach Lipton expressed gratitude for the presentation, noting concerns about project goals prioritizing congestion and person throughput over safety, contrary to the city's Vision Zero principles. He cited the tragic incident involving a four-year-old at 4th and King intersection, emphasizing the dangers of adding a new lane to this dense residential, transit, and sporting hub. He further urged the Transportation Authority to refocus the study to align with the city's transportation policies by removing consideration of the lane addition concept and adding transit service planning and a new focus on the safety and livability of the King Street corridor.

Cyrus Hall, a sustainable transportation advocate, expressed concerns about the proposed northbound I-280 lane addition option, emphasizing potential negative impacts such as increased vehicle capacity, greenhouse gas emissions, long-term ineffectiveness in relieving congestion, and safety risks. He urged the Transportation Authority to study broader impacts; safety considerations; alignment with city goals/policies; and prioritize transit connectivity improvements over highway widening for a sustainable future.

Mike Swire, a member of the San Mateo County Transportation Citizen Advisory Committee, shared concerns about a similar project south of San Francisco involving express lanes and requested the Transportation Authority abandon the widening option in favor of more effective solutions. He was concerned the roadway widening would not solve congestion but would induce more traffic and traffic diversions on adjacent streets. He further highlighted the increased costs of roadway widening and adverse effects on Caltrain ridership by encouraging driving.

14. District 1 Multimodal Transportation Study (NTP) Update – INFORMATION

This item was continued to a future CAC meeting.

Other Items

15. Introduction of New Business - INFORMATION

There were no new items introduced. Chair Ortiz commented that he would like to see the Skateboarding Subcommittee reach its final goal.

16. Public Comment

Edward Mason asked for more time for public comment on each item, especially when agenda items had multiple sub items.

Chair Ortiz responded that time for public comment was usually at the discretion of the Chair and an increase in public comment for each item would lengthen the duration of the CAC meeting, which had been consistently exceeding its end time by half an hour.

17. Adjournment

The meeting was adjourned at 8:29 p.m.

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 4

DATE: February 7, 2024

TO: Transportation Authority Board

FROM: Maria Lombardo – Chief Deputy Director

SUBJECT: 2/13/2024 Board Meeting: Appoint Kat Siegal and Venecia Margarita as the District 5 and District 9 Representatives, Respectively, to the Community Advisory Committee

RECOMMENDATION ☐ Information ☒ Action

Per Section 5.2(a) of the Administrative Code, each Commissioner shall nominate one member to the Community Advisory Committee (CAC). Neither staff nor CAC members make recommendations regarding CAC appointments.

SUMMARY

There are two open seats on the 11-member CAC for the District 5 and District 9 as the result of the term expirations for those seats. Commissioner Preston has indicated his intent to renominate Kat Siegal to the District 5 seat and Commissioner Ronen has indicated her intent to nominate Venecia Margarita for the District 9 seat. CAC members serve for a 2-year term. There are no term limits. The current roster of CAC members is included in Attachment 1. The applications for the two CAC candidates are included in Attachment 2.

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

BACKGROUND

As described in the Transportation Authority's Administrative Code, the CAC shall provide input to the Transportation Authority in:

1. Defining the mission of the Transportation Authority;
2. Reflecting community values in the development of the mission and program of the Transportation Authority, and channeling that mission and program back to the community;



3. Defining criteria and priorities for implementing the Expenditure Plan programs consistent with the intention of the half-cent sales tax funding purposes; and
4. Monitoring the Transportation Authority's programs and evaluating the sponsoring agencies' productivity and effectiveness.

DISCUSSION

The Board appoints 11 members to the CAC and each Commissioner nominates one member to the committee. Per Section 5.2(a) of the Administrative Code, the CAC:

"...shall include representatives from various segments of the community, such as public policy organizations, labor, business, seniors, people with disabilities, environmentalists, and neighborhoods, and reflect broad transportation interests. The committee is also intended to reflect the racial and gender diversity of San Francisco residents."

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, and at public meetings attended or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority's website at sfcta.org/cac.

All applicants have been advised that they need to appear in person before the Board in order to be appointed unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment.

FINANCIAL IMPACT

The requested action would not have an impact on the adopted Fiscal Year 2023/24 budget.

CAC POSITION

None. The CAC does not make recommendations on the appointment of CAC members.

SUPPLEMENTAL MATERIALS

- Attachment 1 - CAC Roster
- Attachment 2 - CAC Applications
- Attachment 3 - Resolution

Attachment 1

Updated 01.25.2024

Community Advisory Committee Members

NAME	GENDER	ETHNICITY*	DISTRICT	NEIGHBORHOOD	AFFILIATION / INTEREST	FIRST APPOINTED	TERM EXPIRATION
Vacant			9				
Kat Siegal, Chair	F	C	5	Cole Valley / Haight Ashbury	Disabled; Environment; Social and racial justice ;Labor; Neighborhood; Public Policy; Senior	Feb 2022	Feb 2024
Sara Barz	F	C	7	Sunnyside	Business; Environment; Social and Racial Justice; Neighborhood; Public Policy	July 2022	July 2024
Najuawanda Daniels	F	AA	10	Hunters Point	Social and racial justice; Labor; Neighborhood; Public Policy	Sept 2022	Sept 2024
Rachael Ortega	F	C	8	NP	Business, Environment, Social and racial justice; Neighborhood, Public Policy	Oct 2022	Oct 2024
Jerry Levine	M	C	2	Cow Hollow	Business, Neighborhood, Public Policy	Nov 2018	Nov 2024
Mariko Davidson	F	NP	11	Ingleside	Environment, Neighborhood, Public Policy	February 2023	Feb 2025
Rosa Chen	F	A	3	Chinatown	Business, Disabled, Environment, Neighborhood, Public Policy, Seniors	Mar 2021	April 2025
Sean Kim	M	A	1	Central Richmond	Business, Disabled, Environment, Social and Racial Justice, Labor, Neighborhood, Public Policy, Senior	May 2023	May 2025
Phoebe Ford	F	C	4	Sunset	Business; Environment; Neighborhood	Sept 2023	Sept 2025
Austin Milford-Rosales	M	C	6	Mission Bay/SOMA	Environment; Public Policy	Oct 2023	Oct 2025

*A - Asian | AA - African American | AI - American Indian or Alaska Native | C - Caucasian | H/L - Hispanic or Latino | NH - Native Hawaiian or Other Pacific Islander | ME - Middle Eastern | NP - Not Provided (Voluntary Information)



**San Francisco
County Transportation
Authority**

1455 Market Street, 22ND Floor, San Francisco, California 94103

415-522-4800

info@sfcta.org

www.sfcta.org

San Francisco County Transportation Authority

Application for Membership on the Community Advisory Committee

Margarita	Venecia	Female	
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	
ETHNICITY (OPTIONAL)		Yes	
IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)			
District 9	Portola	[redacted]	[redacted]
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
[redacted]	[redacted]	[redacted]	[redacted]
STREET ADDRESS OF HOME	CITY	STATE	ZIP
[redacted]	[redacted]	[redacted]	[redacted]
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
[redacted]	[redacted]	[redacted]	[redacted]
STREET ADDRESS OF WORKPLACE CITY	STATE	ZIP	

Statement of qualifications:

As a long time resident of San Francisco, it would be a humble honor to serve as an Advisory Committee Member for the San Francisco County Transportation Authority. I have been involved in the community serving as a social worker, community organizer, counselor, and volunteer in different capacities to assist in uplifting the voices of people that are marginalized including low-income, people of color, youth, undocumented immigrants, children and youth in foster care, LGBTQ community, and people with illness and disabilities. The needs of all people of the city and county of San Francisco need to be heard. I will do my best to show up ethically, humbly, and responsibly to represent the people of San Francisco. Thank you for your time and the opportunity.

Statement of objectives:

If appointed, my objective will be to ensure that marginalized communities voices are heard loud and clear. Representation matters. I am here to ensure that those voices are represented and heard. I will be humble in my delivery and I will utilize all of my cultural competency skills to ensure that I am respectful and ethical in my delivery. My values and ethics are firmly grounded and I will show up with the best version of myself during my term as an Advisory Committee Member for County Transportation Board.

San Francisco County Transportation Authority
 Application for Membership on the Community Advisory Committee

Please select all categories of affiliation or interest that apply to you:

Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior; Youth, undocumented communities

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs):

Yes

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

Venecia Margarita	1/17/2024
<small>NAME OF APPLICANT</small>	<small>DATE</small>



San Francisco County Transportation Authority

Application for Membership on the Community Advisory Committee

Kat	Siegal	Female	
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	
Caucasian, European, or White	No		
ETHNICITY (OPTIONAL)	IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)		
District 5	Cole Valley / Haight Ashbury [redacted]	[redacted]	
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
[redacted]	[redacted]	[redacted]	[redacted]
STREET ADDRESS OF HOME	CITY	STATE	ZIP
[redacted]	[redacted]	[redacted]	[redacted]
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
[redacted]	[redacted]	[redacted]	[redacted]
STREET ADDRESS OF WORKPLACE CITY	STATE	ZIP	

Statement of qualifications:

I am a district 5 resident and daily Muni rider. I walk, bike, and use public transit for my transportation. I follow local transportation policy closely. I am particularly concerned with increasing public transit service, coverage, accessibility, and affordability; creating a broader and more robust network of bike infrastructure; and improving pedestrian safety and access. I am on the board of Market Street Railway, a nonprofit working to preserve San Francisco's unique transit history. I am also an active member and volunteer with the San Francisco Transit Riders, a public transit advocacy group. Professionally I am a software engineer, and I try to use my technical skills to make information about transit more accessible to the public. Past projects of mine have included muniroutes.com, an interactive guide to 2020 Muni route suspensions and demographics of the affected ridership; transitrecovery.com, which tracks post-pandemic transit service and ridership levels for agencies across the country; and streetcar.live, which provides realtime location information and vehicle history for Muni's historic streetcar fleet.

Statement of objectives:

If appointed my objective will be to advocate for investments in sustainable, safe transportation modes accessible to all San Franciscans and street infrastructure that prioritizes transit riders, pedestrians, and cyclists. I will favor projects that will help the city eliminate traffic violence, promote climate-friendly transportation options, reduce private auto dependence, and improve mobility and access for all residents. I will center transit equity and mobility justice in all of my recommendations. I will aim to represent the specific transportation needs of the district 5 community, particularly our most vulnerable road users, and to help inform residents about CTA initiatives that will impact them.

San Francisco County Transportation Authority
Application for Membership on the Community Advisory Committee

Please select all categories of affiliation or interest that apply to you:

Disabled; Environment; Social and racial justice ;Labor; Neighborhood; Public Policy;
Senior

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs):

Yes

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

Kat Siegal

NAME OF APPLICANT

2/1/2024

DATE



**San Francisco
County Transportation
Authority**

BD021324

RESOLUTION NO. 24-XX

RESOLUTION APPOINTING KAT SIEGAL AS THE DISTRICT 5 REPRESENTATIVE AND VENECIA MARGARITA AS THE DISTRICT 9 REPRESENTATIVE TO THE COMMUNITY ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Community Advisory Committee (CAC) consisting of 11 members; and

WHEREAS, There is currently on the CAC a vacancy for a District 9 representative and a February 2024 term expiration for the District 5 representative; and

WHEREAS, At its February 13, 2024, meeting, Commissioner Preston nominated Kat Siegal as the District 5 CAC representative, and Commissioner Ronen nominated Venecia Margarita as the District 9 CAC representative; and

WHEREAS, Both candidates spoke to their interest and qualifications for serving on the CAC at either the February 13, 2024, or February 27, 2024, Board meeting; and

WHEREAS, The Board reviewed and considered the applicants' qualifications and experience and recommended appointing both Kat Siegal and Venecia Margarita to serve on the CAC for a period of two years; now therefore, be it

RESOLVED, That the Board hereby appoints Kat Siegal as the District 5 representative and Venecia Margarita as the District 9 representative to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.



AGENDA ITEM 5

State Legislation - February 2024

(Updated February 7, 2024)

To view documents associated with the bill, click the bill number link.

Staff is not recommending any new positions but are adding Assembly Bill (AB) 1777 (Ting), AB 1837 (Papan), Senate Bill (SB) 915 (Cortese), SB 925 (Wiener) and SB 926 (Wahab) to the Watch list, as shown in **Table 1**.

Table 2 shows the status of active bills on which the Board has already taken a position, or that staff has been monitoring as part of the watch list. It also includes a proposal to remove specified bills from future reporting if they cannot be taken up in 2024, the second year of the session (i.e., if they were chaptered or vetoed).

Table 1. Recommended New Positions

Recommended Positions	Bill # Author	Title and Summary
Watch	AB 1777 Ting D	<p>Autonomous vehicles.</p> <p>AB 1777 is an intent bill to enact legislation that would require automated vehicles (AVs) to comply with all California Vehicle Code traffic laws and to be assessed penalties whenever a vehicle violates those laws. The bill would also require the California Department of Motor Vehicles and California Public Utilities Commission to publish data.</p> <p>We are working closely with the San Francisco Municipal Transportation Agency (SFMTA), and the City Attorney's Office, and have proposed substantive language to the Assemblymember's office to address concerns around AV enforcement, permitting, and data transparency, as well as potentially authorize local cost recovery measures.</p>
Watch	AB 1837 Papan D	<p>San Francisco Bay area: public transportation.</p> <p>AB 1837 is an intent bill to enact legislation that would encourage coordination and collaboration among Bay Area transit agencies.</p> <p>We will continue to participate in ongoing discussions regarding regional transit network management with the Metropolitan Transportation Commission (MTC), Bay Area transit agencies, and other stakeholders, which will likely inform this bill's substantive language if it advances.</p>
Watch	SB 915 Cortese D	<p>Local government: autonomous vehicles.</p> <p>SB 915 would prohibit an AV company from commencing commercial services within a jurisdiction until authorized by a local ordinance in addition to securing any approvals required by the state. The bill would require that the ordinance include provisions including but not limited to the establishment of reasonable vehicle caps and hours of service restrictions and the establishment of an interoperability or override system accessible by first responders. The bill would also authorize local jurisdictions to levy fees to cover the costs of carrying out an ordinance or resolution.</p> <p>We are placing this legislation on the Watch list while we continue to work with Assemblymember Ting on substantive language for AB 1777. The Los Angeles Board of Supervisors recently adopted a support position on this bill.</p>



AGENDA ITEM 5

Recommended Positions	Bill # Author	Title and Summary
Watch	SB 925 Wiener D	<p>San Francisco Bay area: local revenue measure: transportation improvements.</p> <p>SB 925 states an intent to enact legislation that will authorize MTC to place a transportation revenue measure on the ballot as early as 2026 to fund the operation, expansion, and transformation of the Bay Area transportation network. In January, MTC (the bill's sponsor) approved a potential framework for this legislation that includes two components. The first component would establish a menu of options for the types of revenue mechanisms that could be pursued and eligible expenditures. The second component would establish MTC as the Bay Area's Regional Network Manager and include provisions that would advance the implementation of the region's adopted Transit Transformation Action Plan (e.g., consistent fare payment, wayfinding, integrated fares, real time transit information).</p> <p>We have met with the author to provide input on future substantive language and are also actively meeting with MTC, other Bay Area agencies, and stakeholders through a regional transportation measure working group to discuss what should be incorporated into the legislation.</p>
Watch	SB 926 Wahab D	<p>San Francisco Bay area: public transportation.</p> <p>SB 926 would require the California State Transportation Agency to develop a plan to consolidate the Bay Area's 26 transit agencies.</p> <p>It is unclear at this time whether the author intends the bill to simply mandate a planning process or will ultimately seek to mandate the plan's implementation. Until more substantive language is introduced, we are not recommending taking a position. We will continue to focus our efforts on the development of substantive language for SB 925 (Wiener), which we believe is unlikely to mandate agency consolidations and instead will focus on customer-facing connectivity improvements and transit agency accountability measures.</p>



AGENDA ITEM 5

Table 2. Bill Status for Positions Taken in the 2023-24 Session

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

Adopted Positions / Monitoring Status	Bill # Author	Bill Title	Update to Bill Status ¹ (as of 02/07/2024)
Support	SB 532 Wiener D	San Francisco Bay area toll bridges: tolls: transit operating expenses. Raise tolls on Bay Area bridges by \$1.50 for four years and direct funding to maintain transit services and help operators address the pending transit fiscal cliff.	Assembly Appropriations Bill held by author in 2023 to allow additional discussion with Bay Area legislators and other stakeholders.
Watch	AB 6 Friedman D	Transportation planning: regional transportation plans: Solutions for Congested Corridors Program (SCCP) reduction of greenhouse gas emissions. Increases state involvement in regional Sustainable Communities Strategy development and requires projects nominated to receive SCCP funds to demonstrate how it would contribute to achieving the state's greenhouse gas emission reduction targets.	Senate Transportation Bill held by author in 2023.
	AB 7 Friedman D	Transportation: planning: project selection processes. Requires state transportation agencies to incorporate a wide range of principles into their project identification processes (including vision zero, resiliency, Zero-Emission Vehicle infrastructure, not increasing passenger Vehicle Miles Traveled) and requires the next update to the California Transportation Plan include a financial element.	Senate Inactive in 2023.
Remove from Table (was Support)	ACA 1 Aguiar-Curry D Haney D Principal Coauthor: Wiener D	Local government financing: affordable housing and public infrastructure: voter approval. Reduces the voter threshold from two-thirds to 55% for a city, county, or special district to approve a bond measure that funds the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing.	<i>Chaptered</i>



AGENDA ITEM 5

Remove from Table (was Support)	AB 251 Ward D	California Transportation Commission: vehicle weight safety study. Requires the formation of a task force to study the relationship between vehicle weight and injuries to vulnerable road users and the costs and benefits of a passenger vehicle weight fee.	<i>Chaptered (signed by Governor)</i>
Remove from Table (was Support)	AB 361 Ward D	Vehicles: video imaging of bicycle lane parking violations. Authorizes the use of automated forward-facing cameras on parking enforcement vehicles for the purpose of citing parking violations in bicycle lanes.	<i>Chaptered (signed by Governor)</i>
Remove from Table (was Support)	AB 645 Friedman D	Vehicles: speed safety system pilot program. Establish a pilot safety program, including limited authorization of speed safety cameras.	<i>Chaptered (signed by Governor)</i>
Remove from Table (was Oppose Unless Amended)	AB 825 Bryan (D)	Vehicles: bicycles on sidewalks. Authorizes the use of bicycles on sidewalks statewide unless the adjacent street has a striped or separated bicycle facility. Bill has recently been amended to provide some flexibility to local governments to put in place restrictions on the use of bicycles on sidewalks (such as in commercial districts or on streets with a speed limit of 20 mph or less). However, we still feel the amendments are insufficient to withdraw the current position.	<i>Vetoed by Governor</i>

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



Memorandum

AGENDA ITEM 6

DATE: January 25, 2024
TO: Transportation Authority Board
FROM: Amber Crabbe – Public Policy Manager
SUBJECT: 2/13/24 Board Meeting: Approval of the 2024 State and Federal Legislative Program

RECOMMENDATION ☐ Information ☒ Action

Approve the 2024 State and Federal Legislative Program

SUMMARY

Every year, the Transportation Authority adopts high level goals and strategies to guide legislative strategy and advocacy while still providing the necessary flexibility to respond to specific bills and policies over the course of the legislative sessions. We developed the attached 2024 State and Federal Legislative Program in coordination with local, regional, and statewide partners. It continues many themes from prior years and builds on them to address new opportunities and legislation currently being discussed at the federal, state, and regional level. This year, it focuses on securing transportation funding; engaging in potential authorization for a regional revenue measure; ensuring reasonable oversight of autonomous vehicles; and supporting the city's equity, mobility, climate, and Vision Zero goals.

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

BACKGROUND

The State and Federal Legislative Program, adopted annually by the Transportation Authority Board, establishes a general framework to guide our legislative and funding advocacy efforts at the state and federal levels. Transportation Authority staff, and our advocacy consultants in Sacramento and Washington, D.C., will use this program to plan legislative strategies and communicate positions to the city's state and federal legislative delegations, other transportation agencies, and advocates, as well as to develop recommendations to bring to the Board, as appropriate.



The proposed 2024 State and Federal Legislative Program reflects key principles gathered from our common positions with the San Francisco Municipal Transportation Agency (SFMTA), the Mayor's Office, other city agencies, transit operators serving San Francisco, other local transportation sales tax authorities around the state, and the Metropolitan Transportation Commission (MTC); as well as our understanding of the most pressing issues facing the city, the region, and our partner agencies. It is presented in the form of principles rather than specific bills or legislative initiatives to allow staff the necessary flexibility to respond to legislative proposals and policy concerns that may arise over the course of the session. Throughout the year, we will be reporting on the status of bills that are of significance to the Transportation Authority and developing recommendations for positions as appropriate.

DISCUSSION

Our 2024 State and Federal Legislative Program continues many themes from prior years and builds on them to address new opportunities and legislation currently being discussed at the federal, state, and regional level. Highlights are below.

State Advocacy

Bay Area Transit Coordination and Regional Revenue Measure. In 2022, MTC began implementing the region's Transit Transformation Action Plan, which identifies actions to improve the connectivity and customer-facing features of Bay Area transit and actions for the region to pursue in the near-term. Over the past year, MTC has been conducting stakeholder engagement on a potential future regional revenue measure that would provide a stable source of ongoing transit operations funding as well as support for implementing capital projects across all transportation modes. Specifically, MTC has been working to determine how the measure could be structured, what it should fund, and what accountability provisions should be included. Senator Wiener recently introduced Senate Bill 925, which is an intent bill that his staff have signaled will ultimately carry the language to authorize MTC to place a measure on the ballot no earlier than 2026. At its January meeting, the MTC Commission will consider approving a structure for this authorizing language to submit to Senator Wiener's office for consideration. We have been working with MTC and SFMTA staff, as well as the Senator's staff directly, and engaging in conversations with other stakeholders (county transportation authorities, labor, advocates) to provide feedback about the proposed approach to hopefully maximize benefit to San Francisco and avoid provisions that could disbenefit the City and its transit operators moving forward.

Transportation Funding. In his January budget, Governor Gavin Newsom proposed to largely honor last year's \$5.1 billion transit funding deal (delaying some funding but not reducing funding levels), even in the face of what his team is estimating as a \$38 billion budget shortfall. MTC has committed \$445 million of the region's formula share to help with transit operator budget shortfalls, the bulk of it for SFMTA and San Francisco Bay Area Rapid Transit



District (BART), which also carry the majority of the region's transit ridership. Fortunately, MTC's analysis suggests the deferral of the funding will not affect the region's ability to sustain existing transit service through Fiscal Year (FY) 2025/26. However, we will have to continue to advocate that the funding is maintained in the final FY 2024/25 state budget. We will also have to continue seeking a stable source of new state funding for transit operations to help address ongoing financial shortfalls past FY 2025/26, especially in case the proposed 2026 transportation revenue measure is unsuccessful.

In 2024, we will also be working with MTC and others on a proposal to extend the state cap-and-trade program, which currently expires in 2030. A major reason we're seeking this is to shore up the Transit and Intercity Rail Capital Program, which is a key source of state funding needed for The Portal project, and for upcoming SFMTA and BART capital priorities. Prior Transit and Intercity Rail Capital Program (TIRCP) grant awards have made multi-year commitments of funding from future TIRCP cycles, so there is very little left that can be committed to projects until cap-and-trade is renewed. Extending the program could also provide an opportunity to secure a potential source of long-term transit operations funding, but there will likely be significant competing interests if the state decides to reopen discussions over the expenditure plan versus simply extending the existing program past 2030.

Emerging Mobility and Innovative Strategies. With respect to new transportation technology and innovative strategies, such as Transportation Network Companies and autonomous vehicles, we will continue to advocate for policies that balance their benefits and impacts; ensure safety, equity, and accessibility; and secure local access to data to provide transparency to inform local planning and regulation, where appropriate. Assemblymember Phil Ting has introduced Assembly Bill 1777, which states his intent to enact legislation regarding autonomous vehicles, specifically around traffic code enforcement and data reporting. We're working closely with SFMTA to provide input to Assemblymember Ting.

Climate Goals. In 2021, CalSTA approved the state's Climate Action Plan for Transportation Infrastructure (CAPTI), which established a state direction for reducing greenhouse gas emissions from the transportation sector. We will continue to advocate for the adjustment of state transportation investment strategies to better align with CAPTI while maintaining flexibility for local and regional jurisdictions to implement context sensitive greenhouse gas reduction strategies, including roadway pricing.

We will also work to support legislation that advances San Francisco's Climate Action Plan. This includes advocating for SFMTA's and other transit operators' efforts to secure state and federal funding as they work to transition their fleets to clean vehicles, consistent with the state's Innovative Clean Transit rule that requires public transit bus fleets to be 100% zero-emissions by 2040.

Vision Zero. This year we will continue to work with the SFMTA and other city agencies to advance San Francisco's Vision Zero goals. Building on 2020's findings from the state's Zero



Fatalities Task Force, we will support efforts that advance roadway safety. We will also support efforts to sustain or increase local authorization to set speed limits.

Federal Advocacy:

Federal funding for FY 2023/24 transportation programs (and all other government-funded programs that require appropriations) are currently stalled and the federal government has been utilizing continuing resolutions to temporarily extend current funding. Additionally, as 2024 is an election year, major legislation will have a tough time moving through Congress.

Transportation Funding and Appropriations. The 2021 approval of the federal Bipartisan Infrastructure Law included a five-year reauthorization of the federal transportation bill at around a 50% higher level than prior bills. In 2024, our focus will continue to be on securing transportation appropriations at or exceeding the authorized levels, sustaining new, innovative funding programs, and positioning priority projects for major future grant appropriations (e.g., The Portal, which is seeking to enter the federal Capital Investment Grant program this year). We also anticipate submitting projects for consideration through any annual earmark distribution process and beginning to engage in the process to reauthorize the current federal transportation bill, which expires on September 30, 2026.

Emerging Mobility and Technology. Despite the desire in Congress and the Administration to move forward with autonomous vehicle regulation, it will be very difficult to pass meaningful legislation through a divided Congress this year. However, we will continue to engage with policymakers on this topic, advocating for future regulations that set clear goals; perform data-driven research to evaluate the public benefits and impacts of these services; and mandate access to critical data for local and regional governments to ensure their safety, equity, and accessibility.

CAC POSITION

The CAC will consider this item at its January 24, 2024, meeting and unanimously adopted a motion of support for the staff position.

FINANCIAL IMPACT

The recommended action does not have an impact on the adopted Fiscal Year 2023/24 budget.

SUPPLEMENTAL MATERIALS

Attachment 1 - Draft 2024 State and Federal Legislative Program
Attachment 2 - Resolution

Attachment 1

San Francisco County Transportation Authority
Draft 2024 State and Federal Legislative Program

STATE		
Area	Goal	Strategy
1. Funding	a. Secure new revenue and financing measures for transportation	<ul style="list-style-type: none"> • Work with Senator Wiener in partnership with the Metropolitan Transportation Commission (MTC), local agencies, and other stakeholders to advance San Francisco's priorities in the development of legislation to authorize the placement of a regional transportation funding measure on a future ballot, including oversight and accountability provisions with safeguards to protect core transit services. • With regional and state partners, seek additional supplemental funding to address transit operators' pending fiscal cliffs (operating shortfalls) due to the COVID-19 pandemic and slower-than-expected ridership increases. • Monitor and potentially support efforts to establish other new transportation revenue mechanisms or to otherwise raise additional dedicated for transportation.
	b. Protect transportation funding	<ul style="list-style-type: none"> • Maintain transit operating funding at levels promised in the \$5.1 billion state transit package that was included in the Fiscal Year (FY) 2023/24 state budget. MTC has committed \$445 million of its share of these funds to help with transit operating shortfalls. • Advocate against the elimination or redirection of other funds dedicated to transportation (e.g., express lane revenue).

Attachment 1

San Francisco County Transportation Authority
Draft 2024 State and Federal Legislative Program

	c. Secure cap-and-trade revenues for transportation	<ul style="list-style-type: none"> • Extend the state cap-and-trade program past 2030 to, among other things, increase the availability of funding for the Transit and Intercity Rail Capital Program (TIRCP) and other programs funded with this revenue source. Extending the cap-and-trade program past 2030 is critical for TJPA to secure a multi-year funding commitment to The Portal. An extension of cap-and-trade could also serve as a potential source of new ongoing funding for transit operations to help address transit operator budget shortfalls. • Maintain cap and trade funding for current transportation programs (e.g., transit operations, electric vehicle (EV) buses and infrastructure, transit expansion) and seek discretionary grants for San Francisco priorities.
	d. Modify allocation formulas for state transportation funds	<ul style="list-style-type: none"> • Advocate to use factors in formula distribution calculations that better tie transportation funding to the true demands placed on the system, such as daytime population or transit usage. • Advocate to modify the state definition of disadvantaged communities to better align with MTC's Equity Priority Communities.
	e. Improve implementation of state and regional grant programs (e.g., cap-and-trade, Active Transportation Program, Senate Bill 1 program, Transportation Fund for Clean Air)	<ul style="list-style-type: none"> • Advocate for grant eligibility, application, and allocation processes that are clear, relevant, streamlined, and flexible. • Advocate for a stronger role for regional and local governments in prioritizing projects for funding.
	f. Lower the 2/3 supermajority voter approval requirement for transportation taxes	<ul style="list-style-type: none"> • Review and potentially support amendments to Assembly Constitutional Amendment (ACA) 1, which passed the Legislature in 2023, to increase likelihood of its passage. If approved at the state ballot in November 2024, it would reduce the voter threshold from two-thirds to 55% for a city, county, or special district to approve a local tax measure that funds the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing.

Attachment 1

San Francisco County Transportation Authority Draft 2024 State and Federal Legislative Program

2. Policy Initiatives	a. Advance San Francisco's Vision Zero goals, improving safety for all users	<ul style="list-style-type: none"> • Work with local partners to identify and secure state and federal funding for Vision Zero projects. • Advocate to implement recommendations from the state Zero Traffic Fatalities Task Force. • Support efforts to improve safety for all road users, including supporting bills that advance complete streets, local speed limit setting, and best practices in safe roadway design. • Advocate for the California Public Utilities Commission (CPUC) and the Department of Motor Vehicles (DMV) to provide timely and transparent reporting and due diligence in regulatory requirements for autonomous vehicle passenger service permits.
	b. Support the Treasure Island Mobility Management Agency's (TIMMA) work for sustainable mobility on Treasure Island	<ul style="list-style-type: none"> • Seek funding and update authorizing legislation, as needed, for implementation of the Treasure Island Transportation Improvement Program.
	c. Improve reliability and efficiency of San Francisco's roadway network, transit network, and other transportation demand management (TDM) strategies	<ul style="list-style-type: none"> • Consider supporting new legislation that promotes innovative TDM strategies such as authorizing area-wide congestion pricing pilot programs as recommended in the city's Vision Zero Action Strategy and Climate Action Plan (2021) or mandating an employer-provided transit pass program as part of an updated regional Commuter Benefits Program ordinance, which also could support transit operations to help with forecasted financial shortfalls. • Continue to monitor and, as appropriate, provide input into the State Road Pricing Working Group, other working groups regarding roadway pricing strategies, and the state Road Charge Collection Pilot (Senate Bill 339 (Wiener)). • Support MTC's efforts to improve compliance with occupancy requirements in High Occupancy Vehicle lanes.

Attachment 1

San Francisco County Transportation Authority
Draft 2024 State and Federal Legislative Program

	<p>d. Ensure the implementation of emerging mobility innovations (e.g., Transportation Network Companies (TNCs), scooters, autonomous vehicles) is consistent with new mobility principles</p>	<ul style="list-style-type: none"> • Working with Assemblymember Ting, lead the development of legislative proposals that ensure the transparency of data, an ability to enforce compliance with driver statutes, and incremental permitting procedures to ensure the safety, operational efficiency, and effective deployment of autonomous vehicle services. Ensure that local jurisdictions are included in the decision-making process for testing and deployment. • Continue efforts to ensure emerging mobility is regulated and deployed in a way that balances benefits and impacts and ensures safety, equity, and accessibility. Ensure local authority is preserved as it relates to San Francisco's local pilot and permit programs. • Advocate for updated state regulations and state traffic codes, as appropriate, to ensure the safety, operational efficiency, climate benefits, and effective deployment of emerging mobility. • Continue to support efforts to develop and implement requirements for Transportation Network Companies' (TNCs') greenhouse gas emissions and accessibility (e.g., California Air Resources Board's (CARB's) Clean Mile Standard, improving the transparency and integrity of CPUC TNC data. • Seek cost recovery fees for addressing new mobility (e.g., autonomous vehicles) regulatory and policy activities in state rulemakings and hearings.
	<p>e. Advance the adoption and integration of EVs in a manner consistent with other city priorities</p>	<ul style="list-style-type: none"> • Advocate for EV legislation to be equitable and consistent with San Francisco's other mobility policies (e.g., transit-first) and that addresses some of the unique challenges facing San Francisco's deployment of EV infrastructure (e.g. curbside charging, installing EV chargers in multi-family dwellings). • Support funding opportunities for EV infrastructure planning, promotion, and deployment. This includes expanding eligibility of existing or new state funds to help transit operators meet the state's Innovative Clean Transit rule that requires public transit bus fleets to be 100% zero-emission by 2040.

Attachment 1

San Francisco County Transportation Authority
Draft 2024 State and Federal Legislative Program

	<p>f. Advance legislative actions in support of other city policy goals</p>	<ul style="list-style-type: none"> • Support efforts to advance a more affordable, connected public transit system in the Bay Area with integrated and/or discounted transit fares to benefit both low-income transit riders and attract new riders to the system, provided a sustainable fund source is identified, informed by the Bay Area's Transit Transformation Action Plan. Monitor proceedings of the new Statewide Transit Transformation Task Force, required by Senate Bill 125 (Wiener). • Work with state and local partners to advance the implementation of the California State Transportation Agency's (CalSTA's) Climate Action Plan for Transportation Infrastructure (CAPTI), which seeks to align state investments with policies to reduce greenhouse gas emissions, reduce vehicle miles traveled, and provide clean transportation options. • Support funding programs and policies that facilitate implementation of San Francisco's Hazards and Climate Resilience Plan, Sea Level Vulnerability and Consequences Assessment, and Climate Action Plan. This includes engaging in any legislative effort to guide state expenditure on climate resiliency and adaptation projects. • With other County Transportation Agencies (CTAs), work to modernize Congestion Management Program regulations to support key policies and reinforce CTAs' role in state, regional, and local transportation planning, congestion management and funding.
3. High-Speed Rail (HSR)	<p>a. Strengthen state commitment to a blended HSR and electrified Caltrain system from San Francisco to San Jose</p>	<ul style="list-style-type: none"> • Work with partner agencies to advance the HSR project, oppose redirection of existing funds, and advocate that the HSR early investment projects are implemented in a manner consistent with the northern California Memorandum of Understanding to develop a blended system, including achieving level boarding at all shared Caltrain/High Speed Rail facilities. • Advocate for the California High Speed Rail Authority to prioritize funding and to collaborate with the Transbay Joint Powers Authority (TJPA) on federal and state funding opportunities for its funding commitment to The Portal.

Attachment 1

San Francisco County Transportation Authority
Draft 2024 State and Federal Legislative Program

FEDERAL		
Area	Goal	Strategy
1. Transportation Funding	a. Sustain or increase federal transportation funding through the Fiscal Year 2025 appropriations process and future reauthorization	<ul style="list-style-type: none"> • Advocate for the approval of federal transportation spending at or above the higher levels authorized in the Bipartisan Infrastructure Law, including robust funding for the Federal Transit Administration's Capital Investment Grant program (i.e., New Starts, Small Starts, and Core Capacity programs). • Secure directed funding (i.e., earmarks) for San Francisco's priority transportation projects. • Advocate for the programming of funding from the Inflation Reduction Act to transportation-related projects and programs, such as funding designated for low-emission transportation technologies. • Advocate for increasing the federal gasoline tax and index it to inflation, or introducing some other funding mechanism such as a road usage charge to help close the Highway Trust Fund funding deficit. • Support the study and piloting of grant programs for innovative approaches to transportation innovation and equity challenges such as congestion management, implementing public transit affordability programs, technology demonstrations, and alternative project delivery methods. Demonstrate how existing programs have funded successful pilots and programs.
	b. Secure additional or more flexible federal funding for transit operations.	<ul style="list-style-type: none"> • Advocate for additional funding for transit operators or continued flexibility for federal formula funding programs to sustain services that are critical to economic recovery and disproportionately provide mobility for low income, minority, and transit dependent persons.

Attachment 1

San Francisco County Transportation Authority Draft 2024 State and Federal Legislative Program

	c. Secure federal approvals for San Francisco's project priorities	<ul style="list-style-type: none"> • Advocate that Congress approves a Full Funding Grant Agreement for the TJPA's anticipated Capital Investment Grant (CIG) funding application for The Portal (formerly Caltrain Downtown Extension project). • Support SFMTA funding priorities such as facility and zero-emission bus investments.
2. Transportation Policy Initiatives	a. Advance autonomous vehicle regulations that improve safety and facilitate local evaluation of their performance	<ul style="list-style-type: none"> • Continue to engage in and support efforts to develop a national policy framework for autonomous vehicle testing, deployment, and regulation to ensure their safe, efficient, and effective deployment. • Partner with state and local governments to advocate for research that supports evidence-based regulations to inform autonomous vehicle policy and regulation and preserve the ability of jurisdictions to appropriately oversee their safe operation and ensure the availability of collected data.
	b. Address the impacts of shared mobility services (e.g., TNCs, private transit shuttles, scooters) and ensure their safety, equity, and accessibility	<ul style="list-style-type: none"> • Contribute to the development of legislation and funding programs that balance their benefits and impacts, provide for state and local regulation, and secure access to critical data as well as climate, safety, equity, accessibility. • Support new federal funding for pilot projects that include a robust analysis of outcomes to inform future investment and regulation.
	c. Advance regulatory actions in support of other city and regional policy goals	<ul style="list-style-type: none"> • Support equitable policies to achieve greenhouse gas emissions reduction goals and to shift travel to affordable low-carbon modes, consistent with San Francisco's Climate Action Plan. • Monitor other potential regulation activities (e.g., mobile applications, privacy protection) that would impact San Francisco's range of transportation services. • Support policies and programs that advance San Francisco's climate adaptation and resiliency priorities, such as the Embarcadero Seawall.

Attachment 1

San Francisco County Transportation Authority
Draft 2024 State and Federal Legislative Program

STATE AND FEDERAL (Project Delivery and Administration)		
Area	Goal	Strategy
1. Project Delivery	a. Expand use of innovative strategies for efficient delivery of transportation infrastructure	<ul style="list-style-type: none"> • Advocate for additional opportunities to use alternative delivery methods to manage risk and improve implementation of transportation infrastructure projects. • Advocate for retention and expansion of innovative financing programs such as Transportation Infrastructure Finance and Innovation Act (TIFIA), as well as additional flexibility. • Support efforts to increase the efficiency of Caltrans and the Federal Highway Administration in reviewing and approving project documents and permits.
2. General Administration	a. Ensure efficient and effective Transportation Authority and TIMMA operations	<ul style="list-style-type: none"> • Advocate for the streamlining of administrative requirements. • Oppose legislation and regulations that constrain the Transportation Authority's and TIMMA's ability to contract for goods and services and conduct business efficiently and effectively. Support legislation and regulations that positively affect our effectiveness and limit or transfer our risk of liability.



RESOLUTION APPROVING THE 2024 STATE AND FEDERAL LEGISLATION
PROGRAM

WHEREAS, The Transportation Authority routinely monitors pending legislation that may affect the Transportation Authority and San Francisco's transportation program; and

WHEREAS, Each year the Transportation Authority adopts a set of legislative principles to guide its transportation policy and funding advocacy in the sessions of the State and Federal Legislatures; and

WHEREAS, The attached 2024 State and Federal Legislative Program reflects key principles gathered from common positions with other local sales tax transportation authorities, County Transportation Agencies, and the Metropolitan Transportation Commission; the Transportation Authority's understanding of the most pressing issues facing the San Francisco Municipal Transportation Agency, regional transit providers serving the City of San Francisco, and other City agencies charged with delivering transportation projects; and are consistent with the advocacy approaches of the Mayor's Office; and

WHEREAS, At its January 24, 2024, meeting, the Community Advisory Committee was briefed on the proposed 2023 State and Federal Legislative Program and unanimously adopted a motion of support for its adoption; now, therefore be it

RESOLVED, That the Transportation Authority does hereby adopt the attached 2024 State and Federal Legislative Program; and be it further

RESOLVED, That the Executive Director is authorized to communicate this program to the appropriate parties.

Attachment:

1. 2024 State and Federal Legislative Program

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 7

DATE: January 25, 2024
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 2/13/2024 Board Meeting: Adopt four 2023 Prop L 5-Year Prioritization Programs and Amend the Prop L Strategic Plan Baseline

RECOMMENDATION ☐ Information ☒ Action

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

- Muni Reliability and Efficiency Improvements
- Muni Rail Core Capacity
- Caltrain Downtown Rail Extension and Pennsylvania Alignment
- Transit Enhancements

Amend the Strategic Plan Baseline

SUMMARY

The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs (Attachment 1), a 5YPP to identify the specific projects that will be funded over the next five years. Board adoption of these documents is a prerequisite for allocation of Prop L funds from the relevant programs. To spread out the workload for staff and project sponsors, we are bringing 5YPPs to the Board in groups. The Board has adopted 15 5YPPs to date. We are recommending concurrent adoption of four more 5YPPs and an amendment to the Strategic Plan Baseline to incorporate the recommended programming and cash flow for the five-year project lists in the subject 5YPPs. The Strategic Plan Baseline already advanced funding for the Caltrain Downtown Rail Extension and Pennsylvania Alignment 5YPP to fund The Portal which is seeking a multi-billion federal Capital Investment Grant, and we propose cash flow (i.e., project reimbursement) consistent with the Baseline's pay-go (i.e., no fund advancement) level for the Muni Rail Core Capacity 5YPP. We are recommending advancing cash flow for the Muni Reliability and Efficiency Improvements and

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



<p>Transit Enhancements 5YPPs. To accommodate advancing funds, we are proposing revisions the Strategic Plan Baseline to delay some outyear (i.e., post first 5-years) cash flow (not programming) for the Muni Maintenance, Traffic Signs and Signals Maintenance, and Safer and Complete Streets programs in the Strategic Plan to address outyear pinch points for debt service by freeing up cash in those years. In all, these changes result in a 1.2% (\$7.9 million) increase in debt costs compared to the baseline, from \$667.0 million to \$674.9 million.</p>	
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BACKGROUND

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

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

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

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



DISCUSSION

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

- Eligibility and Expected Fund Leveraging
- Public Engagement
- Performance Measures
- Project Delivery Snapshot
- Project Prioritization
- Project List (covering Fiscal Year (FY) 2023/24 - FY 2027/28)
- Project Information Forms (e.g., scope, schedule, cost, funding)

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

We are recommending adoption of the four enclosed 5YPPs. 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 5YPPs contain more detail, including the project information forms.

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

As noted above, our recommendation to adopt the four subject 5YPPs would require amendment of the Strategic Plan Baseline to advance funds as requested by sponsors in two of the 5YPPs: Muni Reliability and Efficiency Improvements and



Transit Enhancements. This would result in a 1.2% (\$7.9 million) increase in estimated debt costs over the 30-year Expenditure Plan period compared to the Baseline, as amended.

To address projected outyear pinch points for debt service, we reduced programming and cashflow between FYs 2035/36 and 2042/43 and increased it beginning in FY 2044/45 in Traffic Signs and Signals Maintenance and Safer and Complete Streets programs. Total programming amounts for these two programs increase as a result of decreased financing costs, and we are better able to accommodate sponsors' advancement needs in the current five-year period. We also made minor reductions to programming in FYs 2038/39, 2039/40, and 2040/41 and made equal increases in FYs 2049/50 and 2050/51 in the Muni Maintenance program to mitigate the projected outyear pinch points. Outyear programming and cash flow will be revisited with each 5YPP and Strategic Plan update.

Attachment 4 summarizes the sources and uses for the proposed amended Baseline and Attachment 5 shows the programming and cash flow by program by fiscal year for the proposed Strategic Plan Baseline Amendment to incorporate the subject 5YPPs and outyear cash flow for Muni Maintenance, Traffic Signs and Signals Maintenance, and Safer and Complete Streets.

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

FINANCIAL IMPACT

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

CAC POSITION

The Community Advisory Committee considered this item at its January 24, 2024, meeting, and adopted a motion of support for the staff recommendation.



SUPPLEMENTAL MATERIALS

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

Enclosures - 2023 Prop L 5 Year Prioritization Programs (4):

- Enclosure 1 - Draft Muni Reliability and Efficiency Improvements 5YPP
- Enclosure 2 - Draft Muni Rail Core Capacity 5YPP
- Enclosure 3 - Draft Caltrain Downtown Rail Extension and Pennsylvania Alignment 5YPP
- Enclosure 4 - Draft Transit Enhancements 5YPP

Prop L's 28 Programs

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

Approved

Proposed for approval in February 2024

Under development

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

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

Attachment 2

Round 4 5-Year Prioritization Programs - List of Projects by Expenditure Plan Program

#	Program	Project Name: Sponsor	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
1	Muni Reliability and Efficiency Improvements	Bus Transit Signal Priority (TSP): SFMTA	The project scope includes: 1) Implementation of new TSP technology to all Muni buses and intersection already equipped with TSP and communication devices; 2) optimization, repair and replacement of existing communication network, and procurement of extended warranties where necessary; and 3) expansion, repairs and replacement of CCTV cameras, and extended warranty services for Variable Message Signs (VMS). Bus TSP improves travel time and reliability by prioritizing transit vehicles as they approach signaled intersections. These funds support the expansion of the Transit Signal Priority, CCTV, and VMS networks. In November 2023 the Board programmed \$4,446,000 in Prop L funds over FY25-FY28 for maintenance of existing components in the Traffic Signs and Signals Maintenance 5-Year Prioritization Program.	Citywide	Construction	\$1,500,000	FY25
2					Construction	\$3,152,000	FY26
3					Construction	\$2,152,000	FY27
4					Construction	\$2,152,000	FY28
5		Geneva/San Jose M-Line Terminal: SFMTA	Prop L funds will be used for the construction phase for a new terminal for the M Line by the Balboa Park Station as part of the M Ocean View Transit and Safety Project. Currently, the terminal (both last drop-off and first pick-up stops) lacks boarding/alighting facilities that meet current design standards. Possible modifications were identified through a study completed with Neighborhood Program funds and may include new bulb-outs, new boarding islands, and accessible boarding facilities with enhanced pedestrian crossings.	11	Construction	\$1,549,000	FY25
6		Mission Street SoMa Transit Improvements: SFMTA	The Mission SoMa Transit Improvements project will implement transit-priority and traffic safety improvements along Mission Street between Steuart and 11th streets in the South of Market area. These changes will reduce delay on Muni Routes 14 and 14R and on Golden Gate Transit and SamTrans routes that operate on Mission Street.	6	Design	\$1,200,000	FY24
7		Muni Forward Five-Minute Network Corridor Development: SFMTA	Requested funds will fund the planning, preliminary engineering and design of the next generation of Muni Forward corridor projects in support of the Five-Minute Network. Improvements will include a variety of reliability, speed, and safety enhancements, including bus bulbs, pedestrian bulbs, boarding islands, queue jump lanes, traffic lane and signal changes, and stop optimizations. The scope of the project will include comprehensive, targeted outreach. Corridors include the 1 California, 22 Fillmore along Fillmore Street, T Third surface route, 28 19th Avenue, and up to seven additional projects. Corridors were prioritized based on ridership and frequency, reliability and travel time issues, input from the Muni Service Equity Strategy, overlap with the High Injury Network, rider and community feedback, and interagency coordination opportunities.	Citywide	Planning	\$5,000,000	FY24
8					Planning	\$6,000,000	FY26

Attachment 2
Round 4 5-Year Prioritization Programs - List of Projects by Expenditure Plan Program

#	Program	Project Name: Sponsor	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
9	Muni Rail Core Capacity	Muni Metro Modernization Core Capacity: SFMTA	The Muni Metro Core Capacity Program will define/identify and implement a package of projects to provide capacity and reliability improvements for Muni Metro. Together, selected projects will provide Muni rail customers a faster, more reliable quality of service. The goal is for the package of projects to be eligible and competitive for a Federal Transit Administration (FTA) Core Capacity grant from the Capital Investment Grant program. Requested Prop L funds will fund work to build on the study that is currently underway using Prop K and Caltrans Planning Grant funds to identify and advance a program of projects for the FTA Core Capacity program to the environmental phase in FY 25/26. The Transportation Authority will continue to have an enhanced level of project support and technical oversight for the project, which will inform the next generation of major rail core capacity transit projects for the SFMTA.	Citywide	Planning	\$2,300,000	FY25
10					Environmental	\$2,430,000	FY26
11	Caltrain Downtown Rail Extension and Pennsylvania Alignment	The Portal: TJPA	The Portal, also known as the Downtown Rail Extension project, will extend Caltrain rail service from its current terminus at Fourth & King to the Salesforce Transit Center at First and Mission Streets with accommodations for future high-speed rail. The project will reduce greenhouse gas emissions and provide Bay Area residents with better access to jobs, housing and economic opportunities. Prop L funds provide an essential local contribution to the project as it seeks a \$4+ billion grant from the FTA CIG program.	Citywide, 6	Design	\$10,000,000	FY25
12			Future allocation of Prop L funds is subject to SFCTA's ongoing oversight of the project, to be funded by Prop L appropriations, and is conditioned upon the following: - Continued compliance with the SFCTA Oversight Protocol for The Portal, which may be updated at time of allocation, as necessary, to reflect the project's phase of development and/or delivery. - Satisfactory progress in implementing the recommendations of The Portal Governance Blueprint. - Agreement between SFCTA and TJPA on the mechanism to ensure the return of Prop L funds used to purchase property for the Project in the event that the Project does not proceed to construction and/or the property in question is not used for the Project. If TJPA does not secure the project's Full Funding Grant Agreement (FFGA) with FTA by June 2025, then the Transportation Authority may revisit this 5YPP to consider updating the programming (e.g. amount, scope, etc.) and cash flow in consultation with TJPA.		Right of Way	\$15,000,000	FY26
13					Design	\$65,000,000	FY27

Attachment 2
Round 4 5-Year Prioritization Programs - List of Projects by Expenditure Plan Program

#	Program	Project Name: Sponsor	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
14	Transit Enhancements	22nd Street Caltrain Station ADA Improvements: PCJPB	This project will improve access and enhance the customer experience at the 22nd St Station by adding wheelchair accessible ramps to the northbound and southbound platforms, which are currently only accessible by stairs. In addition, the project will include wayfinding and safety improvements such as tactile strips, lighting, signage, accessible parking, and platform improvements. These improvements will enhance the overall customer experience of the station and increase accessibility for a variety of users. To date, the Transportation Authority funded the feasibility study and conceptual design phase of this project. Prop L is requested to provide the 20% required local match for an FTA All Station Accessibility Program Grant that Caltrain is seeking for the construction phase of the project.	10	Design	\$1,300,000	FY24
15					Construction	\$953,000	FY25
16		Flag Stop Improvement Program: SFMTA	In November 2021, the San Francisco Board of Supervisors unanimously passed a resolution calling for SFMTA to upgrade the 1,200 flag stops and “promote unobstructed pedestrian access for boarding public transit by eliminating parking in bus stops.” To meet these goals, the SFMTA is requesting Prop L funds to paint red curb “clear zones” and remove parking at flag stops. Some stops may require changes beyond a 20-foot red clear zone, which could include painting full bus zones, other curb management strategies, or bus bulbs. These improvements will provide a clear zone for passengers boarding and alighting and additional space for transit operators to deploy the wheelchair ramp. It will also improve bus travel time and reliability by making the boarding process safer and easier. As a condition of future allocation of Prop L funds, SFMTA shall provide a list of flag stop locations citywide and in Equity Priority Communities and areas serving disadvantaged populations that it recommends upgrading with new transit shelters.	Citywide	Construction	\$584,000	FY24
17					Construction	\$876,000	FY26
18		Muni Transit Shelter Replacement Program: SFMTA	Prop L funds will fund the redesign of the Muni transit shelters at nearly 1,200 locations across San Francisco. The project includes a community process to design the new shelter to improve seating, accessibility, maintainability, and overall visual features. SFMTA also anticipates environmental clearance for this project.	Citywide	Planning	\$527,000	FY25

Attachment 3

Round 4 5-Year Prioritization Programs Summary by Program

#	Program	Programming Amount Requested in 5YPP	Amount of Prop L Cash Flow Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
1	Muni Reliability and Efficiency Improvements	\$22,705,000	\$9,297,094	89.9%	63.0%	<p>Approving this 5YPP as proposed requires amending the Prop L Strategic Plan Baseline to advance \$9.3 million, about double the pay-as-you-go amount (\$10.41 million) into the first five years of the 30-year program. Advancing funds provides funding for early phases of Muni Forward project development and helps position projects to pursue competitive grant funding opportunities for design and construction. We are also supporting this level of advancement of funds because Muni reliability projects that improve the speed and reliability of Muni bus and rail service are key to continued transit recovery in the post-pandemic era.</p> <p>Anticipated leveraging in this 5YPP is below expected leveraging in the Prop L Expenditure Plan as averaged over the proposed 5-year program of projects. We expect that leveraging will improve over the five year period as SFMTA secures non-Prop L grants for construction of Muni Forward projects and will we will seek improved leveraging for earlier phases when allocation requests are made.</p>
2	Muni Rail Core Capacity	\$4,730,000	\$0	93.0%	20.7%	<p>We are not recommending to advance funds beyond the pay-as-you-go amounts in the Strategic Plan Baseline for this program at this time after assessing project needs in this very early project development stage. The relatively small amount of Prop L funds (\$57 million in 2020 \$s) are intended as critical early funding and local match to support SFMTA as it develops the Muni Metro Modernization program with the intent of securing local, regional and state funds to match a potential federal Capital Investment Grant (CIG) grant that could cover up to 50% of the capital costs.</p> <p>Leveraging for this 5YPP period is much lower than expected in the Expenditure Plan with work focusing on planning and environmental phases. However, we support the early investment of sales tax in project development to make this critical program competitive for CIG and other fund sources. Ultimately, Prop L is likely to be a relatively small portion of the project's overall funding plan when design and construction phases are taken into account.</p>
3	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$90,000,000	\$0	94.0%	96.1%	<p>The Board-adopted Strategic Plan Baseline (June 2023) significantly advanced funds for The Portal (Downtown Rail Extension), which was critical to strengthening the project's application for a \$4+ billion Federal Capital Investment Grant (CIG). The recommendations in this 5YPP are consistent with the cash flow amounts in the Strategic Plan Baseline. We recommend slightly advancing programming to allow for one allocation of \$65 million in Fiscal Year 2026/27 (instead of two allocations over Fiscal Years 2026/27 and 2027/28), with no changes to financing costs in the baseline. Leveraging is slightly better than anticipated due to the higher project cost estimate.</p>

Attachment 3
Round 4 5-Year Prioritization Programs Summary by Program

#	Program	Programming Amount Requested in 5YPP	Amount of Prop L Cash Flow Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
4	Transit Enhancements	\$4,240,000	\$1,204,098	96.2%	75.7%	<p>The recommended 5YPP proposes advancing \$1,204,098 over the pay-as-you-go amount (\$2.7 million) in the first five years of the 30-year program. We are supporting this level of advancement of funds to enable quicker delivery of customer-focused transit enhancement projects that promote system connectivity, accessibility, and reliability, and improve transit service experience for riders. These improvements support continued transit recovery in the post-pandemic era.</p> <p>Expected leveraging for the Transit Enhancements program over the life of the 30-year measure is 96.2%. Based on the Project Information Forms, the anticipated leveraging for the proposed projects is below the expected leveraging, at 75.7%. The 22nd Street Caltrain Station ADA Improvements project and the Flag Stop Improvement Program show good leveraging. The Muni Transit Shelter Replacement Program planning and design work is proposed to be fully funded by Prop L. SFMTA will need to secure significant leveraging of non-sales tax funds for construction, which we expect and which will enable the Muni Transit Shelter Replacement Program to meet or exceed leveraging expectations for this Prop L program.</p>

Attachment 4
Prop L Strategic Plan Baseline Amendment Sources and Uses (1.19.24)

SOURCES	(YOE\$)
Sales Tax Revenue	\$4,674.6 M
Investment Income	\$4.5 M
Long Term Bond Proceeds	\$765.6 M
Loans - Yerba Buena Island Capital Projects	\$126.8 M
TOTAL	\$5,571.5 M

USES	(YOE\$)
Funds Available for Projects	\$3,029.8 M
Long Term Bond Principal	\$973.9 M
Financing Costs	\$674.9 M
Capital Reserve	\$468.1 M
Program Administration and Operating Costs	\$304.6 M
Loans - Yerba Buena Island Capital Projects	\$120.2 M
TOTAL	\$5,571.5 M

Attachment 5A:
Amended 2023 Strategic Plan Baseline Programming
Pending February 2024 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	\$ 152,119,043	8.43%	Programming	\$ 138,432,852	\$ -	\$ 6,200,000	\$ 3,049,000	\$ 9,152,000	\$ 2,152,000	\$ 2,152,000	\$ 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	\$ 12,820,906	\$ -	\$ -	\$ -	\$ 49,538	\$ 138,523	\$ 338,040	\$ 430,454	\$ 422,556	\$ 456,128	\$ 594,861	\$ 604,947	\$ 717,930	\$ 704,378	\$ 712,403	\$ 710,932	\$ 705,765	\$ 699,529
				Total	\$ 151,253,758	\$ -	\$ 6,200,000	\$ 3,049,000	\$ 9,201,538	\$ 2,290,523	\$ 2,490,040	\$ 5,507,897	\$ 5,581,237	\$ 5,697,348	\$ 5,917,176	\$ 6,015,227	\$ 6,214,774	\$ 6,289,171	\$ 6,386,553	\$ 6,475,867	\$ 6,562,939	\$ 6,650,417
202	Muni Rail Core Capacity	\$ 69,145,019	0.00%	Programming	\$ 69,030,640	\$ -	\$ -	\$ 2,300,000	\$ 2,430,000	\$ -	\$ -	\$ 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	\$ 69,030,640	\$ -	\$ -	\$ 2,300,000	\$ 2,430,000	\$ -	\$ -	\$ 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	\$ 138,290,039	28.41%	Programming	\$ 90,296,000	\$ -	\$ 35,296,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ 39,287,355	\$ -	\$ -	\$ -	\$ 496,478	\$ 740,239	\$ 1,056,069	\$ 949,314	\$ 2,564,283	\$ 2,589,970	\$ 3,151,172	\$ 2,981,702	\$ 3,282,328	\$ 2,978,161	\$ 2,775,293	\$ 2,540,741	\$ 2,301,849	\$ 2,069,041
				Total	\$ 129,583,355	\$ -	\$ 35,296,000	\$ -	\$ 496,478	\$ 740,239	\$ 1,056,069	\$ 949,314	\$ 2,564,283	\$ 2,589,970	\$ 3,151,172	\$ 2,981,702	\$ 3,282,328	\$ 2,978,161	\$ 2,775,293	\$ 2,540,741	\$ 2,301,849	\$ 2,069,041
III. Caltrain																						
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,870,116	28.11%	Programming	\$ 300,000,000	\$ -	\$ -	\$ 10,000,000	\$ 15,000,000	\$ 65,000,000	\$ -	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	\$ 25,000,000	\$ -	\$ -	\$ 25,000,000	\$ -	\$ -	\$ -
				Interest Costs	\$ 116,629,141	\$ -	\$ -	\$ -	\$ 144,901	\$ 673,508	\$ 2,405,987	\$ 3,711,611	\$ 4,089,118	\$ 5,336,165	\$ 8,103,872	\$ 8,677,740	\$ 9,530,392	\$ 8,624,535	\$ 9,136,823	\$ 8,429,857	\$ 7,705,734	\$ 6,998,718
				Total	\$ 416,629,141	\$ -	\$ -	\$ 10,000,000	\$ 15,144,901	\$ 65,673,508	\$ 2,405,987	\$ 43,711,611	\$ 44,089,118	\$ 45,336,165	\$ 48,103,872	\$ 33,677,740	\$ 9,530,392	\$ 8,624,535	\$ 34,136,823	\$ 8,429,857	\$ 7,705,734	\$ 6,998,718
TOTAL MAJOR CAPITAL PROJECTS		\$ 774,424,217	21.79%	Programming	\$ 597,759,492	\$ -	\$ 41,496,000	\$ 15,349,000	\$ 26,582,000	\$ 67,152,000	\$ 2,152,000	\$ 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	\$ 168,737,401	\$ -	\$ -	\$ -	\$ 690,917	\$ 1,552,269	\$ 3,800,097	\$ 5,091,380	\$ 7,075,958	\$ 8,382,263	\$ 11,849,905	\$ 12,264,388	\$ 13,530,650	\$ 12,307,074	\$ 12,624,519	\$ 11,681,530	\$ 10,713,348	\$ 9,767,288
				Total	\$ 766,496,894	\$ -	\$ 41,496,000	\$ 15,349,000	\$ 27,272,917	\$ 68,704,269	\$ 5,952,097	\$ 52,476,751	\$ 109,579,494	\$ 56,005,856	\$ 59,591,455	\$ 45,133,887	\$ 21,526,060	\$ 20,430,410	\$ 45,877,827	\$ 20,066,891	\$ 19,232,874	\$ 18,423,126
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																						
I. Transit Maintenance, Rehabilitation, and Replacement																						
206	Muni Maintenance	\$ 1,084,193,904	1.43%	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	\$ 21,000,000
				Interest Costs	\$ 15,462,251	\$ -	\$ -	\$ -	\$ 466,110	\$ 906,396	\$ 1,946,174	\$ 1,938,537	\$ 1,609,475	\$ 1,655,804	\$ 2,031,159	\$ 1,781,561	\$ 1,662,176	\$ 1,181,080	\$ 283,779	\$ -	\$ -	\$ -
				Total	\$ 803,462,251	\$ -	\$ 63,808,000	\$ 32,800,000	\$ 14,646,110	\$ 2,083,396	\$ 36,828,174	\$ 33,938,537	\$ 36,609,475	\$ 27,731,804	\$ 28,108,159	\$ 33,781,561	\$ 31,662,176	\$ 31,181,080	\$ 20,283,779	\$ 15,000,000	\$ 20,000,000	\$ 21,000,000
207	BART Maintenance	\$ 48,401,514	22.41%	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	\$ 10,846,348	\$ -	\$ 98,969	\$ 395,201	\$ 257,810	\$ 279,348	\$ 400,871	\$ 434,284	\$ 372,992	\$ 402,004	\$ 523,472	\$ 531,568	\$ 629,950	\$ 617,212	\$ 623,415	\$ 621,327	\$ 616,040	\$ 609,853
				Total	\$ 47,361,969	\$ -	\$ 12,623,969	\$ 395,201	\$ 257,810	\$ 279,348	\$ 400,871	\$ 2,049,834	\$ 2,014,391	\$ 2,069,665	\$ 2,216,937	\$ 2,253,021	\$ 2,378,946	\$ 2,394,191	\$ 2,428,826	\$ 2,455,624	\$ 2,479,686	\$ 2,503,317
208	Caltrain Maintenance	\$ 138,290,039	11.93%	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	
				Interest Costs	\$ 16,491,504	\$ -	\$ -	\$ 84,935	\$ 121,117	\$ 232,426	\$ 504,396	\$ 668,831	\$ 585,661	\$ 640,175	\$ 841,518	\$ 858,680	\$ 1,018,378	\$ 994,791	\$ 998,261	\$ 985,173	\$ 964,136	\$ 939,144
				Total	\$ 131,493,504	\$ -	\$ 5,002,000	\$ 5,084,935	\$ 5,121,117	\$ 5,232,426	\$ 5,504,396	\$ 5,668,831	\$ 5,585,661	\$ 5,640,175	\$ 5,841,518	\$ 5,858,680	\$ 6,018,378	\$ 5,994,791	\$ 5,998,261	\$ 5,985,173	\$ 5,964,136	\$ 5,939,144
209	Ferry Maintenance	\$ 6,914,502	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	\$ 40,104,111	3.94%	Programming	\$ 38,210,614	\$ -	\$ 1,884,000	\$ 1,480,000	\$ 876,000	\$ -	\$ -	\$ 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	\$ 1,579,919	\$ -	\$ -	\$ 16,744	\$ 22,605	\$ 33,963	\$ 39,472	\$ 55,380	\$ 47,797	\$ 51,760	\$ 67,717	\$ 69,073	\$ 82,213	\$ 80,887	\$ 82,029	\$ 82,073	\$ 81,683	\$ 81,159
				Total	\$ 39,790,533	\$ -	\$ 1,884,000	\$ 1,496,744	\$ 898,605	\$ 33,963	\$ 39,472	\$ 1,393,978	\$ 1,407,813	\$ 1,433,536	\$ 1,470,873	\$ 1,495,420	\$ 1,531,381	\$ 1,553,241	\$ 1,577,941	\$ 1,601,920	\$ 1,625,847	\$ 1,650,030
211	Bayview Caltrain Station	\$ 37,338,310	16.72%	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	\$ 6,242,902	\$ -	\$ -	\$ 62,036	\$ 80,288	\$ 124,396	\$ 168,770	\$ 216,749	\$ 214,057	\$ 238,010	\$ 310,008	\$ 314,881	\$ 373,250	\$ 365,789	\$ 369,550	\$ 368,393	\$ 365,338	\$ 361,745
				Total	\$ 36,312,573	\$ -	\$ 2,086,000	\$ 4,706,036	\$ 80,288	\$ 1,924,396	\$ 168,770	\$ 1,463,031	\$ 1,480,279	\$ 1,524,491	\$ 1,616,394	\$ 1,642,859	\$ 1,722,475	\$ 1,736,602	\$ 1,762,295	\$ 1,783,423	\$ 1,803,008	\$ 1,822,417
212	Mission Bay Ferry Landing	\$ 6,914,502	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	\$ 30,423,809	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		\$ 1,392,580,691	3.64%	Programming	\$ 1,051,977,984	\$ -	\$ 85,588,852	\$ 44,964,704	\$ 20,623,704	\$ 8,544,704	\$ 40,449,704	\$ 42,677,504	\$ 45,768,									

Attachment 5A:
Amended 2023 Strategic Plan Baseline Programming
Pending February 2024 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	\$ 124,461,035	11.98%	Programming	\$ 109,104,478	\$ -	\$ 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	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,250,000			
				Interest Costs	\$ 14,914,350	\$ -	\$ -	\$ -	\$ 100,963	\$ 356,563	\$ 677,394	\$ 807,957	\$ 695,902	\$ 750,277	\$ 977,299	\$ 992,725	\$ 1,176,815	\$ 1,153,357	\$ 1,046,499	\$ 927,012	\$ 805,949	\$ 697,065			
				Total	\$ 124,018,829	\$ -	\$ 11,204,000	\$ 7,875,000	\$ 2,904,963	\$ 3,160,563	\$ 3,481,394	\$ 4,962,228	\$ 4,916,642	\$ 5,038,548	\$ 5,331,921	\$ 5,419,318	\$ 5,674,233	\$ 5,722,734	\$ 3,046,499	\$ 2,927,012	\$ 2,805,949	\$ 2,947,065			
II. Safer and Complete Streets																									
218	Safer and Complete Streets	\$ 210,200,859	13.61%	Programming	\$ 181,098,615	\$ -	\$ 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	\$ 6,500,000	\$ 6,750,000	\$ 7,000,000	\$ 7,000,000			
				Interest Costs	\$ 28,615,965	\$ -	\$ -	\$ -	\$ 39,110	\$ 177,943	\$ 517,620	\$ 812,368	\$ 896,958	\$ 1,113,462	\$ 1,539,486	\$ 1,606,076	\$ 1,901,788	\$ 1,861,876	\$ 1,820,952	\$ 1,763,404	\$ 1,704,554	\$ 1,640,785			
				Total	\$ 209,714,580	\$ -	\$ 8,080,000	\$ 15,593,000	\$ 9,175,110	\$ 8,178,943	\$ 7,025,620	\$ 7,787,621	\$ 7,983,816	\$ 8,313,710	\$ 8,850,655	\$ 9,038,577	\$ 9,453,209	\$ 9,534,121	\$ 8,320,952	\$ 8,513,404	\$ 8,704,554	\$ 8,640,785			
219	Curb Ramps	\$ 40,104,111	6.52%	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	\$ 2,615,175	\$ -	\$ -	\$ -	\$ 4,667	\$ 21,509	\$ 57,609	\$ 99,623	\$ 85,762	\$ 92,643	\$ 120,906	\$ 123,040	\$ 146,116	\$ 143,449	\$ 145,172	\$ 144,959	\$ 143,988	\$ 142,796			
				Total	\$ 39,201,308	\$ -	\$ 575,000	\$ 1,100,000	\$ 1,159,667	\$ 1,233,509	\$ 1,332,609	\$ 1,438,221	\$ 1,445,778	\$ 1,474,419	\$ 1,524,062	\$ 1,549,387	\$ 1,595,284	\$ 1,615,804	\$ 1,641,084	\$ 1,664,805	\$ 1,688,152	\$ 1,711,666			
220	Tree Planting	\$ 27,658,008	13.88%	Programming	\$ 23,403,301	\$ -	\$ 1,000,000	\$ 1,050,000	\$ 1,100,000	\$ 1,160,000	\$ 1,220,000	\$ 923,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980			
				Interest Costs	\$ 3,837,820	\$ -	\$ -	\$ 14,935	\$ 25,715	\$ 48,622	\$ 105,595	\$ 153,146	\$ 131,605	\$ 141,918	\$ 184,899	\$ 187,855	\$ 222,734	\$ 218,335	\$ 220,632	\$ 219,992	\$ 218,216	\$ 216,117			
				Total	\$ 27,241,121	\$ -	\$ 1,000,000	\$ 1,064,935	\$ 1,125,715	\$ 1,208,622	\$ 1,325,595	\$ 1,076,318	\$ 1,069,547	\$ 1,094,867	\$ 1,152,593	\$ 1,171,542	\$ 1,222,160	\$ 1,233,752	\$ 1,252,295	\$ 1,268,162	\$ 1,283,157	\$ 1,298,097			
III. Freeway Safety and Operational Improvements																									
221	Vision Zero Ramps	\$ 11,063,203	16.87%	Programming	\$ 8,644,347	\$ -	\$ 2,000,000	\$ -	\$ 90,000	\$ 350,000	\$ -	\$ 369,269	\$ 375,177	\$ 381,180	\$ 387,078	\$ 393,475	\$ 399,770	\$ 406,167	\$ 412,665	\$ 419,268	\$ 425,976	\$ 432,792			
				Interest Costs	\$ 1,866,748	\$ -	\$ -	\$ 27,945	\$ 37,398	\$ 46,836	\$ 69,450	\$ 75,261	\$ 64,658	\$ 69,706	\$ 90,793	\$ 92,222	\$ 109,318	\$ 107,134	\$ 108,237	\$ 107,900	\$ 107,006	\$ 105,954			
				Total	\$ 10,511,095	\$ -	\$ 2,000,000	\$ 27,945	\$ 127,398	\$ 396,836	\$ 69,450	\$ 444,530	\$ 439,835	\$ 450,886	\$ 477,871	\$ 485,697	\$ 509,089	\$ 513,301	\$ 520,902	\$ 527,168	\$ 532,982	\$ 538,746			
222	Managed Lanes and Express Bus	\$ 13,829,004	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	\$ 27,658,008	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		\$ 626,453,876	8.75%	Programming	\$ 567,957,678	\$ -	\$ 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	\$ 19,384,050	\$ 19,808,194	\$ 20,235,125	\$ 20,664,886			
				Interest Costs	\$ 54,830,688	\$ -	\$ -	\$ 51,173	\$ 225,853	\$ 688,329	\$ 1,513,213	\$ 2,064,970	\$ 1,975,134	\$ 2,276,148	\$ 3,054,326	\$ 3,145,160	\$ 3,726,664	\$ 3,650,741	\$ 3,509,886	\$ 3,331,220	\$ 3,146,358	\$ 2,967,806			
				Total	\$ 622,788,366	\$ -	\$ 26,131,391	\$ 29,085,955	\$ 17,986,635	\$ 18,173,111	\$ 16,576,995	\$ 22,933,953	\$ 23,178,020	\$ 23,818,280	\$ 24,929,286	\$ 25,382,155	\$ 26,319,449	\$ 26,605,010	\$ 22,893,936	\$ 23,139,414	\$ 23,381,483	\$ 23,632,692			
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																									
I. Transportation Demand Management																									
224	Transportation Demand Management	\$ 24,892,207	0.00%	Programming	\$ 24,851,342	\$ -	\$ 189,235	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 378,469	\$ 830,854	\$ 844,148	\$ 857,654	\$ 870,924	\$ 885,319	\$ 899,484	\$ 913,875	\$ 928,497	\$ 943,353	\$ 958,447	\$ 973,782		
				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	\$ 56,698,916	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	\$ 5,851,973	\$ -	\$ 19,311	\$ 125,631	\$ 117,650	\$ 143,666	\$ 194,653	\$ 211,150	\$ 181,577	\$ 195,941	\$ 255,456	\$ 259,708	\$ 308,122	\$ 302,221	\$ 305,580	\$ 304,868	\$ 302,575	\$ 299,826			
				Total	\$ 56,195,991	\$ -	\$ 4,069,311	\$ 2,325,631	\$ 2,167,650	\$ 343,666	\$ 394,653	\$ 2,103,651	\$ 2,104,359	\$ 2,149,487	\$ 2,239,228	\$ 2,276,267	\$ 2,356,946	\$ 2,383,826	\$ 2,420,491	\$ 2,453,617	\$ 2,485,704	\$ 2,517,885			
226	Equity Priority Transportation Program	\$ 58,081,816	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	\$ 27,658,008	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	\$ 13,829,004	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		\$ 181,159,951	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	\$ 5,851,973	\$ -	\$ 19,311	\$ 125,631	\$ 117,650	\$ 143,666	\$ 194,653	\$ 211,150	\$ 181,577	\$ 195,941	\$ 255,456	\$ 259,708	\$ 308,122	\$ 302,221	\$ 305,580	\$ 304,868	\$ 302,575	\$ 299,826			
				Total	\$ 180,452,703	\$ -	\$ 5,015,484	\$ 4,21,																	

Attachment 5A:
Amended 2023 Strategic Plan Baseline Programming
Pending February 2024 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53
A. MAJOR CAPITAL PROJECTS															
I. Muni															
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	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 690,192	\$ 676,435	\$ 658,075	\$ 634,455	\$ 605,222	\$ 569,978	\$ 529,257	\$ 487,490	\$ 384,517	\$ 218,349	\$ 80,952	\$ -	\$ -	\$ -
		\$ 6,736,295	\$ 6,819,274	\$ 6,899,199	\$ 6,975,435	\$ 7,049,007	\$ 7,119,578	\$ 7,186,676	\$ 7,254,767	\$ 4,384,517	\$ 218,349	\$ 80,952	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,837,147	\$ 1,605,042	\$ 1,375,396	\$ 1,150,124	\$ 932,183	\$ 724,823	\$ 532,682	\$ 362,708	\$ 211,361	\$ 79,247	\$ -	\$ -	\$ -	\$ -
		\$ 1,837,147	\$ 1,605,042	\$ 1,375,396	\$ 1,150,124	\$ 932,183	\$ 724,823	\$ 532,682	\$ 362,708	\$ 211,361	\$ 79,247	\$ -	\$ -	\$ -	\$ -
III. Caltrain															
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,291,009	\$ 5,577,755	\$ 4,866,786	\$ 4,163,132	\$ 3,475,261	\$ 2,812,462	\$ 2,189,302	\$ 1,631,624	\$ 1,120,269	\$ 657,268	\$ 269,337	\$ 5,973	\$ -	\$ -
		\$ 6,291,009	\$ 5,577,755	\$ 4,866,786	\$ 4,163,132	\$ 3,475,261	\$ 2,812,462	\$ 2,189,302	\$ 1,631,624	\$ 1,120,269	\$ 657,268	\$ 269,337	\$ 5,973	\$ -	\$ -
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	\$ 7,126,911	\$ 3,364,622	\$ 3,479,572	\$ 3,544,147	\$ -	\$ -
		\$ 8,818,348	\$ 7,859,232	\$ 6,900,257	\$ 5,947,710	\$ 5,012,666	\$ 4,107,263	\$ 3,251,241	\$ 2,481,822	\$ 1,716,148	\$ 954,865	\$ 350,289	\$ 5,973	\$ -	\$ -
		\$ 17,612,679	\$ 16,794,272	\$ 15,978,257	\$ 15,170,954	\$ 14,385,445	\$ 13,633,954	\$ 12,934,760	\$ 12,325,133	\$ 8,843,059	\$ 4,319,487	\$ 3,829,861	\$ 3,550,121	\$ -	\$ -
B. TRANSIT MAINTENANCE AND ENHANCEMENTS															
I. Transit Maintenance, Rehabilitation, and															
206	Muni Maintenance	\$ 22,000,000	\$ 22,500,000	\$ 23,000,000	\$ 23,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 30,000,000	\$ 38,000,000	\$ 38,000,000	\$ 39,500,000	\$ 40,000,000	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 22,000,000	\$ 22,500,000	\$ 23,000,000	\$ 23,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 30,000,000	\$ 38,000,000	\$ 38,000,000	\$ 39,500,000	\$ 40,000,000	\$ -	\$ -
207	BART Maintenance	\$ 1,923,760	\$ 1,954,540	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 600,998	\$ 588,333	\$ 534,808	\$ 453,955	\$ 375,220	\$ 299,706	\$ 229,086	\$ 166,150	\$ 109,045	\$ 57,997	\$ 16,735	\$ -	\$ -	\$ -
		\$ 2,524,757	\$ 2,542,873	\$ 1,384,808	\$ 453,955	\$ 375,220	\$ 299,706	\$ 229,086	\$ 166,150	\$ 109,045	\$ 57,997	\$ 16,735	\$ -	\$ -	\$ -
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 907,837	\$ 869,008	\$ 823,086	\$ 770,007	\$ 710,184	\$ 644,123	\$ 573,540	\$ 400,265	\$ 244,958	\$ 108,238	\$ 2,637	\$ -	\$ -	\$ -
		\$ 5,907,837	\$ 5,869,008	\$ 5,823,086	\$ 5,770,007	\$ 5,710,184	\$ 5,644,123	\$ 5,573,540	\$ 400,265	\$ 244,958	\$ 108,238	\$ 2,637	\$ -	\$ -	\$ -
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	\$ 750,000	\$ -	\$ -	\$ -
		\$ 80,267	\$ 78,849	\$ 76,883	\$ 74,287	\$ 71,022	\$ 67,042	\$ 62,403	\$ 57,621	\$ 51,774	\$ 44,883	\$ 20,333	\$ -	\$ -	\$ -
		\$ 1,674,239	\$ 1,698,325	\$ 1,722,270	\$ 1,746,000	\$ 1,769,838	\$ 1,793,755	\$ 1,817,541	\$ 1,841,722	\$ 1,865,382	\$ 1,996,364	\$ 770,333	\$ -	\$ -	\$ -
211	Bayview Caltrain Station	\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 356,565	\$ 349,122	\$ 339,326	\$ 326,845	\$ 284,017	\$ 226,091	\$ 171,986	\$ 123,819	\$ 80,225	\$ 41,379	\$ 10,267	\$ -	\$ -	\$ -
		\$ 1,840,609	\$ 1,856,910	\$ 1,871,238	\$ 1,883,268	\$ 884,017	\$ 226,091	\$ 171,986	\$ 123,819	\$ 80,225	\$ 41,379	\$ 10,267	\$ -	\$ -	\$ -
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		\$ 33,760,642	\$ 34,368,811	\$ 33,842,900	\$ 33,072,784	\$ 35,173,372	\$ 34,632,051	\$ 34,691,842	\$ 33,752,762	\$ 41,814,832	\$ 42,104,839	\$ 42,476,926	\$ 42,268,254	\$ -	\$ -
		\$ 1,945,667	\$ 1,885,313	\$ 1,774,103	\$ 1,625,094	\$ 1,440,443	\$ 1,236,962	\$ 1,037,015	\$ 747,856	\$ 486,002	\$ 252,497	\$ 49,971	\$ -	\$ -	\$ -
		\$ 35,706,308	\$ 36,254,124	\$ 35,617,002	\$ 34,697,878	\$ 36,613,815	\$ 35,869,013	\$ 35,728,857	\$ 34,500,618	\$ 42,300,834	\$ 42,357,336	\$ 42,526,897	\$ 42,268,254	\$ -	\$ -
C. PARATRANSIT															
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,453,193	\$ 3,920,169	\$ 3,390,878	\$ 2,869,409	\$ 2,362,329	\$ 1,876,846	\$ 1,423,728	\$ 1,020,558	\$ 656,204	\$ 332,118	\$ 73,920	\$ -	\$ -	\$ -
		\$ 4,453,193	\$ 3,920,169	\$ 3,390,878	\$ 2,869,409	\$ 2,362,329	\$ 1,876,846	\$ 1,423,728	\$ 1,020,558	\$ 656,204	\$ 332,118	\$ 73,920	\$ -	\$ -	\$ -
TOTAL PARATRANSIT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,453,193	\$ 3,920,169	\$ 3,390,878	\$ 2,869,409	\$ 2,362,329	\$ 1,876,846	\$ 1,423,728	\$ 1,020,558	\$ 656,204	\$ 332,118	\$ 73,920	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 162,802	\$ 159,479	\$ 155,076	\$ 149,439	\$ 142,486	\$ 134,122	\$ 124,475	\$ 90,301	\$ 59,290	\$ 31,565	\$ 9,148	\$ -	\$ -	\$ -
		\$ 1,207,129	\$ 1,220,515	\$ 1,233,088	\$ 1,244,699	\$ 1,255,504	\$ 1,265,417	\$ 1,274,393	\$ 90,301	\$ 59,290	\$ 31,565	\$ 9,148	\$ -	\$ -	\$ -

Attachment 5A:
Amended 2023 Strategic Plan Baseline Programming
Pending February 2024 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53
217	Traffic Signs & Signals Maintenance	\$ 2,500,000	\$ 2,750,000	\$ 3,250,000	\$ 4,000,000	\$ 5,272,188	\$ 5,325,000	\$ 5,411,000	\$ 5,501,000	\$ 5,593,000	\$ 3,250,000	\$ -	\$ -	\$ -	\$ -
		\$ 597,773	\$ 507,012	\$ 433,014	\$ 381,668	\$ 364,315	\$ 342,466	\$ 317,392	\$ 291,814	\$ 261,105	\$ 182,641	\$ 69,371	\$ -	\$ -	\$ -
		\$ 3,097,773	\$ 3,257,012	\$ 3,683,014	\$ 4,381,668	\$ 5,636,503	\$ 5,667,466	\$ 5,728,392	\$ 5,792,814	\$ 5,854,105	\$ 3,432,641	\$ 69,371	\$ -	\$ -	\$ -
II. Safer and Complete Streets															
218	Safer and Complete Streets	\$ 7,000,000	\$ 7,250,000	\$ 7,750,000	\$ 8,500,000	\$ 8,850,919	\$ 8,950,000	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,567,948	\$ 1,492,726	\$ 1,422,834	\$ 1,362,956	\$ 1,297,844	\$ 1,218,886	\$ 1,080,153	\$ 799,946	\$ 543,680	\$ 312,373	\$ 120,236	\$ -	\$ -	\$ -
		\$ 8,567,948	\$ 8,742,726	\$ 9,172,834	\$ 9,862,956	\$ 10,148,763	\$ 10,168,886	\$ 8,080,153	\$ 799,946	\$ 543,680	\$ 312,373	\$ 120,236	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 140,967	\$ 138,230	\$ 134,549	\$ 129,785	\$ 123,869	\$ 116,718	\$ 108,441	\$ 99,940	\$ 89,630	\$ 47,432	\$ 13,376	\$ -	\$ -	\$ -
		\$ 1,734,939	\$ 1,757,706	\$ 1,779,936	\$ 1,801,498	\$ 1,822,685	\$ 1,843,431	\$ 1,863,578	\$ 1,884,041	\$ 1,903,238	\$ 47,432	\$ 13,376	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 213,069	\$ 208,664	\$ 202,851	\$ 195,429	\$ 186,289	\$ 175,307	\$ 134,656	\$ 98,390	\$ 65,395	\$ 35,802	\$ 11,654	\$ -	\$ -	\$ -
		\$ 1,312,360	\$ 1,325,544	\$ 1,337,601	\$ 1,348,335	\$ 1,357,886	\$ 1,366,143	\$ 134,656	\$ 98,390	\$ 65,395	\$ 35,802	\$ 11,654	\$ -	\$ -	\$ -
III. Freeway Safety and Operational Impr															
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 104,438	\$ 102,259	\$ 99,391	\$ 95,736	\$ 78,123	\$ 61,321	\$ 45,706	\$ 31,858	\$ 19,451	\$ 8,533	\$ 112	\$ -	\$ -	\$ -
		\$ 544,155	\$ 549,011	\$ 553,291	\$ 556,898	\$ 78,123	\$ 61,321	\$ 45,706	\$ 31,858	\$ 19,451	\$ 8,533	\$ 112	\$ -	\$ -	\$ -
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		\$ 21,097,523	\$ 21,783,083	\$ 22,971,612	\$ 24,663,153	\$ 26,014,820	\$ 26,361,989	\$ 23,486,525	\$ 15,590,394	\$ 15,849,269	\$ 12,334,480	\$ 9,394,844	\$ 9,569,198	\$ -	\$ -
		\$ 2,786,997	\$ 2,608,371	\$ 2,447,715	\$ 2,315,014	\$ 2,192,926	\$ 2,048,821	\$ 1,810,822	\$ 1,412,249	\$ 1,038,550	\$ 618,345	\$ 223,898	\$ -	\$ -	\$ -
		\$ 23,884,520	\$ 24,391,454	\$ 25,419,326	\$ 26,978,167	\$ 28,207,746	\$ 28,410,810	\$ 25,297,348	\$ 17,002,643	\$ 16,887,819	\$ 12,952,826	\$ 9,618,742	\$ 9,569,198	\$ -	\$ -
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAC															
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 295,752	\$ 289,788	\$ 281,857	\$ 271,678	\$ 259,101	\$ 243,954	\$ 226,468	\$ 208,542	\$ 140,180	\$ 78,675	\$ 28,043	\$ -	\$ -	\$ -
		\$ 2,549,299	\$ 2,579,392	\$ 2,608,094	\$ 2,635,134	\$ 2,660,875	\$ 2,685,168	\$ 2,707,869	\$ 2,730,890	\$ 140,180	\$ 78,675	\$ 28,043	\$ -	\$ -	\$ -
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	\$ -	\$ -
		\$ 295,752	\$ 289,788	\$ 281,857	\$ 271,678	\$ 259,101	\$ 243,954	\$ 226,468	\$ 208,542	\$ 140,180	\$ 78,675	\$ 28,043	\$ -	\$ -	\$ -
		\$ 7,496,110	\$ 7,605,351	\$ 7,714,469	\$ 7,823,209	\$ 7,933,063	\$ 8,043,932	\$ 8,154,849	\$ 8,267,753	\$ 5,768,621	\$ 6,134,995	\$ 6,291,273	\$ 6,379,465	\$ -	\$ -
TOTAL PROP L STRATEGIC PLAN		\$ 70,852,854	\$ 72,402,497	\$ 73,325,122	\$ 74,510,711	\$ 78,234,932	\$ 78,320,710	\$ 75,790,268	\$ 67,245,678	\$ 70,419,453	\$ 63,860,262	\$ 61,614,572	\$ 61,761,065	\$ -	\$ -
		\$ 18,299,957	\$ 16,562,873	\$ 14,794,810	\$ 13,028,906	\$ 11,267,466	\$ 9,513,846	\$ 7,749,274	\$ 5,871,026	\$ 4,037,084	\$ 2,236,500	\$ 726,121	\$ 5,973	\$ -	\$ -
		\$ 89,152,810	\$ 88,965,370	\$ 88,119,932	\$ 87,539,617	\$ 89,502,398	\$ 87,834,555	\$ 83,539,542	\$ 73,116,704	\$ 74,456,537	\$ 66,096,762	\$ 62,340,693	\$ 61,767,038	\$ -	\$ -
Prop. K Related Programming (since 7/1/22)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 15,026,932	\$ 14,700,427	\$ 14,275,740	\$ 13,739,145	\$ 13,082,834	\$ 12,297,955	\$ 11,397,026	\$ 10,476,524	\$ 9,371,716	\$ 8,086,800	\$ 6,357,179	\$ 1,834,677	\$ -	\$ -
		\$ 15,026,932	\$ 14,700,427	\$ 14,275,740	\$ 13,739,145	\$ 13,082,834	\$ 12,297,955	\$ 11,397,026	\$ 10,476,524	\$ 9,371,716	\$ 8,086,800	\$ 6,357,179	\$ 1,834,677	\$ -	\$ -

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
Pending February 2024 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	\$ 152,119,043	8.43%	Programming	\$ 138,432,852	\$ -	\$ -	\$ 3,600,000	\$ 5,416,000	\$ 5,310,000	\$ 5,379,000	\$ 6,577,443	\$ 6,658,682	\$ 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	\$ 12,820,906	\$ -	\$ -	\$ -	\$ 49,538	\$ 138,523	\$ 338,040	\$ 430,454	\$ 422,556	\$ 456,128	\$ 594,861	\$ 604,947	\$ 717,930	\$ 704,378	\$ 712,403	\$ 710,932	\$ 705,765	\$ 699,529
				Total	\$ 151,253,758	\$ -	\$ -	\$ 3,600,000	\$ 5,465,538	\$ 5,448,523	\$ 5,717,040	\$ 7,007,897	\$ 7,081,237	\$ 5,697,348	\$ 5,917,176	\$ 6,015,227	\$ 6,214,774	\$ 6,289,171	\$ 6,386,553	\$ 6,475,867	\$ 6,562,939	\$ 6,650,417
202	Muni Rail Core Capacity	\$ 69,145,019	0.00%	Programming	\$ 69,030,640	\$ -	\$ -	\$ 800,000	\$ 1,828,000	\$ 1,051,000	\$ 1,051,000	\$ 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	\$ 69,030,640	\$ -	\$ -	\$ 800,000	\$ 1,828,000	\$ 1,051,000	\$ 1,051,000	\$ 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	\$ 138,290,039	28.41%	Programming	\$ 90,296,000	\$ -	\$ -	\$ -	\$ 27,128,000	\$ 8,168,000	\$ -	\$ -	\$ 55,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Interest Costs	\$ 39,287,355	\$ -	\$ -	\$ -	\$ 496,478	\$ 740,239	\$ 1,056,069	\$ 949,314	\$ 2,564,283	\$ 2,589,970	\$ 3,151,172	\$ 2,981,702	\$ 3,282,328	\$ 2,978,161	\$ 2,775,293	\$ 2,540,741	\$ 2,301,849	\$ 2,069,041
				Total	\$ 129,583,355	\$ -	\$ -	\$ -	\$ 27,624,478	\$ 8,908,239	\$ 1,056,069	\$ 949,314	\$ 57,564,283	\$ 2,589,970	\$ 3,151,172	\$ 2,981,702	\$ 3,282,328	\$ 2,978,161	\$ 2,775,293	\$ 2,540,741	\$ 2,301,849	\$ 2,069,041
III. Caltrain																						
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,870,116	28.11%	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	\$ 25,000,000	\$ -	\$ -	\$ 25,000,000	\$ -	\$ -	\$ -	\$ -
				Interest Costs	\$ 116,629,141	\$ -	\$ -	\$ -	\$ 144,901	\$ 673,508	\$ 2,405,987	\$ 3,711,611	\$ 4,089,118	\$ 5,336,165	\$ 8,103,872	\$ 8,677,740	\$ 9,530,392	\$ 8,624,535	\$ 9,136,823	\$ 8,429,857	\$ 7,705,734	\$ 6,998,718
				Total	\$ 416,629,141	\$ -	\$ -	\$ 10,000,000	\$ 15,144,901	\$ 25,673,508	\$ 42,405,987	\$ 43,711,611	\$ 44,089,118	\$ 45,336,165	\$ 48,103,872	\$ 33,677,740	\$ 9,530,392	\$ 8,624,535	\$ 34,136,823	\$ 8,429,857	\$ 7,705,734	\$ 6,998,718
TOTAL MAJOR CAPITAL PROJECTS		\$ 774,424,217	21.79%	Programming	\$ 597,759,492	\$ -	\$ -	\$ 14,400,000	\$ 49,372,000	\$ 39,529,000	\$ 46,430,000	\$ 48,885,371	\$104,003,537	\$ 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	\$ 168,737,401	\$ -	\$ -	\$ -	\$ 690,917	\$ 1,552,269	\$ 3,800,097	\$ 5,091,380	\$ 7,075,958	\$ 8,382,263	\$ 11,849,905	\$ 12,264,388	\$ 13,530,650	\$ 12,307,074	\$ 12,624,519	\$ 11,681,530	\$ 10,713,348	\$ 9,767,288
				Total	\$ 766,496,894	\$ -	\$ -	\$ 14,400,000	\$ 50,062,917	\$ 41,081,269	\$ 50,230,097	\$ 53,976,751	\$111,079,494	\$ 56,005,856	\$ 59,591,455	\$ 45,133,887	\$ 21,526,060	\$ 20,430,410	\$ 45,877,827	\$ 20,066,891	\$ 19,232,874	\$ 18,423,126
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																						
I. Transit Maintenance, Rehabilitation, and Replacement																						
206	Muni Maintenance	\$ 1,084,193,904	1.43%	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	\$ 21,000,000
				Interest Costs	\$ 15,462,251	\$ -	\$ -	\$ -	\$ 466,110	\$ 906,396	\$ 1,946,174	\$ 1,938,537	\$ 1,609,475	\$ 1,655,804	\$ 2,031,159	\$ 1,781,561	\$ 1,662,176	\$ 1,181,080	\$ 283,779	\$ -	\$ -	\$ -
				Total	\$ 803,462,251	\$ -	\$ -	\$ 19,380,000	\$ 50,086,110	\$ 30,906,396	\$ 31,946,174	\$ 33,938,537	\$ 36,609,475	\$ 36,655,804	\$ 37,031,159	\$ 33,781,561	\$ 31,662,176	\$ 31,181,080	\$ 20,283,779	\$ 15,000,000	\$ 20,000,000	\$ 21,000,000
207	BART Maintenance	\$ 48,401,514	22.41%	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	\$ 10,846,348	\$ -	\$ 98,969	\$ 395,201	\$ 257,810	\$ 279,348	\$ 400,871	\$ 434,284	\$ 372,992	\$ 402,004	\$ 523,472	\$ 531,568	\$ 629,950	\$ 617,212	\$ 623,415	\$ 621,327	\$ 616,040	\$ 609,853
				Total	\$ 47,361,969	\$ -	\$ 3,361,207	\$ 9,657,963	\$ 257,810	\$ 279,348	\$ 400,871	\$ 2,049,834	\$ 2,014,391	\$ 2,069,665	\$ 2,216,937	\$ 2,253,021	\$ 2,378,946	\$ 2,394,191	\$ 2,428,826	\$ 2,455,624	\$ 2,479,686	\$ 2,503,317
208	Caltrain Maintenance	\$ 138,290,039	11.93%	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	
				Interest Costs	\$ 16,491,504	\$ -	\$ -	\$ 84,935	\$ 121,117	\$ 232,426	\$ 504,396	\$ 668,831	\$ 585,661	\$ 640,175	\$ 841,518	\$ 858,680	\$ 1,018,378	\$ 994,791	\$ 998,261	\$ 985,173	\$ 964,136	\$ 939,144
				Total	\$ 131,493,504	\$ -	\$ 1,776,000	\$ 4,910,935	\$ 4,821,117	\$ 5,732,426	\$ 6,204,396	\$ 8,168,831	\$ 5,585,661	\$ 5,640,175	\$ 5,841,518	\$ 5,858,680	\$ 6,018,378	\$ 5,994,791	\$ 5,998,261	\$ 5,985,173	\$ 5,964,136	\$ 5,939,144
209	Ferry Maintenance	\$ 6,914,502	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	\$ 40,104,111	3.94%	Programming	\$ 38,210,614	\$ -	\$ 300,000	\$ 1,392,000	\$ 1,068,500	\$ 895,500	\$ 292,000	\$ 1,630,599	\$ 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	\$ 1,579,919	\$ -	\$ -	\$ 16,744	\$ 22,605	\$ 33,963	\$ 39,472	\$ 55,380	\$ 47,797	\$ 51,760	\$ 67,717	\$ 69,073	\$ 82,213	\$ 80,887	\$ 82,029	\$ 82,073	\$ 81,683	\$ 81,159
				Total	\$ 39,790,533	\$ -	\$ 300,000	\$ 1,408,744	\$ 1,091,105	\$ 929,463	\$ 331,472	\$ 1,685,978	\$ 1,407,813	\$ 1,433,536	\$ 1,470,873	\$ 1,495,420	\$ 1,531,381	\$ 1,553,241	\$ 1,577,941	\$ 1,601,920	\$ 1,625,847	\$ 1,650,030
211	Bayview Caltrain Station	\$ 37,338,310	16.72%	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	\$ 6,242,902	\$ -	\$ -	\$ 62,036	\$ 80,288	\$ 124,396	\$ 168,770	\$ 216,749	\$ 214,057	\$ 238,010	\$ 310,008	\$ 314,881	\$ 373,250	\$ 365,789	\$ 369,550	\$ 368,393	\$ 365,338	\$ 361,745
				Total	\$ 36,312,573	\$ -	\$ -	\$ 2,948,036	\$ 2,202,288	\$ 1,846,396	\$ 168,770	\$ 2,263,031	\$ 2,280,279	\$ 1,724,491	\$ 1,616,394	\$ 1,642,859	\$ 1,722,475	\$ 1,736,602	\$ 1,762,295	\$ 1,783,423	\$ 1,803,008	\$ 1,822,417
212	Mission Bay Ferry Landing	\$ 6,914,502	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	\$ 30,423,809	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		\$ 1,392,580,691	3.64%	Programming	\$ 1,051,97																	

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
Pending February 2024 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	\$ 124,461,035	11.98%	Programming	\$ 109,104,478	\$ -	\$ 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	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,250,000
				Interest Costs	\$ 14,914,350	\$ -	\$ -	\$ -	\$ 100,963	\$ 356,563	\$ 677,394	\$ 807,957	\$ 695,902	\$ 750,277	\$ 977,299	\$ 992,725	\$ 1,176,815	\$ 1,153,357	\$ 1,046,499	\$ 927,012	\$ 805,949	\$ 697,065
				Total	\$ 124,018,829	\$ -	\$ 550,000	\$ 2,150,000	\$ 7,311,963	\$ 11,103,563	\$ 5,713,394	\$ 6,709,228	\$ 4,966,642	\$ 5,038,548	\$ 5,331,921	\$ 5,419,318	\$ 5,674,233	\$ 5,722,734	\$ 3,046,499	\$ 2,927,012	\$ 2,805,949	\$ 2,947,065
II. Safer and Complete Streets																						
218	Safer and Complete Streets	\$ 210,200,859	13.61%	Programming	\$ 181,098,615	\$ -	\$ 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	\$ 6,500,000	\$ 6,750,000	\$ 7,000,000	\$ 7,000,000
				Interest Costs	\$ 28,615,965	\$ -	\$ -	\$ -	\$ 39,110	\$ 177,943	\$ 517,620	\$ 812,368	\$ 896,958	\$ 1,113,462	\$ 1,539,486	\$ 1,606,076	\$ 1,901,788	\$ 1,861,876	\$ 1,820,952	\$ 1,763,404	\$ 1,704,554	\$ 1,640,785
				Total	\$ 209,714,580	\$ -	\$ 150,000	\$ 4,273,000	\$ 6,844,110	\$ 8,276,943	\$ 9,706,620	\$ 13,759,621	\$ 13,733,816	\$ 12,393,710	\$ 10,850,655	\$ 10,038,577	\$ 9,453,209	\$ 9,534,121	\$ 8,320,952	\$ 8,513,404	\$ 8,704,554	\$ 8,640,785
219	Curb Ramps	\$ 40,104,111	6.52%	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	\$ 2,615,175	\$ -	\$ -	\$ -	\$ 4,667	\$ 21,509	\$ 57,609	\$ 99,623	\$ 85,762	\$ 92,643	\$ 120,906	\$ 123,040	\$ 146,116	\$ 143,449	\$ 145,172	\$ 144,959	\$ 143,988	\$ 142,796
				Total	\$ 39,201,308	\$ -	\$ -	\$ 925,000	\$ 1,104,667	\$ 1,226,509	\$ 1,269,609	\$ 2,313,221	\$ 1,445,778	\$ 1,474,419	\$ 1,524,062	\$ 1,549,387	\$ 1,595,284	\$ 1,615,804	\$ 1,641,084	\$ 1,664,805	\$ 1,688,152	\$ 1,711,666
220	Tree Planting	\$ 27,658,008	13.88%	Programming	\$ 23,403,301	\$ -	\$ 250,000	\$ 1,012,500	\$ 1,062,500	\$ 1,115,000	\$ 1,175,000	\$ 1,838,171	\$ 937,942	\$ 952,949	\$ 967,694	\$ 983,687	\$ 999,426	\$ 1,015,417	\$ 1,031,664	\$ 1,048,170	\$ 1,064,941	\$ 1,081,980
				Interest Costs	\$ 3,837,820	\$ -	\$ -	\$ 14,935	\$ 25,715	\$ 48,622	\$ 105,595	\$ 153,146	\$ 131,605	\$ 141,918	\$ 184,899	\$ 187,855	\$ 222,734	\$ 218,335	\$ 220,632	\$ 219,992	\$ 218,216	\$ 216,117
				Total	\$ 27,241,121	\$ -	\$ 250,000	\$ 1,027,435	\$ 1,088,215	\$ 1,163,622	\$ 1,280,595	\$ 1,991,318	\$ 1,069,547	\$ 1,094,867	\$ 1,152,593	\$ 1,171,542	\$ 1,222,160	\$ 1,233,752	\$ 1,252,295	\$ 1,268,162	\$ 1,283,157	\$ 1,298,097
III. Freeway Safety and Operational Improvements																						
221	Vision Zero Ramps	\$ 11,063,203	16.87%	Programming	\$ 8,644,347	\$ -	\$ 100,000	\$ 1,025,000	\$ 920,000	\$ 295,000	\$ 100,000	\$ 369,269	\$ 375,177	\$ 381,180	\$ 387,078	\$ 393,475	\$ 399,770	\$ 406,167	\$ 412,665	\$ 419,268	\$ 425,976	\$ 432,792
				Interest Costs	\$ 1,866,748	\$ -	\$ -	\$ 27,945	\$ 37,398	\$ 46,836	\$ 69,450	\$ 75,261	\$ 64,658	\$ 69,706	\$ 90,793	\$ 92,222	\$ 109,318	\$ 107,134	\$ 108,237	\$ 107,900	\$ 107,006	\$ 105,954
				Total	\$ 10,511,095	\$ -	\$ 100,000	\$ 1,052,945	\$ 957,398	\$ 341,836	\$ 169,450	\$ 444,530	\$ 439,835	\$ 450,886	\$ 477,871	\$ 485,697	\$ 509,089	\$ 513,301	\$ 520,902	\$ 527,168	\$ 532,982	\$ 538,746
222	Managed Lanes and Express Bus	\$ 13,829,004	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	\$ 27,658,008	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		\$ 626,453,876	8.75%	Programming	\$ 567,957,678	\$ -	\$ 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	\$ 19,384,050	\$ 19,808,194	\$ 20,235,125	\$ 20,664,886
				Interest Costs	\$ 54,830,688	\$ -	\$ -	\$ 51,173	\$ 225,853	\$ 688,329	\$ 1,513,213	\$ 2,064,970	\$ 1,975,134	\$ 2,276,148	\$ 3,054,326	\$ 3,145,160	\$ 3,726,664	\$ 3,650,741	\$ 3,509,886	\$ 3,331,220	\$ 3,146,358	\$ 2,967,806
				Total	\$ 622,788,366	\$ -	\$ 1,920,391	\$ 13,385,455	\$ 20,442,135	\$ 25,770,111	\$ 21,662,995	\$ 34,126,953	\$ 29,678,020	\$ 27,898,280	\$ 26,929,286	\$ 26,382,155	\$ 26,319,449	\$ 26,605,010	\$ 22,893,936	\$ 23,139,414	\$ 23,381,483	\$ 23,632,692
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																						
I. Transportation Demand Management																						
224	Transportation Demand Management	\$ 24,892,207	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	\$ 56,698,916	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	\$ 5,851,973	\$ -	\$ 19,311	\$ 125,631	\$ 117,650	\$ 143,666	\$ 194,653	\$ 211,150	\$ 181,577	\$ 195,941	\$ 255,456	\$ 259,708	\$ 308,122	\$ 302,221	\$ 305,580	\$ 304,868	\$ 302,575	\$ 299,826
				Total	\$ 56,195,991	\$ -	\$ 1,374,311	\$ 4,020,631	\$ 2,242,650	\$ 1,268,666	\$ 394,653	\$ 2,103,651	\$ 2,104,359	\$ 2,149,487	\$ 2,239,228	\$ 2,276,267	\$ 2,356,946	\$ 2,383,826	\$ 2,420,491	\$ 2,453,617	\$ 2,485,704	\$ 2,517,885
226	Equity Priority Transportation Program	\$ 58,081,816	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	\$ 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
227	Development-Oriented Transportation	\$ 27,658,008	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	\$ 13,829,004	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		\$ 181,159,951	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	\$ 5,851,973	\$ -	\$ 19,311	\$ 125,631	\$ 117,650	\$ 143,666	\$ 194,653	\$ 211,150	\$ 181,577	\$ 195,941	\$ 255,456	\$ 259,708	\$ 308,122	\$ 302,221	\$ 305,580	\$ 304,868	\$ 302,575	\$ 299,826
				Total	\$ 180,452,703	\$ -	\$ 2,320,484	\$ 5,912,977	\$ 4,134,996	\$ 3,161,012	\$ 2,287,000	\$ 6,257,923	\$ 6,325,098	\$ 6,437,757	\$ 6,593,850	\$ 6,702,860	\$ 6,854,364	\$ 6,953,202	\$ 7,062,977	\$ 7,170,383	\$ 7,277,937	\$ 7,386,793
TOTAL PROP L STRATEGIC PLAN		\$ 3,288,537,123	10.65%	Programming	\$ 2,626,343,904	\$ -	\$ 19,678,654	\$ 85,401,095	\$145,597,833	\$120,643,333	\$119,988,833	\$148,353,562	\$199,961,557	\$141,557,745	\$140,396,074	\$122,583,871	\$ 95,774,994	\$ 96,992,309	\$109,298,962	\$ 80,621,575	\$ 79,593,517	\$ 71,561,866

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
Pending February 2024 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53
A. MAJOR CAPITAL PROJECTS															
I. Muni															
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	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 690,192	\$ 676,435	\$ 658,075	\$ 634,455	\$ 605,222	\$ 569,978	\$ 529,257	\$ 487,490	\$ 384,517	\$ 218,349	\$ 80,952	\$ -	\$ -	\$ -
		\$ 6,736,295	\$ 6,819,274	\$ 6,899,199	\$ 6,975,435	\$ 7,049,007	\$ 7,119,578	\$ 7,186,676	\$ 7,254,767	\$ 4,384,517	\$ 218,349	\$ 80,952	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,837,147	\$ 1,605,042	\$ 1,375,396	\$ 1,150,124	\$ 932,183	\$ 724,823	\$ 532,682	\$ 362,708	\$ 211,361	\$ 79,247	\$ -	\$ -	\$ -	\$ -
		\$ 1,837,147	\$ 1,605,042	\$ 1,375,396	\$ 1,150,124	\$ 932,183	\$ 724,823	\$ 532,682	\$ 362,708	\$ 211,361	\$ 79,247	\$ -	\$ -	\$ -	\$ -
III. Caltrain															
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,291,009	\$ 5,577,755	\$ 4,866,786	\$ 4,163,132	\$ 3,475,261	\$ 2,812,462	\$ 2,189,302	\$ 1,631,624	\$ 1,120,269	\$ 657,268	\$ 269,337	\$ 5,973	\$ -	\$ -
		\$ 6,291,009	\$ 5,577,755	\$ 4,866,786	\$ 4,163,132	\$ 3,475,261	\$ 2,812,462	\$ 2,189,302	\$ 1,631,624	\$ 1,120,269	\$ 657,268	\$ 269,337	\$ 5,973	\$ -	\$ -
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	\$ 7,126,911	\$ 3,364,622	\$ 3,479,572	\$ 3,544,147	\$ -	\$ -
		\$ 8,818,348	\$ 7,859,232	\$ 6,900,257	\$ 5,947,710	\$ 5,012,666	\$ 4,107,263	\$ 3,251,241	\$ 2,481,822	\$ 1,716,148	\$ 954,865	\$ 350,289	\$ 5,973	\$ -	\$ -
		\$ 17,612,679	\$ 16,794,272	\$ 15,978,257	\$ 15,170,954	\$ 14,385,445	\$ 13,633,954	\$ 12,934,760	\$ 12,325,133	\$ 8,843,059	\$ 4,319,487	\$ 3,829,861	\$ 3,550,121	\$ -	\$ -
B. TRANSIT MAINTENANCE AND ENHANCEMENTS															
I. Transit Maintenance, Rehabilitation, and															
206	Muni Maintenance	\$ 22,000,000	\$ 22,500,000	\$ 23,000,000	\$ 23,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 30,000,000	\$ 38,000,000	\$ 38,000,000	\$ 39,500,000	\$ 40,000,000	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 22,000,000	\$ 22,500,000	\$ 23,000,000	\$ 23,000,000	\$ 26,000,000	\$ 26,000,000	\$ 26,000,000	\$ 30,000,000	\$ 38,000,000	\$ 38,000,000	\$ 39,500,000	\$ 40,000,000	\$ -	\$ -
207	BART Maintenance	\$ 1,923,760	\$ 1,954,540	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 600,998	\$ 588,333	\$ 534,808	\$ 453,955	\$ 375,220	\$ 299,706	\$ 229,086	\$ 166,150	\$ 109,045	\$ 57,997	\$ 16,735	\$ -	\$ -	\$ -
		\$ 2,524,757	\$ 2,542,873	\$ 1,384,808	\$ 453,955	\$ 375,220	\$ 299,706	\$ 229,086	\$ 166,150	\$ 109,045	\$ 57,997	\$ 16,735	\$ -	\$ -	\$ -
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 907,837	\$ 869,008	\$ 823,086	\$ 770,007	\$ 710,184	\$ 644,123	\$ 573,540	\$ 400,265	\$ 244,958	\$ 108,238	\$ 2,637	\$ -	\$ -	\$ -
		\$ 5,907,837	\$ 5,869,008	\$ 5,823,086	\$ 5,770,007	\$ 5,710,184	\$ 5,644,123	\$ 5,573,540	\$ 400,265	\$ 244,958	\$ 108,238	\$ 2,637	\$ -	\$ -	\$ -
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	\$ 750,000	\$ -	\$ -	\$ -
		\$ 80,267	\$ 78,849	\$ 76,883	\$ 74,287	\$ 71,022	\$ 67,042	\$ 62,403	\$ 57,621	\$ 51,774	\$ 44,883	\$ 20,333	\$ -	\$ -	\$ -
		\$ 1,674,239	\$ 1,698,325	\$ 1,722,270	\$ 1,746,000	\$ 1,769,838	\$ 1,793,755	\$ 1,817,541	\$ 1,841,722	\$ 1,865,382	\$ 1,996,364	\$ 770,333	\$ -	\$ -	\$ -
211	Bayview Caltrain Station	\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 356,565	\$ 349,122	\$ 339,326	\$ 326,845	\$ 284,017	\$ 226,091	\$ 171,986	\$ 123,819	\$ 80,225	\$ 41,379	\$ 10,267	\$ -	\$ -	\$ -
		\$ 1,840,609	\$ 1,856,910	\$ 1,871,238	\$ 1,883,268	\$ 884,017	\$ 226,091	\$ 171,986	\$ 123,819	\$ 80,225	\$ 41,379	\$ 10,267	\$ -	\$ -	\$ -
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		\$ 33,760,642	\$ 34,368,811	\$ 33,842,900	\$ 33,072,784	\$ 35,173,372	\$ 34,632,051	\$ 34,691,842	\$ 33,752,762	\$ 41,814,832	\$ 42,104,839	\$ 42,476,926	\$ 42,268,254	\$ -	\$ -
		\$ 1,945,667	\$ 1,885,313	\$ 1,774,103	\$ 1,625,094	\$ 1,440,443	\$ 1,236,962	\$ 1,037,015	\$ 747,856	\$ 486,002	\$ 252,497	\$ 49,971	\$ -	\$ -	\$ -
		\$ 35,706,308	\$ 36,254,124	\$ 35,617,002	\$ 34,697,878	\$ 36,613,815	\$ 35,869,013	\$ 35,728,857	\$ 34,500,618	\$ 42,300,834	\$ 42,357,336	\$ 42,526,897	\$ 42,268,254	\$ -	\$ -
C. PARATRANSIT															
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,453,193	\$ 3,920,169	\$ 3,390,878	\$ 2,869,409	\$ 2,362,329	\$ 1,876,846	\$ 1,423,728	\$ 1,020,558	\$ 656,204	\$ 332,118	\$ 73,920	\$ -	\$ -	\$ -
		\$ 4,453,193	\$ 3,920,169	\$ 3,390,878	\$ 2,869,409	\$ 2,362,329	\$ 1,876,846	\$ 1,423,728	\$ 1,020,558	\$ 656,204	\$ 332,118	\$ 73,920	\$ -	\$ -	\$ -
TOTAL PARATRANSIT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,453,193	\$ 3,920,169	\$ 3,390,878	\$ 2,869,409	\$ 2,362,329	\$ 1,876,846	\$ 1,423,728	\$ 1,020,558	\$ 656,204	\$ 332,118	\$ 73,920	\$ -	\$ -	\$ -
D. STREETS AND FREEWAYS															
I. Maintenance, Rehabilitation, and Repl															
215	Street Resurfacing, Rehabilitation and Maintenance	\$ 5,771,279	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,251,891	\$ 6,354,810	\$ 6,459,673	\$ 6,566,514	\$ 7,065,707	\$ 7,307,101	\$ 7,442,710	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 5,771,279	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,251,891	\$ 6,354,810	\$ 6,459,673	\$ 6,566,514	\$ 7,065,707	\$ 7,307,101	\$ 7,442,710	\$ -	\$ -
216	Pedestrian and Bicycle Facilities Maintenance	\$ 1,044,327	\$ 1,061,036	\$ 1,078,012	\$ 1,095,260	\$ 1,113,017	\$ 1,131,295	\$ 1,149,918	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 162,802	\$ 159,479	\$ 155,076	\$ 149,439	\$ 142,486	\$ 134,122	\$ 124,475	\$ 90,301	\$ 59,290	\$ 31,565	\$ 9,148	\$ -	\$ -	\$ -
		\$ 1,207,129	\$ 1,220,515	\$ 1,233,088	\$ 1,244,699	\$ 1,255,504	\$ 1,265,417	\$ 1,274,393	\$ 90,301	\$ 59,290	\$ 31,565	\$ 9,148	\$ -	\$ -	\$ -

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
Pending February 2024 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53
217	Traffic Signs & Signals Maintenance	\$ 2,500,000	\$ 2,750,000	\$ 3,250,000	\$ 4,000,000	\$ 5,272,188	\$ 5,325,000	\$ 5,411,000	\$ 5,501,000	\$ 5,593,000	\$ 3,250,000	\$ -	\$ -	\$ -	\$ -
		\$ 597,773	\$ 507,012	\$ 433,014	\$ 381,668	\$ 364,315	\$ 342,466	\$ 317,392	\$ 291,814	\$ 261,105	\$ 182,641	\$ 69,371	\$ -	\$ -	\$ -
		\$ 3,097,773	\$ 3,257,012	\$ 3,683,014	\$ 4,381,668	\$ 5,636,503	\$ 5,667,466	\$ 5,728,392	\$ 5,792,814	\$ 5,854,105	\$ 3,432,641	\$ 69,371	\$ -	\$ -	\$ -
II. Safer and Complete Streets															
218	Safer and Complete Streets	\$ 7,000,000	\$ 7,250,000	\$ 7,750,000	\$ 8,500,000	\$ 8,850,919	\$ 8,950,000	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,567,948	\$ 1,492,726	\$ 1,422,834	\$ 1,362,956	\$ 1,297,844	\$ 1,218,886	\$ 1,080,153	\$ 799,946	\$ 543,680	\$ 312,373	\$ 120,236	\$ -	\$ -	\$ -
		\$ 8,567,948	\$ 8,742,726	\$ 9,172,834	\$ 9,862,956	\$ 10,148,763	\$ 10,168,886	\$ 8,080,153	\$ 799,946	\$ 543,680	\$ 312,373	\$ 120,236	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 140,967	\$ 138,230	\$ 134,549	\$ 129,785	\$ 123,869	\$ 116,718	\$ 108,441	\$ 99,940	\$ 89,630	\$ 47,432	\$ 13,376	\$ -	\$ -	\$ -
		\$ 1,734,939	\$ 1,757,706	\$ 1,779,936	\$ 1,801,498	\$ 1,822,685	\$ 1,843,431	\$ 1,863,578	\$ 1,884,041	\$ 1,903,238	\$ 47,432	\$ 13,376	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 213,069	\$ 208,664	\$ 202,851	\$ 195,429	\$ 186,289	\$ 175,307	\$ 134,656	\$ 98,390	\$ 65,395	\$ 35,802	\$ 11,654	\$ -	\$ -	\$ -
		\$ 1,312,360	\$ 1,325,544	\$ 1,337,601	\$ 1,348,335	\$ 1,357,886	\$ 1,366,143	\$ 134,656	\$ 98,390	\$ 65,395	\$ 35,802	\$ 11,654	\$ -	\$ -	\$ -
III. Freeway Safety and Operational Imp															
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 104,438	\$ 102,259	\$ 99,391	\$ 95,736	\$ 78,123	\$ 61,321	\$ 45,706	\$ 31,858	\$ 19,451	\$ 8,533	\$ 112	\$ -	\$ -	\$ -
		\$ 544,155	\$ 549,011	\$ 553,291	\$ 556,898	\$ 78,123	\$ 61,321	\$ 45,706	\$ 31,858	\$ 19,451	\$ 8,533	\$ 112	\$ -	\$ -	\$ -
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		\$ 21,097,523	\$ 21,783,083	\$ 22,971,612	\$ 24,663,153	\$ 26,014,820	\$ 26,361,989	\$ 23,486,525	\$ 15,590,394	\$ 15,849,269	\$ 12,334,480	\$ 9,394,844	\$ 9,569,198	\$ -	\$ -
		\$ 2,786,997	\$ 2,608,371	\$ 2,447,715	\$ 2,315,014	\$ 2,192,926	\$ 2,048,821	\$ 1,810,822	\$ 1,412,249	\$ 1,038,550	\$ 618,345	\$ 223,898	\$ -	\$ -	\$ -
		\$ 23,884,520	\$ 24,391,454	\$ 25,419,326	\$ 26,978,167	\$ 28,207,746	\$ 28,410,810	\$ 25,297,348	\$ 17,002,643	\$ 16,887,819	\$ 12,952,826	\$ 9,618,742	\$ 9,569,198	\$ -	\$ -
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MAN/															
I. Transportation Demand Management															
224	Transportation Demand Management	\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -
II. Transportation, Land Use, and Comm															
225	Neighborhood Transportation Program	\$ 2,253,547	\$ 2,289,604	\$ 2,326,237	\$ 2,363,456	\$ 2,401,774	\$ 2,441,215	\$ 2,481,402	\$ 2,522,348	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 295,752	\$ 289,788	\$ 281,857	\$ 271,678	\$ 259,101	\$ 243,954	\$ 226,468	\$ 208,542	\$ 140,180	\$ 78,675	\$ 28,043	\$ -	\$ -	\$ -
		\$ 2,549,299	\$ 2,579,392	\$ 2,608,094	\$ 2,635,134	\$ 2,660,875	\$ 2,685,168	\$ 2,707,869	\$ 2,730,890	\$ 140,180	\$ 78,675	\$ 28,043	\$ -	\$ -	\$ -
226	Equity Priority Transportation Program	\$ 2,308,512	\$ 2,345,448	\$ 2,382,975	\$ 2,421,101	\$ 2,460,354	\$ 2,500,756	\$ 2,541,924	\$ 2,583,869	\$ 2,626,606	\$ 2,826,283	\$ 2,922,840	\$ 2,977,084	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,308,512	\$ 2,345,448	\$ 2,382,975	\$ 2,421,101	\$ 2,460,354	\$ 2,500,756	\$ 2,541,924	\$ 2,583,869	\$ 2,626,606	\$ 2,826,283	\$ 2,922,840	\$ 2,977,084	\$ -	\$ -
227	Development-Oriented Transportation	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -
228	Citywide / Modal Planning	\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		\$ 7,200,358	\$ 7,315,563	\$ 7,432,612	\$ 7,551,531	\$ 7,673,962	\$ 7,799,978	\$ 7,928,381	\$ 8,059,211	\$ 8,190,000	\$ 8,325,841	\$ 8,466,681	\$ 8,607,521	\$ 8,748,361	\$ 8,889,201
		\$ 295,752	\$ 289,788	\$ 281,857	\$ 271,678	\$ 259,101	\$ 243,954	\$ 226,468	\$ 208,542	\$ 140,180	\$ 78,675	\$ 28,043	\$ 6,056,320	\$ 6,263,230	\$ 6,470,140
		\$ 7,496,110	\$ 7,605,351	\$ 7,714,469	\$ 7,823,209	\$ 7,933,063	\$ 8,043,932	\$ 8,154,849	\$ 8,267,753	\$ 8,380,660	\$ 8,493,566	\$ 8,606,472	\$ 8,719,378	\$ 8,832,284	\$ 8,945,190
TOTAL PROP L STRATEGIC PLAN		\$ 70,852,854	\$ 72,402,497	\$ 73,325,122	\$ 74,510,711	\$ 76,234,932	\$ 78,320,710	\$ 80,790,268	\$ 83,745,678	\$ 87,191,138	\$ 91,226,600	\$ 95,862,062	\$ 101,098,524	\$ 106,934,986	\$ 113,371,448
		\$ 18,299,957	\$ 16,562,873	\$ 14,794,810	\$ 13,028,906	\$ 11,267,466	\$ 9,513,846	\$ 7,749,274	\$ 5,871,026	\$ 4,037,084	\$ 2,236,500	\$ 726,121	\$ 5,973	\$ -	\$ -
		\$ 89,152,810	\$ 88,965,370	\$ 88,119,932	\$ 87,539,617	\$ 89,502,398	\$ 87,834,555	\$ 83,539,542	\$ 73,116,704	\$ 74,456,537	\$ 66,096,762	\$ 62,340,693	\$ 61,767,038	\$ -	\$ -
Prop. K Related Cashflow (since 7/1/22)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 15,026,932	\$ 14,700,427	\$ 14,275,740	\$ 13,739,145	\$ 13,082,834	\$ 12,297,955	\$ 11,397,026	\$ 10,476,524	\$ 9,371,716	\$ 8,086,800	\$ 6,357,179	\$ 1,834,677	\$ -	\$ -
		\$ 15,026,932	\$ 14,700,427	\$ 14,275,740	\$ 13,739,145	\$ 13,082,834	\$ 12,297,955	\$ 11,397,026	\$ 10,476,524	\$ 9,371,716	\$ 8,086,800	\$ 6,357,179	\$ 1,834,677	\$ -	\$ -

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



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

WHEREAS, The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs (Attachment 1), a 5-Year Prioritization Program (5YPP) to identify the specific projects that will be funded over the next five years; and

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

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

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

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

WHEREAS, Through approval of Resolution 23-56, the Transportation Authority adopted the 2023 Prop L Strategic Plan Baseline which sets the amount of pay-go funding available for 23 of the 28 programs, by fiscal year, through the end of the Expenditure Plan (2053), and for the five remaining programs, including BART Core Capacity; Caltrain Downtown Rail Extension and Pennsylvania Alignment; and



Caltrain Maintenance, Rehabilitation, and Replacement, approved an accelerated cash flow schedule to support project delivery; and

WHEREAS, The Transportation Authority previously adopted 15 Prop L 5YPPs through approval of Resolutions 24-02, 24-13, 24-17, and 24-22; and

WHEREAS, Working in collaboration with project sponsors and taking into consideration input from public engagement supporting the 5YPP development process as well as prior engagement related to the Expenditure Plan and the San Francisco Transportation Plan, Transportation Authority staff has recommended approval of the four enclosed 2023 Prop L 5YPPs for the following programs: Muni Reliability and Efficiency Improvements, Muni Rail Core Capacity, Caltrain Downtown Rail Extension and Pennsylvania Alignment, and Transit Enhancements; and

WHEREAS, The Muni Reliability and Efficiency Improvements and Transit Enhancements 5YPPs require advancement of funds beyond the pay-as-you-go annual funding levels to provide sufficient funding to support project delivery in the first five years of Prop L as described in the enclosed draft 5YPPs; and

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

WHEREAS, The proposed Strategic Plan Baseline amendment would result in an increase in financing costs of 1.2% (\$7.9 million) versus the current Baseline, as amended, for a total of \$674.9 million in finance costs estimated over the 30-year Expenditure Plan period, as shown in Attachment 3; and

WHEREAS, At its January 24, 2024, meeting, the Community Advisory Committee was briefed on the proposed 5YPPs and Strategic Plan Baseline amendment and adopted a motion of support for the staff recommendation; now, therefore, be it

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



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

Attachments:

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

Enclosures: 2023 Prop L 5-Year Prioritization Programs (4)

1. Muni Reliability and Efficiency Improvements
2. Muni Rail Core Capacity
3. Caltrain Downtown Rail Extension and Pennsylvania Alignment
4. Transit Enhancements

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 8

DATE: January 19, 2024
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 2/13/2024 Board Meeting: Allocate \$10,489,620 in Prop L Funds, with Conditions, to the San Francisco Municipal Transportation Agency for Paratransit

RECOMMENDATION ☐ Information ☒ Action

Allocate \$10,489,650 in Proposition (Prop) L funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for Paratransit

SUMMARY

The Prop L Paratransit program funds SFMTA's Paratransit program that provides transportation services for seniors and people with disabilities who are unable to use fixed route transit service. Paratransit services are offered through a broker contract and include taxi trips, pre-scheduled van trips, inter-county trips, group van trips to senior centers, the Shop-a-Round and Van Gogh shuttle programs, the Wheelchair Accessible Ramp Taxi Incentive program, and Essential Trip Card program. Attachment 1 lists the subject request for Prop L funds for paratransit operations in Fiscal Year 2023/24. Attachment 2 provides a brief description of the project. Attachment 3 contains the staff recommendations.

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

DISCUSSION

The Paratransit 5-Year Prioritization Program (5YPP) adopted by the Board includes \$13 million in Fiscal Year 2023/24 with an annual inflationary increase. The SFMTA is requesting \$10,489,620 in Prop L funds, less than the amount available this fiscal year since the Transportation Authority approved the use of \$2,623,103 in unspent Fiscal Year 2022/23 Prop K funds for this year's program expenses. SFMTA has indicated that actual expenditures were below the projected cost last year due in large part to the reduced demand for paratransit services following the COVID-19 pandemic. The Transportation Authority has also approved the use of \$2 million in unspent Fiscal Year 2021/22 Prop K funds and programmed \$3.3



million in State Transit Assistance funds to fund the Paratransit program in Fiscal Year 2023/24.

Attachment 1 summarizes the subject request, 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 a brief project description. Attachment 3 summarizes the staff recommendation for this request, highlighting special conditions and other items of interest. An Allocation Request Form is attached, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

FINANCIAL IMPACT

The recommended action would allocate \$10,489,620 in Prop L funds, with conditions. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the attached Allocation Request Form.

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

Sufficient funds are included in the Fiscal Year (FY) 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 Community Advisory Committee considered this item at its January 24, 2024, meeting, and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Request
- Attachment 2 – Project Description
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop L Allocation Summary – FY 2023/24
- Attachment 5 – Allocation Request Form (1)
- Attachment 6 – Resolution

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	14	SFMTA	Paratransit	\$ 10,489,620	\$ 33,893,026	81%	55%	Operations	Citywide
TOTAL				\$ 10,489,620	\$ 33,893,026				

Footnotes

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

² Acronyms: 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 K, 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.

This request for Prop L funds will supplement over \$4.6 million in previously allocated Prop K funds for Paratransit operations in FY 2021/22 and FY 2022/23 that were not used due to reduced demand from the ongoing COVID-19 pandemic. Prop K and Prop L funds provide the total amount of sales tax funding that will leverage non-sales tax funds for this project. This brings the actual leveraging for sales tax funds for this fiscal year below expectations in the Prop L Expenditure Plan.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
14	SFMTA	Paratransit	\$ 10,489,620	The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act. Requested funds will support the estimated \$33.9 million cost for FY 2023/24 for SFMTA’s contract with the broker that administers the Paratransit program. Paratransit services including taxi trips, pre-scheduled van trips, inter-county trips, group van trips to senior centers, the Shop-a-Round and Van Gogh shuttle programs, the Wheelchair Accessible Ramp Taxi Incentive program, and Essential Trip Card program. These programs are critically important to persons with disabilities and the elderly who are unable to fully utilize other forms public transportation.
TOTAL			\$10,489,620	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
14	SFMTA	Paratransit	\$ 10,489,620	<p>Special Condition: Prop L funds allocated to this project are for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/24). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated mid-July 2024), any remaining unclaimed amounts may be deobligated.</p> <p>Special Condition: Recommendation includes a waiver to Prop L policy to allow funds to be used for retroactive expenses incurred since July 1, 2023.</p>
TOTAL			\$ 10,489,620	

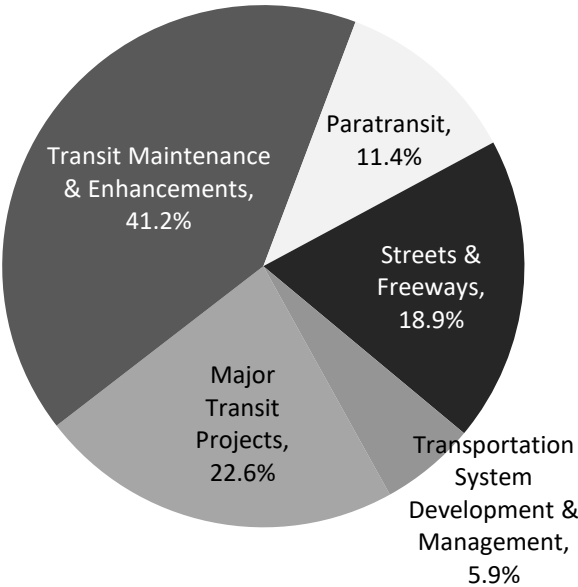
¹ See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2023/24

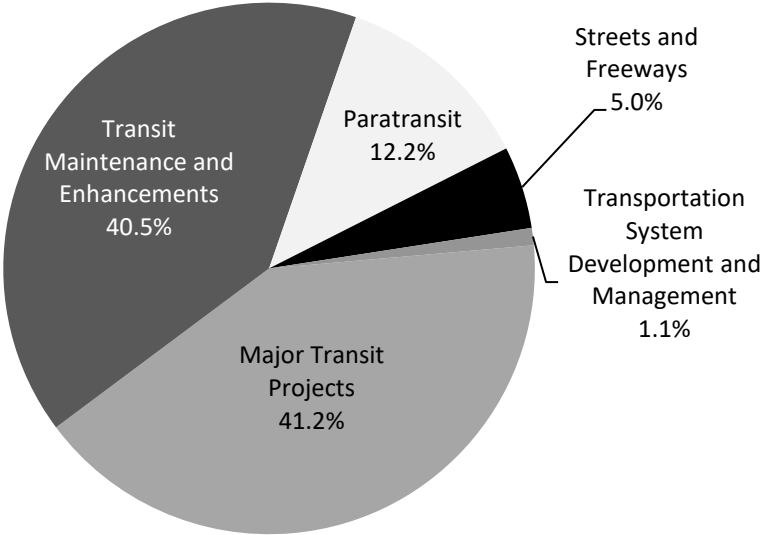
PROP L SALES TAX					
FY2023/24	Total	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Prior Allocations	\$ 75,208,335	\$ 6,317,750	\$ 17,638,250	\$ 31,934,886	\$ 15,242,469
Current Request(s)	\$ 10,489,620	\$ 7,867,215	\$ 2,622,405	-	-
New Total Allocations	\$ 85,697,955	\$ 14,184,965	\$ 20,260,655	\$ 31,934,886	\$ 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.

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Paratransit
Current PROP L Request:	\$10,489,620
Supervisory District	Citywide

REQUEST

Brief Project Description

The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act. Prop L funds will be used for the paratransit broker contract in FY23/24 for services including taxi, pre-scheduled van, and inter-county trips, group van trips to senior centers, the Shop-a-Round and Van Gogh shuttle programs, the Wheelchair Accessible Ramp Taxi Incentive program, and Essential Trip Card program. These programs are critically important to persons with disabilities and the elderly who are unable to fully utilize other forms public transportation.

Detailed Scope, Project Benefits and Community Outreach

The SFMTA requests \$10,489,620 in Proposition L (Prop L) funds to support the estimated \$33.9 million cost for FY23/24 for SFMTA's contract with the broker that administers the Paratransit program. This is an annual request for paratransit operations. The Paratransit 5-Year Prioritization Program (5YPP) includes \$13,113,000 in programming for the Paratransit program in FY 2023/24.

SFMTA is requesting less than the \$13,113,000 programmed in the 5YPP for FY23/24 due to the availability of ~\$2.6 million in unspent Prop K funds from FY22/23, which SFCTA staff have administratively authorized to be applied toward FY 2023/24 paratransit expenditures. The SFMTA has been using Prop K funds (including the remaining balance from FY21/22 Prop K grant) and other funding sources in the first two quarters of FY23/24, which has led to a delay in the FY23/24 Prop L allocation request. The FY24/25 allocation request will be back on schedule and is anticipated to be presented to the Transportation Authority Board in June 2024.

The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act (ADA). Paratransit services are provided to persons with disabilities who are unable to independently ride bus or light rail service some or all the time and are certified eligible according to federal criteria. Paratransit in San Francisco is administered by a broker that delivers service through a diverse set of providers and resources, including 100 city-owned vehicles that are less than 5 years old, private taxis and group vans associated with community-based organizations throughout the city. On June 14, 2016, the Board of Supervisors approved a contract

with Transdev to provide paratransit broker services through June 30, 2021, with an option for a five-year extension, and in an amount not to exceed \$142,902,104. On May 14, 2021, the Board of Supervisors approved exercising the option for the five-year extension recommended by the SFMTA Board and increased the not to exceed amount to \$308,271,023.

More details are provided in the Background and Detailed Scope attachment.

Project Location

Citywide

Project Phase(s)

Operations (OP)

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	\$10,489,620.00

Paratransit Detailed Scope

Request

The SFMTA requests \$10,489,620 in Proposition L (Prop L) funds to support the estimated \$33.9 million cost for Fiscal Year 2023/24 for SFMTA's contract with the broker that administers the Paratransit program. This is an annual request for paratransit operations.

SFMTA is requesting less than the programmed amount for FY23/24 of \$13,113,000 due to the availability of unspent Prop K funds from FY22/23. Approximately \$2.6 million remains from the FY22/23 Prop K allocation as actual Paratransit expenditures were below the projected cost for that year. This is largely due to reduced demand for Americans with Disabilities Act (ADA) Paratransit services from the COVID-19 pandemic. The SFMTA has been using non-Prop L funds for the first two quarters of FY23/24, leading to a delay in the FY23/24 Prop L allocation request for Paratransit.

Background

The SFMTA provides paratransit services to persons with disabilities, in compliance with the ADA. Paratransit services are provided to persons with disabilities who are unable to independently ride bus or light rail service some or all the time and are certified eligible according to federal criteria. Paratransit in San Francisco is administered by a broker that delivers service through a diverse set of providers and resources, including 100 city-owned vehicles that are less than 5 years old, private taxis and group vans associated with community-based organizations throughout the city. On June 14, 2016, the Board of Supervisors approved a contract with Transdev to provide paratransit broker services through June 30, 2021, with an option for a five-year extension, and in an amount not to exceed \$142,902,104. On May 14, 2021, the Board of Supervisors approved exercising the option for the five-year extension recommended by the SFMTA Board and increased the not to exceed amount to \$308,271,023.

Detailed Description of Services

- **Paratransit Services:**

The paratransit broker services include determination of client eligibility, customer service, overseeing and monitoring the operation of the taxi debit card system, procuring, subcontracting, and oversight of van and taxi services, and reporting and record keeping. Transdev itself operates the SF Access service and a portion of the Group Van services. All other transportation services for which the Broker is responsible are procured via contracts with other providers. In addition, the Broker is responsible for the continued development and implementation of the mobility management program, including activities to make it easier for San Francisco's disabled and senior residents to navigate the transportation services available to them, including the Shop-a-Round and Van Gogh shuttles and Ramp Taxi Incentives programs. The broker also administers the Essential Trip Card (ETC) program, which was initiated in response to the COVID-19 pandemic and reduced Muni service and will continue through FY23/24. Approximately 550,000 paratransit trips are projected to be provided to 11,500 registered ADA eligible consumers with another approximately 85,000 ETC taxi trips to be provided to about 6,000 seniors and persons with disabilities in FY23/24.

Specific paratransit services are described below:

- 1) **Taxi** – Provides individual paratransit taxi trips to ADA-eligible paratransit users using both sedans and wheelchair accessible ramped taxis.

Paratransit Detailed Scope

- 2) SF Access – Provides pre-scheduled, shared-ride door-to-door van service in City-owned vehicles for ADA eligible paratransit users.
- 3) Intercounty – Pre-scheduled paratransit trips provided to paratransit users to or from Muni's service area in San Francisco, to or from destinations in Alameda County, Marin, and Contra Costa County. These trips are provided by the East Bay Paratransit Consortium and Marin Access.
- 4) Group Van – Provides pre-scheduled group trips for ADA-eligible paratransit users who are going to a common destination such as an Adult Day Health Centers, developmentally disabled work sites, senior nutrition programs etc.
- 5) Department of Aging and Adult Services Group Van – Provides pre-scheduled group van services to senior centers funded by the Department of Disabled and Aging Services.

SFMTA and SF Paratransit conducted a Customer Satisfaction Survey in October 2022. This was the first survey conducted since the COVID-19 pandemic. Among the highlights include:

- 89% overall satisfaction with the SF Paratransit program
- 92% satisfaction with the surveyed SF Paratransit trip
- 96% satisfaction with the SF Paratransit Broker services
- 55% of riders indicated that their Paratransit trip was for medical/dialysis appointments

Service Impacts Due to the COVID-19 Pandemic

The overall trips performed for the SF Paratransit program in FY 23/24 are projected to slightly increase from FY22/23 numbers and be at about 70% of pre-pandemic trip figures. SFMTA expects ridership to increase with slight ebbs as individuals continue to evaluate their comfort level in engaging in non-essential activities.

For the SF Access service, ridership is at about 78% of pre-pandemic levels. The majority of trips continue to be for medical purposes or dialysis. This is projected to be a slight increase from the trip levels in FY21/22. While masks are no longer required to be worn while being transported, they are recommended for SF Access passengers. The only COVID-related safety measure still in place is the six-foot separation requirement between the driver and any rider while being transported, per CAL/OSHA guidelines.

SF Paratransit Taxi is approximately at 70% of pre-pandemic service levels to ADA Paratransit clients, which is consistent with FY21/22 trip figures. However, when ETC taxi trips are included, the number of taxi trips completed in FY22/23 is almost at pre-pandemic trip levels.

SFMTA Group Van service gradually resumed service as agencies reopened their centers to in-person activities, operating at 30% of pre-pandemic levels. However, when compared to FY21/22 trips, FY 22/23 trips represent a 50% increase in the number of trips completed. SFMTA and SF Paratransit continue to regularly communicate with these agencies and develop routes for their clients as schedules normalize.

In addition to the ADA Paratransit service, the Paratransit program operates several non-ADA transportation services as well. Shop-a-Round van and taxi service continue to operate. The Van Gogh recreational shuttle resumed service in FY22/23.

SFMTA and SF Paratransit also continue to operate the Essential Trip Card Program. This program, which was created to complement the reduced Muni service during the COVID-19 pandemic, is a taxi service available to all seniors and individuals with disabilities who need to complete essential trips. The Mobility Management staff at SF Paratransit have been engaging with the community to ensure

Paratransit Detailed Scope

individuals are informed about this program. Over the past year, staff have continued to conduct outreach, both virtual and in-person, to various organizations. Enrollment data has shown that most enrollees heard about the ETC program from either family/friends or were referred from a city agency or local nonprofit. Our audience has ranged from social workers at Kaiser to staff workers at Catholic Charities to seniors and people with disabilities attending services at IT Bookman Community Center, OMI Senior Center, and Mission YMCA or residing at congregate housing sites, such as the Rosa Parks Apartments and the Sequoias. To make this a permanent program, long term funding will need to be identified.

Cost Impact of the COVID-19 Pandemic

The increased projected cost in FY23/24 in the Paratransit contract can be attributed to negotiated wage increases from union agreements for all non-management employees of the SF Access contractor, Transdev. SFMTA also anticipates continued increases in trip figures as Group Van agencies engage with their clients to resume in-person activities and increased confidence among SF Access and taxi riders to engage in more social and recreational activities.

In FY 23/24, there are expected to be cost savings due to reduced demand from the ongoing COVID-19 pandemic. Following the close of the fiscal year, SFMTA will do a final reconciliation of expenditures and return unneeded funds to the Prop L program. SFMTA and SF Paratransit provided additional COVID-19 related services to the city that were paid by other city departments in FY 22/23. These services are not being provided in FY23/24 with the exception of the Essential Trip Card program.

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

Key Paratransit Performance Trends FY 2019-2024

Paratransit Performance Indicators	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24 (through Oct 2023)
Total Passenger Trips Provided	720,807	592,207	387,136	488,085	519,626	182,066
ETC Trips		3,963	63,729	83,939	82,999	28,910
On-time Percentage						
(Group Van & Access Van)	83.07%	90.85%	99.32%	94.64%	93.99%	94.59%
Taxi	96.16%	95.53%	95.80%	92.79%	93.04%	96.36%
Complaints	739	517	217	249	208	55
Cost per Passenger Trip	\$39.01	\$44.87	\$57.56	\$53.17	\$54.79	\$50.52

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	N/A
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

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

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-214: Paratransit	\$0	\$10,489,620	\$0	\$10,489,620
BART	\$0	\$0	\$2,134,502	\$2,134,502
Department of Disabled and Aging Services	\$0	\$0	\$500,000	\$500,000
Federal Transit Agency 5307	\$0	\$0	\$5,585,157	\$5,585,157
Prop K Sales Tax FY 22	\$0	\$0	\$2,000,000	\$2,000,000
Prop K Sales Tax FY 23	\$0	\$0	\$2,623,103	\$2,623,103
SFMTA General Funds	\$0	\$0	\$7,260,644	\$7,260,644
STA Block Grant	\$0	\$0	\$3,300,000	\$3,300,000
Phases In Current Request Total:	\$0	\$10,489,620	\$23,403,406	\$33,893,026

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	\$0		
Operations	\$33,893,026	\$10,489,620	Paratransit Broker Contract
Total:	\$33,893,026	\$10,489,620	

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

Paratransit Funding & Budget Changes - FY2023/24
Funding Plan - by sub-project

	Approved		Proposed		Increase (Decrease)	% Change
	FY2022/23 Budget	% of Contract Budget	FY2023/24 Budget	% of Contract Budget		
Revenues/Recovery						
<u>Paratransit</u>						
Federal Transit Agency 5307	\$ 5,442,399	16.5%	\$ 5,585,157	16.5%	\$ 142,758	3%
Prop K***	\$ 13,300,000	40.2%	\$ 4,623,103	13.6%	\$ (8,676,897)	-65%
Prop L	\$ -	0.0%	\$ 10,489,620	30.9%	\$ 10,489,620	100%
BART ADA Contribution	\$ 2,336,549	7.1%	\$ 2,134,502	6.3%	\$ (202,047)	-9%
State Transit Assistance - Paratransit *	\$ 3,853,147	11.7%	\$ 3,300,000	9.7%	\$ (553,147)	-14%
SFMTA Operating Budget	\$ 7,534,437	22.8%	\$ 7,260,644	21.4%	\$ (273,793)	-4%
Department of Disabled and Aging Recovery	\$ 600,000	1.8%	\$ 500,000	1.5%	\$ (100,000)	-17%
Paratransit subtotal	\$ 33,066,532	100.0%	\$ 33,893,026	100.0%	\$ 826,494	2%

Major Line Item Budget

	Approved		Proposed		Increase (Decrease)
	FY2022/23 Budget	% of Contract Budget	FY2023/24 Budget	% of Contract Budget	
<u>Apportionment</u>					
Paratransit Broker	\$ 33,066,532	100%	\$ 33,893,026	99%	\$ 826,494
Muni Paratransit Staff **	\$ 383,975	1%	\$ 370,503	1%	\$ (13,473)
Total	\$ 33,450,507	101%	\$ 34,263,528	100%	\$ 813,021

* Annual State Transit Assistance (STA) revenues are projections and annual amounts may be higher or lower when confirmed at the end of each fiscal year following the State's reconciliation of actual revenues generated. In the event of a shortfall in SF's STA funds for FY 23/24, the SFMTA will work with Transportation Authority staff to adjust the Paratransit funding plan accordingly.

** Not funded by Prop L.

*** Prop K amount includes remaining, unspent funds from the FY21/22 and FY22/23 Prop K allocations.

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$10,489,620	Total PROP L Recommended	\$10,489,620

SGA Project Number:		Name:	Paratransit
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2024
Phase:	Operations	Fundshare:	45.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
PROP L EP-214	\$7,867,215	\$2,622,405	\$10,489,620

Deliverables

1. Quarterly Progress Reports shall provide a service report of performance by mode, including the number of trips, number of complaints, on-time percentage, number of Paratransit program ramp taxi trips originating in Equity Priority Communities, number Paratransit wheelchair passenger trips made on taxi vehicles funded by the Ramp Taxi Incentives program, and the number of ramp taxi vehicle owners receiving the subsidy each month, in addition to the standard requirements described in the Standard Grant Agreement. The quarterly performance report shall also include average trip times for group van services, as evaluated by a sampling methodology.

Special Conditions

- Prop L funds allocated to this project are for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/24). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated mid-July 2024), any remaining unclaimed amounts may be deobligated.
- Recommendation includes a waiver to Prop L policy to allow funds to be used for retroactive expenses incurred since July 1, 2023.

Notes

- Prop L funds are for reimbursement of Paratransit contract expenses only.
- The sales tax fund share (i.e., reimbursement rate) is set at 45%, which is the percent of sales tax funds (Prop K and Prop L) in the FY23/24 Paratransit funding plan.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	55%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	55%

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$10,489,620
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

JC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jonathan Cheng	Joel C Goldberg
Title:	Paratransit Planner	Grants Procurement Manager
Phone:	(415) 701-4597	555-5555
Email:	jonathan.cheng@sfmta.com	joel.goldberg@sfmta.com



RESOLUTION ALLOCATING \$10,489,620 IN PROP L SALES TAX FUNDS, WITH CONDITIONS, TO THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY FOR PARATRANSIT

WHEREAS, The Transportation Authority received one request from the San Francisco Municipal Transportation Agency for a total of \$10,489,620 in Proposition (Prop) L transportation sales tax funds for Paratransit as summarized in Attachments 1 and 2 and detailed in the attached allocation request form; and

WHEREAS, The request seeks funds from the Paratransit Prop L Expenditure Plan program; and

WHEREAS, As required by the voter-approved Expenditure Plan, the Transportation Authority Board has adopted a 5-Year Prioritization Program (5YPP) for the aforementioned Prop L program, and the subject request is consistent with the relevant 5YPP; and

WHEREAS, After reviewing the request, Transportation Authority staff recommended allocating \$10,489,620 in Prop L funds, with conditions, for Paratransit as described in Attachment 3 and detailed in the attached allocation request form, which include staff recommendations for Prop L allocation amount, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2023/24 budget to cover the proposed action; and

WHEREAS, At its January 24, 2024, meeting, the Community Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it



RESOLVED, That the Transportation Authority hereby allocates \$10,489,620 in Prop L funds, with conditions, for Paratransit as summarized in Attachment 3 and detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop L Expenditure Plan, the Prop L Strategic Plan Baseline, as amended, and the relevant 5YPP; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the attached allocation request form; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year (FY) annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute the Standard Grant Agreement to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program and the relevant 5YPP are hereby amended, as appropriate.



Attachments:

1. Summary of Request Received
2. Brief Project Description
3. Staff Recommendations
4. Prop L Allocation Summary - FY 2023/24
5. Prop L Allocation Request Form (1)

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 9

DATE: January 25, 2024

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 2/13/2024 Board Meeting: Release \$130,000 in Previously Allocated Prop L Funds to the San Francisco Municipal Transportation Agency for Vision Zero Education and Communications: Speed Safety Cameras

RECOMMENDATION ☐ Information ☒ Action

Release \$130,000 in previously allocated Prop L funds to the San Francisco Municipal Transportation Agency (SFMTA) for Vision Zero Education and Communications: Speed Safety Cameras

SUMMARY

In fall 2023, the Governor signed Assembly Bill (AB) 645 authorizing a six-city speed safety camera pilot including San Francisco. In November 2023, the Board allocated \$150,000 in Prop L sales tax funds to SFMTA to support a public information campaign for this pilot program; including public announcements in major media outlets; multilingual direct outreach around camera locations; printed and digital materials; and targeted multilingual advertising. These materials will be shared with Bay Area pilot cities San Jose and Oakland for a regional campaign that would broaden and deepen the speed safety camera pilot.

The Board placed \$130,000 of the Prop L funds on reserve to be released by the Board prior to expenditure of funds, following SFMTA presentation of a draft detailed scope, schedule, and budget for the speed safety cameras education and communications project to the Board for input. SFMTA is requesting that the Board release the funds on reserve. To support this request, the SFMTA has provided a presentation (Attachment 1) with an update on its data-driven process for selecting speed safety camera locations, and the scope, schedule, and budget for the education and communications project. Attachment 2 is an infographic that provides key details on the speed safety camera program. We recommend that the Board release the reserved funds, as requested.

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



BACKGROUND

In October 2023, the Governor signed AB 645. This bill authorizes, until January 1, 2032, six cities, including the City and County of San Francisco, to establish a Speed Safety System Pilot Program if the system meets specified requirements. The bill is fairly prescriptive and establishes authorized camera locations, speed penalties, the type of penalty (civil penalty, not moving violation), to whom penalties are issued (owner of vehicle, not driver), warning period, and metrics for continued operation after 18 months.

AB 645 requires a participating city or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and requires the participating city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations, where the systems would be utilized, and where additional information about the program can be obtained.

DISCUSSION

We recommend that the Board release the \$130,000 in Prop L funds on reserve for Vision Zero Education and Communications: Speed Safety Cameras, as requested. The outreach and education campaign will be developed more fully between January and September 2024, and launched in fall 2024, prior to the installation of the speed safety cameras in early 2025. Prop L funds will support the campaign's design and production; multilingual direct outreach around camera locations; media buys for public announcements in major media outlets; project management; and regional coordination.

Attachment 1 provides information on the education campaign as well as an update on the process for selecting camera locations, which will include at least two cameras per supervisorial district. Locations must be on the Vision Zero High Injury Network and have a history of speed-related collisions, documented speeding, in the vicinity of vulnerable roadway users, and particular roadway characteristics such as good visibility and longer blocks. SFMTA has reviewed the more than 900 intersections on the High Injury Network and narrowed it down to 67 street segments that are candidates for the speed safety cameras. SFMTA will do further analysis of these 67 segments and ultimately select the 33 camera locations where the pilot will be conducted.

FINANCIAL IMPACT

The recommended action would not allocate any additional funds; however, it will allow for expenditure of previously allocated funds that have been held on reserve. Sufficient funds are included in the Fiscal Year 2023/24 budget to accommodate the recommended action. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.



CAC POSITION

The CAC was briefed on this item at its January 24, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Speed Safety Cameras – Public Education Campaign Presentation

Attachment 2 – Speed Safety Cameras in San Francisco Infographic



Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco.

SPEED SAFETY CAMERAS – PUBLIC EDUCATION CAMPAIGN

SFCTA CAC | January 24, 2024

PROGRAM UPDATES

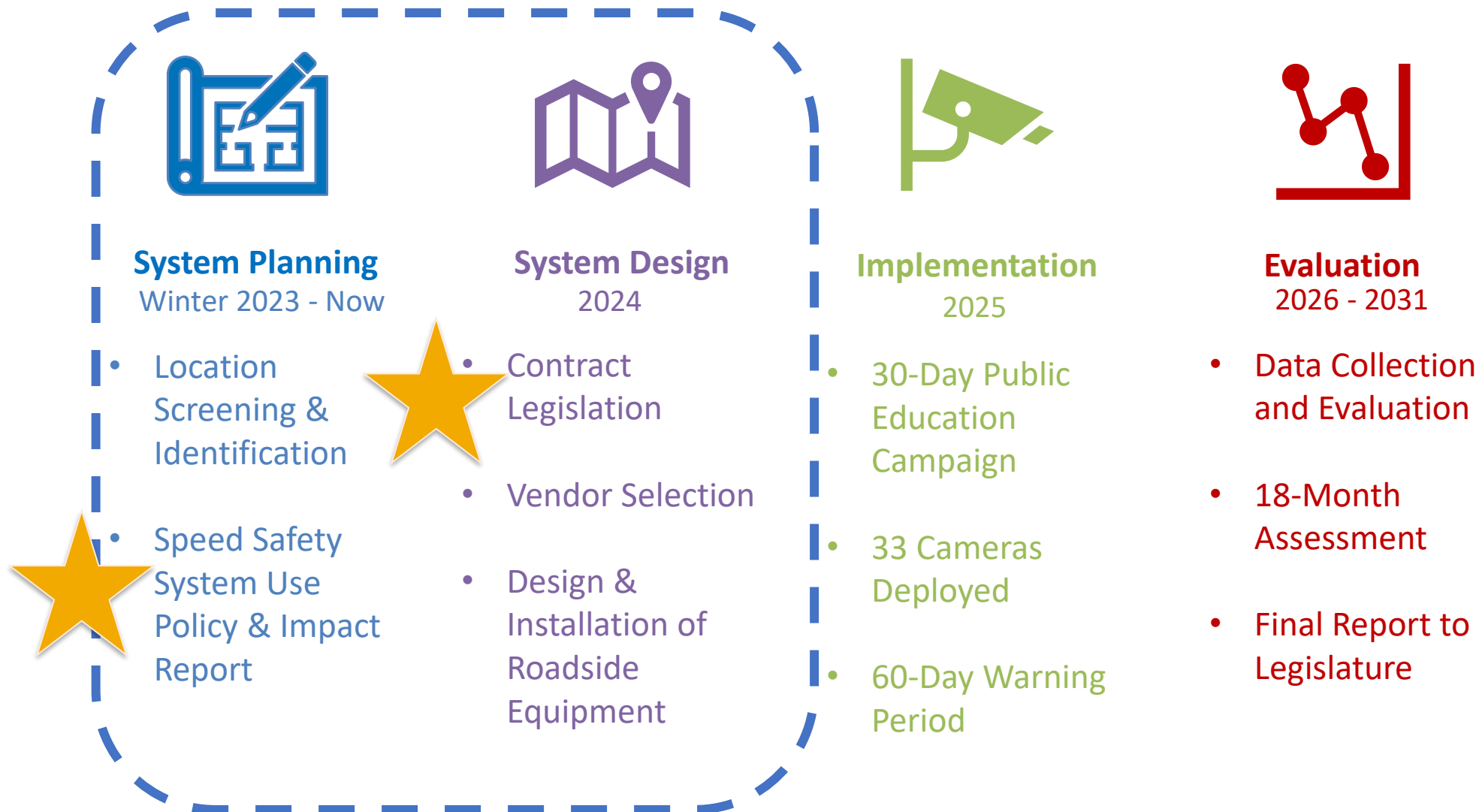


ASSEMBLY BILL 645

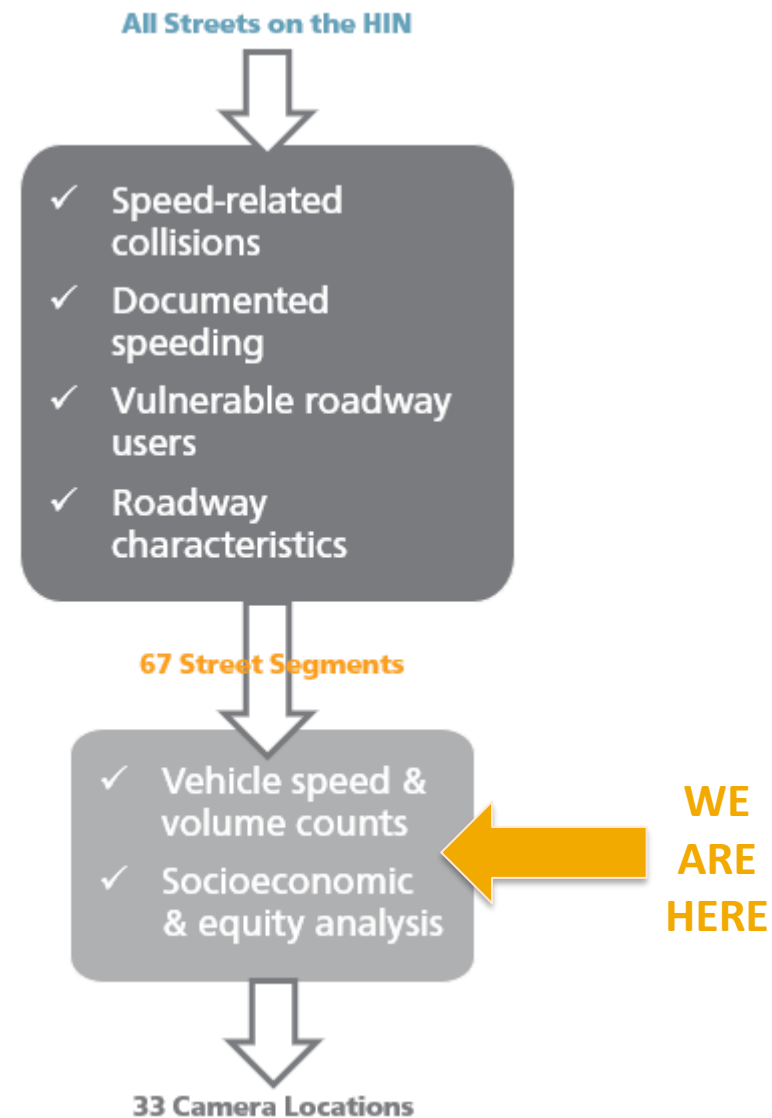
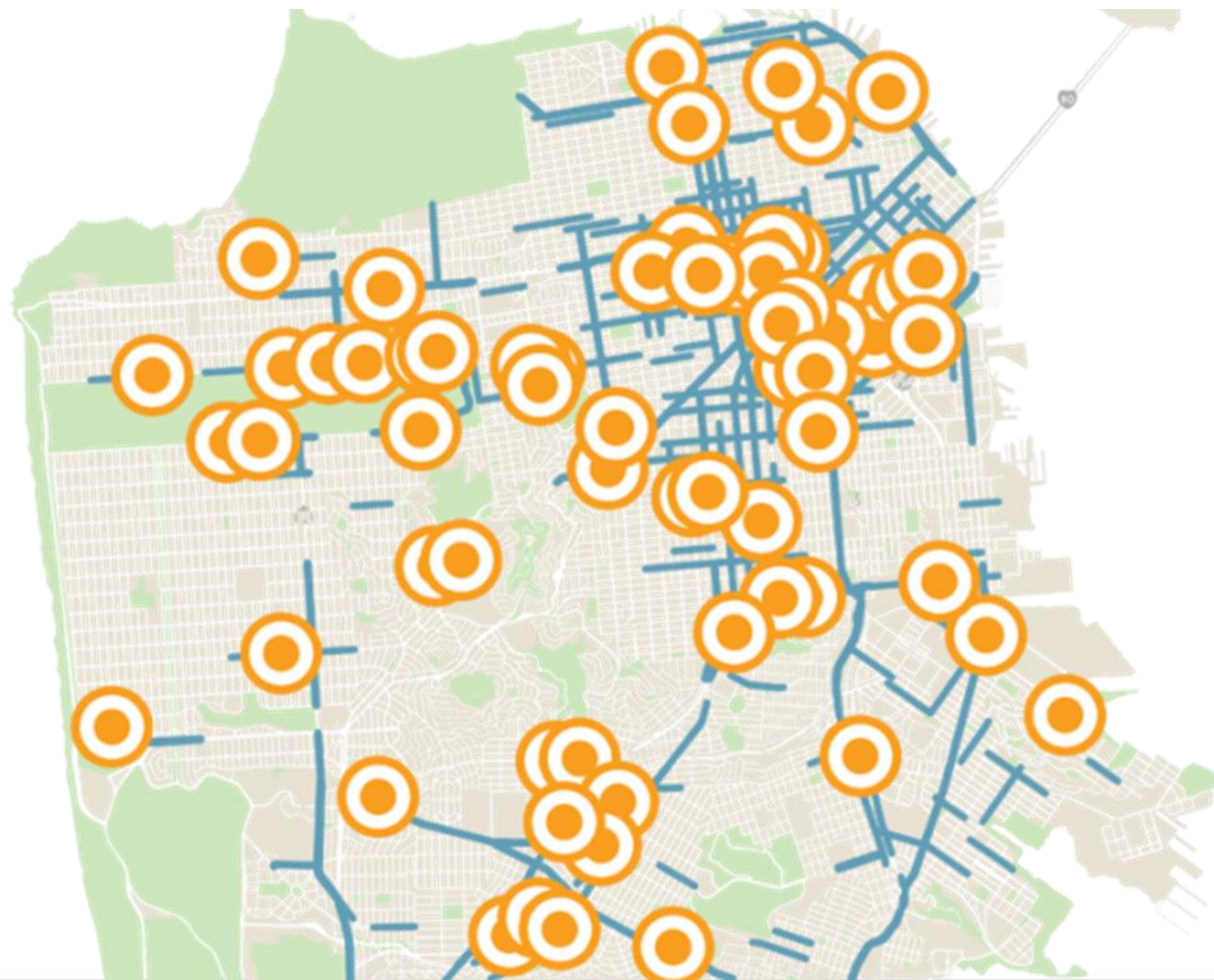
- Authorizes local departments of transportation of six cities to establish a speed safety program— **not police departments**
- Establishes a **5-year pilot** through January 1, 2032
- The number of cameras is limited based on the city's population: **San Francisco gets 33 cameras**

AB 645 Establishes:	
Authorized camera locations	<ul style="list-style-type: none">- Safety corridors- Streets with speed racing or sideshows- School zones
Speed penalties	<ul style="list-style-type: none">- 11-15 MPH over: \$50- 16-25 MPH over: \$100- 26+ MPH over: \$200
Type of penalty	<ul style="list-style-type: none">- Civil penalty (not moving violation)
Penalty issued to	<ul style="list-style-type: none">- Owner of vehicle (not driver)
Warning period	<ul style="list-style-type: none">- First 60 days: no-fee warnings
Metrics for continued operation after 18 months	<ul style="list-style-type: none">- Reduction of 85th percentile speed- OR 20% reduction in vehicles traveling 10 MPH over posted speed limit- OR 20% reduction in number of violators who receive 2+ violations

SPEED SAFETY CAMERA IMPLEMENTATION PROCESS



LOCATION SELECTION



STAKEHOLDER OUTREACH COMPLETED

From AB 645: “The governing body of the designated jurisdiction shall consult and work collaboratively with relevant local stakeholder organizations, including **racial equity**, **privacy protection**, and **economic justice** groups, in developing the Speed Safety System Use Policy and Speed Safety System Impact Report.”

To date, SFMTA staff have met with these organizations to build their perspectives into the implementation of the program:

API Council, Office of Racial Equity & Belonging, Wu Yee Children’s Services, Chinatown TRIP

SF Public Defender’s Office – Confront and Advocate, Lawyers’ Committee for Civil Rights of the San Francisco Bay Area

GLIDE, San Francisco Financial Justice Project, Anti Police-Terror Project

Senior & Disability Action, Tenderloin Traffic Safety Task Force, Walk SF, KidSafe SF, Safe Streets Save Lives Coalition

PUBLIC EDUCATION CAMPAIGN



WHAT THE LEGISLATION SAYS

- Administer a **public information campaign** for at least 30 calendar days prior to the commencement of the program
- Include **public announcements in major media outlets** and **press releases**
- Include the Speed Safety System Use Policy, the Speed Safety System Impact Report, information on when systems will begin detecting violations, the streets, or portions of streets, where systems will be utilized, and the designated jurisdiction's internet website, where additional information about the program can be obtained

EDUCATION CAMPAIGN TIMELINE



Planning

January – March 2024

- Initiate engagement with community-based organizations & neighbor city agencies
- Vendor set up
- Evaluation setup



Engagement

April – June 2024

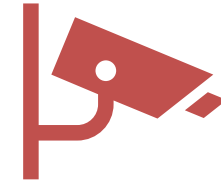
- Focus Groups
- Design
- Review



Campaign Development

July – September 2024

- Community-informed tactics
- Web graphics
- Blog posts
- Bus shelter ads
- Muni ads
- Billboards
- Light-pole banners

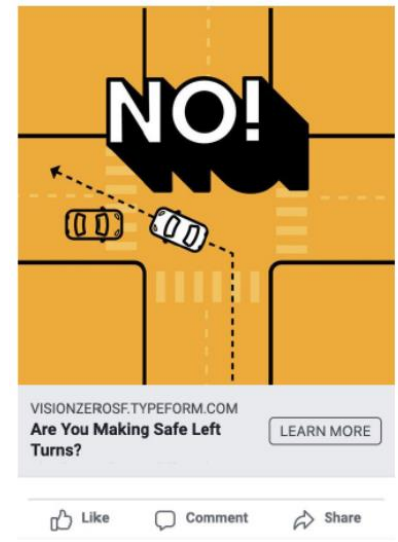


Launch

October 2024 – January 2025

- Wrap Campaign Development
- Installation begins Dec 2024
- Media event
- Web ads go live
- Earned media
- LAUNCH JAN 2025

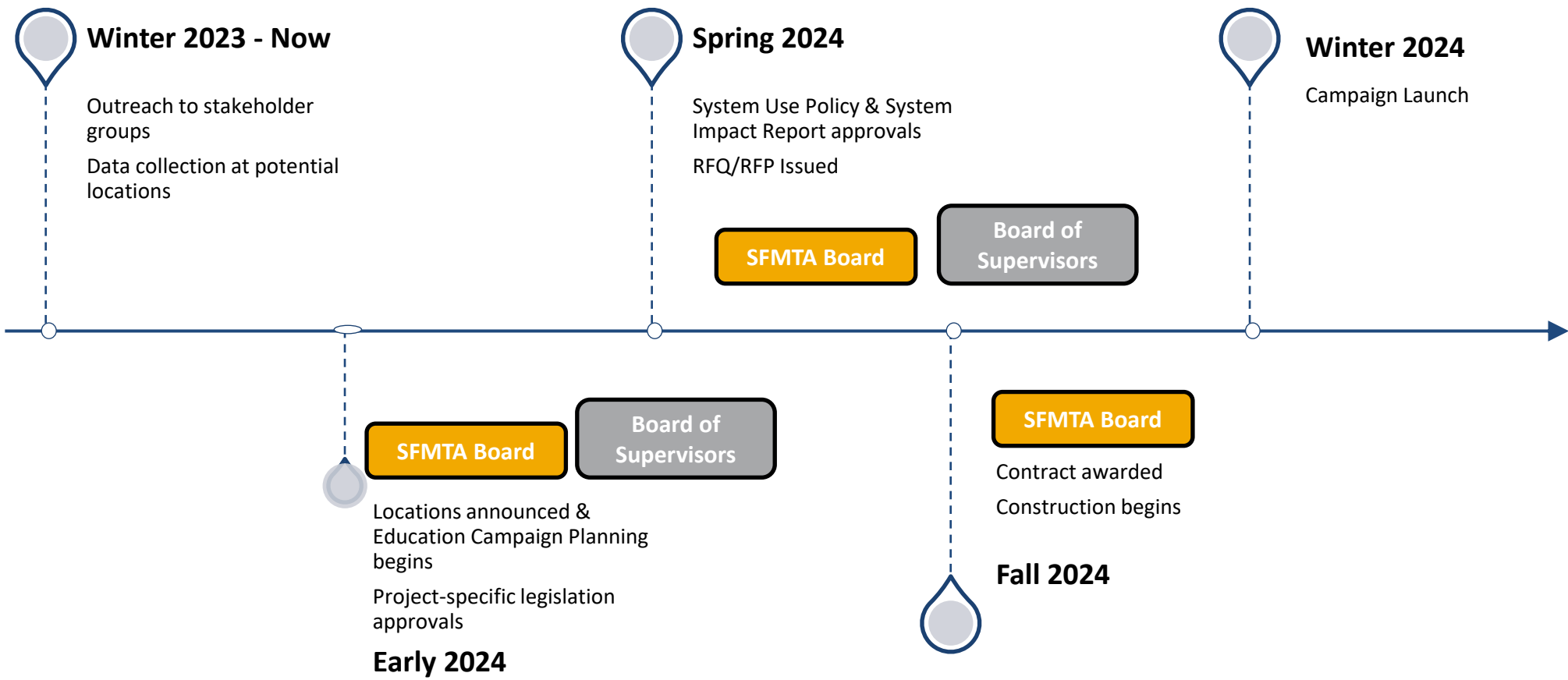
SAN FRANCISCO CAMPAIGN WITH REGIONAL REACH



COST & FUNDING

Item	Cost	Source
Outreach	\$50,000	Prop L Funds
Campaign Design/Production	\$40,000	Prop L Funds
Media Buys	\$30,000	Prop L Funds
Multilingual Messaging	\$16,000	MTA Additional Funds
Earned Media Support	\$15,000	Prop L Funds
Project Management	\$10,000	Prop L Funds
Regional Coordination	\$8,000	MTA Additional Funds
Evaluation	\$5,000	Prop L Funds
Total	\$174,000	\$150,000 Prop L Funds \$24,000 MTA Funds

UPCOMING MILESTONES



THANK YOU

A horizontal dashed white line spans the width of the slide. In the bottom right corner, there is a large, faint sunburst graphic composed of many thin, light-orange rectangular segments radiating from a central point.

Speed Safety Cameras in San Francisco

Attachment 2



VISION
ZERO
SF

105

In the US, speed safety cameras are **used in 205 cities and 21 states**, and have been proven to reduce the number of severe and fatal crashes **by up to**

58%

SPEEDING



is the #1 cause of crashes in San Francisco

SFMTA.com/SpeedCameras



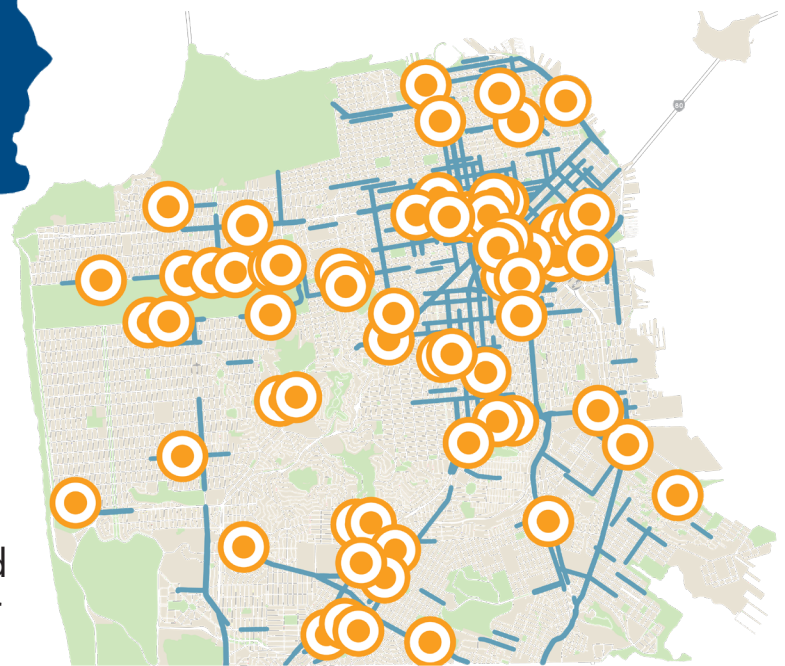
San Francisco is one of 6 California cities that can do a **5-year speed safety camera pilot** (others are San Jose, Oakland, Los Angeles, Long Beach, and Glendale)



Speeding 11 MPH over the posted speed limit will result in a **violation**

San Francisco will get **33 speed safety cameras**, distributed geographically through the city

All cameras will be placed **on the High-Injury Network**, the 12% of city streets that account for 68% of traffic-related severe injuries or fatalities

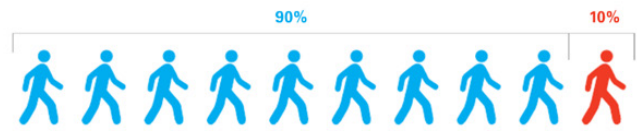


● If hit by a person driving at:

● Person Survives the Collision

● Results in a Fatality

20 MPH



30 MPH



40 MPH



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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 10

DATE: January 25, 2024

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 02/13/24 Board Meeting: Adopt Fiscal Year 2024/25 Transportation Fund for Clean Air Local Expenditure Criteria

RECOMMENDATION ☐ Information ☒ Action

Adopt the Fiscal Year (FY) 2024/25 Transportation Fund for Clean Air (TFCA) Local Expenditure Criteria

SUMMARY

The TFCA program is funded by a \$4 vehicle registration fee collected by the California Department of Motor Vehicles in the nine-county Bay Area. The Bay Area Air Quality Management District (Air District) makes 40 percent of the TFCA program revenues available to each county on a return-to-source basis to implement strategies to improve air quality by reducing motor vehicle emissions. As the designated administering agency for San Francisco, the Transportation Authority is required annually to adopt Local Expenditure Criteria to guide how projects will be prioritized for San Francisco's share of TFCA funds. Our proposed FY 2024/25 Local Expenditure Criteria (Attachment 1) do not include any changes from last year and are consistent with the Air District's TFCA policies. The criteria establish a prioritization methodology based on project type, emission reduction benefits, program diversity, project readiness, and sponsor's project delivery track record. Additional criteria give higher priority to projects that benefit Equity Priority Communities, demonstrate community support, and for applicants that are not public agencies, including commensurate non-public investments. Following Board approval of the criteria, we will issue the FY 2024/25 call for projects for about \$650,000.

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



BACKGROUND

In 1991, the California Legislature authorized the Air District to impose a \$4 vehicle registration surcharge to provide grant funding to projects that address on-road motor vehicle emissions, helping the Bay Area meet state and federal air quality standards and greenhouse gas emission reduction goals. The Air District awards 60% of the TFCA funds through the TFCA Regional Fund, a suite of competitive grant programs for projects that reduce emissions from on-road motor vehicles. The Air District holds calls for projects for each of the project categories available (i.e., bikeways, electric vehicle charging stations, zero-emission and partial-zero-emission vehicles, and shuttle and ridesharing projects).

The Air District transfers the remaining forty percent of the TFCA funds to designated administering agencies, such as the Transportation Authority, in each of the nine Bay Area counties to be awarded to TFCA-eligible projects. Each year the Air District adopts the 40 Percent Fund (formerly known as the County Program manager Fund) Expenditure Plan Guidance, which includes the list of eligible projects and defines policies for the expenditure of the 40 Percent Fund. The latest guidance document (enclosed) includes policy changes, such as:

- Removing the On-Road Truck Replacement project category because nearly all trucks and buses are already mandated to have 2010 or newer model year engines;
- Defining and expanding "Priority Areas" to include Assembly Bill (AB) 617 communities, Senate Bill 535 disadvantaged communities, and AB 1550 low-income communities;
- Clarifying that administering agencies and subgrantees have 24 months to commence their projects after funding agreement execution;
- Simplifying design guidelines for bikeways so that local and state standards can be followed and allowing upgrades from Class III and Class II bikeways to Class II buffered bike lanes; and
- Clarifying qualifications for Infrastructure Improvements for Trip Reduction projects.

As in past years, any public agency may be a project sponsor for a TFCA-funded project. Private entities may sponsor vehicles projects such as alternative-fuel



vehicles and infrastructure projects, or partner with public agencies for all other project types.

DISCUSSION

Our proposed FY 2024/25 Local Expenditure Criteria (Attachment 1) do not include any changes from last year and are consistent with the Air District's TFCA policies for FY 2024/25. Our experience with previous application cycles shows that the projected TFCA revenues generally are sufficient to fund most, if not all, of the projects that satisfy TFCA eligibility requirements established by the Air District, including a requirement that each project must achieve a cost effectiveness ratio as established in the adopted TFCA 40 Percent Fund Guidance. Thus, while some counties have established a complex point system for rating potential TFCA projects across multiple local jurisdictions and project sponsors, our assessment is that over time San Francisco has been better served by not assigning a point system to evaluate applications.

Upon application, projects first undergo an eligibility screening. As in prior years, only projects that meet all of the Air District's TFCA eligibility requirements will be prioritized for funding using the Transportation Authority's Local Expenditure Criteria. The prioritization criteria include consideration of the following factors:

- Project type (e.g., highest priority to zero-emissions non-vehicle projects like bike projects)
- Cost effectiveness
- Project readiness (e.g., ability to meet TFCA timely-use-of-funds guidelines)
- Program diversity
- Community Support
- Benefits Equity Priority Communities
- Investment from Non-Public Project Sponsors or Partners, if applicable
- Other factors (e.g., the project sponsor's recent delivery track-record for TFCA projects)

We continue to work with the Air District and other administering agencies to improve the TFCA program's effectiveness at achieving air quality benefits, decrease its administrative burden, and allow the administering agencies more flexibility to address each county's unique air quality challenges and preferred methods of reducing mobile source emissions.



Next Steps. Following Board approval of the Local Expenditure Criteria, we will release the TFCA call for projects, anticipated by March 8, 2024. After reviewing and evaluating project applications, we anticipate presenting a recommended TFCA FY 2024/25 program of projects to the Community Advisory Committee in May and the Board in June 2024 for approval. Attachment 2 details the proposed schedule for the FY 2024/2025 TFCA call for projects.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority's adopted FY 2023/24 budget associated with the recommended action. Approval of the Local Expenditure Criteria will allow the Transportation Authority to program approximately \$650,000 in local TFCA funds to eligible San Francisco projects and to receive about \$47,000 for ongoing administration of the TFCA program. These funds will be incorporated into the FY 2024/25 budget and subsequent year budgets to reflect anticipated TFCA project cash reimbursement needs.

CAC POSITION

The Community Advisory Committee considered this item at its January 24, 2024, meeting, and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Draft FY 2024/25 TFCA Local Expenditure Criteria
- Attachment 2 - Draft Schedule for FY 2024/25 TFCA Call for Projects
- Attachment 3 - San Francisco Equity Priority Communities 2021 Map
- Attachment 4 - Resolution
- Enclosure - 40 Percent Fund Expenditure Plan Guidance for Fiscal Year Ending 2025

Attachment 1
Fiscal Year 2024/25 Transportation Fund for Clean Air (TFCA)
DRAFT LOCAL EXPENDITURE CRITERIA

The following are the Fiscal Year 2024/25 Local Expenditure Criteria for San Francisco's TFCA 40 Percent Fund program.

ELIGIBILITY SCREENING

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA 40 Percent Fund Policies for Fiscal Year Ending 2025. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NOx), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District's CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO₂) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

Consistent with the Air District's Guidelines, in order to be eligible for Fiscal Year 2024/25 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NOx, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet the appropriate CE threshold cannot be considered for funding.

PROJECT PRIORITIZATION

Candidate projects that meet the cost effectiveness thresholds will be prioritized for funding based on the two-step process described below:

Step 1 - TFCA funds are programmed to eligible projects, as prioritized using the Transportation Authority Board-adopted Local Priorities (see next page).

Step 2 - If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow administering agencies to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2024/25 funds are not programmed within 6 months of the Air District's approval of San Francisco's funding allocation, expected in May 2024, funds can be redirected (potentially to non-San Francisco projects) at the Air District's discretion. New candidate projects must meet all TFCA eligibility requirements and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

Local Priorities

The Transportation Authority's Local Priorities for prioritizing TFCA funds include the following factors:

1. Project Type - In order of priority:

- 1) Zero emissions non-vehicle projects including, but not limited to, bicycle and pedestrian facility

improvements, transit priority projects, traffic calming projects, and transportation demand management projects;

- 2) Shuttle services that reduce vehicle miles traveled (VMT);
- 3) Alternative fuel vehicles and alternative fuel infrastructure; and
- 4) Any other eligible project.

2. Cost Effectiveness of Emissions Reduced- Priority will be given to projects that achieve high CE (i.e., a low cost per ton of emissions reduced) compared to other applicant projects. The Air District's CE worksheet predicts the amount of reductions each project will achieve in ROG, NO_x, PM, and CO₂ emissions. However, the Air District's calculation only includes the reductions in ROG, NO_x, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO₂ emission reductions based on data available from the Air District's CE worksheets. The reduction of transportation-related CO₂ emissions is consistent with the City and County of San Francisco's 2021 *Climate Action Plan*.

3. Project Readiness – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2025 or earlier (e.g., to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

4. Community Support – Priority will be given to projects with demonstrated community support (e.g., recommended in a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or a letter of recommendation provided by the district Supervisor or a community-based organization).

5. Benefits Equity Priority Communities – Priority will be given to projects that directly benefit Equity Priority Communities, whether the project is directly located in an Equity Priority Community (see map in Attachment 3) or can demonstrate benefits to disadvantaged populations.

6. Investment from Non-Public Project Sponsors or Partners – Non-public entities may apply for and directly receive TFCA grants for alternative-fuel vehicle and infrastructure projects and may partner with public agency applicants for any other project type. For projects where a non-public entity is the applicant or partner, priority will be given to projects that include an investment from the non-public entity that is commensurate with the TFCA funds requested.

7. Project Delivery Track Record – Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during the previous two fiscal years:

- **Monitoring and Reporting** – Project sponsor has failed to fulfill monitoring and reporting requirements for any previously funded TFCA project.
- **Implementation of Prior Project(s)** – Project sponsor has a signed Funding Agreement for a TFCA project that has not shown sufficient progress; the project sponsor has not implemented the project by the project completion date without formally receiving a time extension from the Transportation Authority; or the project sponsor has violated the terms of the funding agreement.

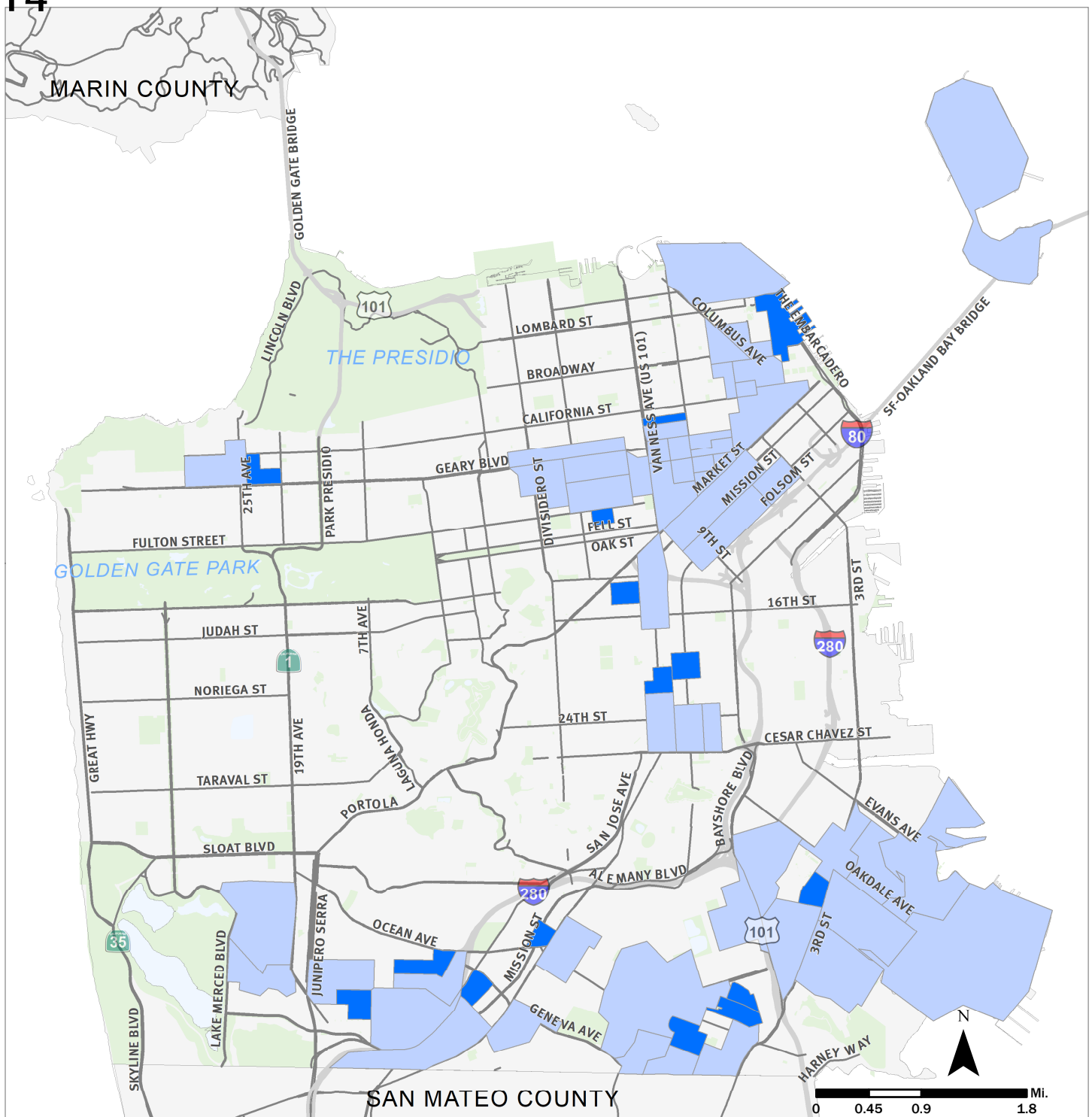
8. Program Diversity – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority will continue to develop an annual program that contains a diversity of project types and approaches and serves multiple constituencies. The Transportation Authority believes that this diversity contributes significantly to public acceptance of and support for the TFCA program.

Attachment 2
San Francisco County Transportation Authority
Fiscal Year 2024/25 Transportation Fund for Clean Air

Draft Schedule for Fiscal Year 2024/25 TFCA Call for Projects*

Wednesday, January 24, 2024	Community Advisory Committee Meeting – ACTION Local Expenditure Criteria
Tuesday, February 13, 2024	Transportation Authority Board Meeting – PRELIMINARY ACTION Local Expenditure Criteria
Tuesday, February 27, 2024	Transportation Authority Board Meeting – FINAL ACTION Local Expenditure Criteria
By Friday, March 8, 2024	Transportation Authority Issues TFCA Call for Projects
Friday, April 19, 2024	TFCA Applications Due to the Transportation Authority
Wednesday, May 22, 2024	Community Advisory Committee Meeting – ACTION TFCA staff recommendations
Tuesday, June 11, 2024	Transportation Authority Board Meeting – PRELIMINARY ACTION TFCA staff recommendations
Tuesday, June 25, 2024	Transportation Authority Board Meeting – FINAL ACTION TFCA staff recommendations
Sept 2024 (estimated)	Funds expected to be available to project sponsors

* Meeting dates are subject to change. Please check the Transportation Authority's website for the most up-to-date schedule (www.sfcta.org/agendas).



San Francisco Equity Priority Communities 2021

<https://www.sfcta.org/policies/equity-priority-communities>

- MTC 2021 Equity Priority Communities
- SFCTA 2021 supplemental Equity Priority Communities boundaries*
- Parks and Open Space



San Francisco
County Transportation
Authority

*Supplemental boundaries based on analysis conducted at block group-level, any block group meeting MTC's Equity Priority Community definition and contiguous with MTC identified census tracts are included.



RESOLUTION ADOPTING THE FISCAL YEAR 2023/24 TRANSPORTATION FUND
FOR CLEAN AIR LOCAL EXPENDITURE CRITERIA

WHEREAS, The Transportation Fund for Clean Air (TFCA) Program is funded by a \$4 vehicle registration fee collected by the California Department of Motor Vehicles in the nine-county Bay Area and forty percent of the revenues collected are available to each county on a return-to-source basis to implement strategies to improve air quality by reducing motor vehicle emissions; and

WHEREAS, The Transportation Authority is the designated Administering Agency for the San Francisco TFCA Program; and

WHEREAS, The passage of Assembly Bill 434 required that the designated Administering Agency annually adopt criteria establishing a set of priorities for expenditure of funds for certain types of projects; and

WHEREAS, Drawing on the agency's past experience as the Administering Agency for TFCA, Transportation Authority staff developed the attached draft Fiscal Year 2024/25 TFCA Local Expenditure Criteria which are the same as the prior year and are consistent with the Air District's TFCA guidance; and

WHEREAS, At its January 24, 2024 meeting, the Community Advisory Committee considered the staff recommendation and unanimously adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the attached Fiscal Year (FY) 2024/25 TFCA Local Expenditure Criteria; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to all relevant agencies and interested parties.

Attachments:

1. Attachment 1 -TFCA FY 2023/24 Local Expenditure Criteria
2. Attachment 2 - 2021 San Francisco Equity Priority Communities Map

Enclosure: TFCA 40 Percent Fund Expenditure Plan Guidance for Fiscal Year Ending 2025

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Memorandum

AGENDA ITEM 11

DATE: February 2, 2024

TO: Personnel Committee

FROM: Cynthia Fong – Deputy Director for Finance and Administration

SUBJECT: 02/06/24 Personnel Committee Meeting: Adopt Five New Job Classifications and a Revised Organization Chart

RECOMMENDATION ☐ Information ☒ Action

Adopt Five New Job Classifications and a Revised Organization Chart.

SUMMARY

As we have been implementing the new organizational structure (adopted May 2023) over the past eight months and as natural turnover occurs at the agency, we have continued to pay close attention to workload management needs, striving to address them through a combination of proposed new positions and a revised organization chart. We recommend adding 5 new job classifications (Attachment 1) to help us provide succession pathways to attract and retain high quality staff and to establish job classifications that better align with near-term work program needs. We are not recommending changing the total agency size of 47 full-time staff positions as currently approved by the Board. We have also reviewed our current organizational structure and proposed 2024 work program needs and have concluded that an Assistant Deputy Director and Associate Engineer in the Capital Projects Division; a Management Analyst in the Finance & Administration Division; and a Communications Officer and Public Policy Manager in the Executive Division would better align with near-term work program needs if the positions were reclassified to a Highway Program Manager, Staff Accountant, Finance Manager, Communications Manager, and Senior Public Policy Manager, respectively. Attachment 2 shows the proposed changes to the organizational structure.

- ☐ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contract/Agreement
- ☒ Other: New Job Classifications, Position Reclassifications and Organization Chart



BACKGROUND

In December 2019 through Resolution 20-26, the Board approved one new job classification for a Rail Program Manager and increased the agency total to 47 full-time equivalent positions (FTEs). The Rail Program Manager position was in response to the Board's need for the agency to cultivate in-house rail expertise and perform additional oversight on regional rail development and delivery capacity.

In May 2023 through Resolution 23-52, the Board approved a staff reorganization plan to reclassify three job positions to meet existing workload management needs and provided growth pathways for staff to progress within the agency. That plan kept the agency at 47 FTEs and the level of positions generally more senior, reflecting the needs of our work program.

The agency has five core functions:

- Local Transportation Sales Tax Administrator (Prop B in 1989, superseded by Prop K in 2003, in turn superseded by Prop L in 2022)
- Congestion Management Agency (CMA) (1990)
- Transportation Fund for Clean Air Administrator (1992)
- Prop AA Vehicle Registration Fee Administrator (2010)
- Treasure Island Mobility Management Agency (TIMMA) (2014)

We have filled 40 of the 47 FTEs and have the following positions vacant: Assistant Deputy Director for Capital Projects, TIMMA Program Manager, TIMMA Systems Manager, Associate Engineer, two Transportation Planners, and a Senior Modeler.

DISCUSSION

Proposed New Job Classifications. We are seeking adoption of five proposed new job classifications or position descriptions: Highway Program Manager; Finance Manager; Senior Public Policy Manager; Principal Transportation Planner, Government Affairs; and Senior Transportation Planner, Government Affairs. Our intent is to provide succession pathways and flexibility for staff to progress within the agency and to establish job classifications that better align with near-term work program needs.

The Highway Program Manager would be a parallel position to the Rail Program Manager Position adopted in 2019 to assist with a suite of highway and street capital projects that we are leading on Yerba Buena Island (YBI) on behalf of the Treasure



Island Development Authority (TIDA), other projects we are leading (I-280 ramps at Ocean and Geneva), and oversight and support of streets projects we fund and/or help oversee in our role as Congestion Management Agency. The Finance Manager position would provide additional succession pathways in the Finance & Administration Division, while the additional Staff Accountant would provide staff resources to assist with increased volume and complexity of accounting and grant support needed for the aforementioned suite of YBI capital projects. The Senior Public Policy Manager position would provide additional succession pathways in the Executive Division. Lastly, the Senior Transportation Planner, Government Affairs; and Principal Planner, Government Affairs positions would better reflect the actual duties of the Planners shifted from the Policy & Programming Division to the Executive Division back in May 2023. The new position descriptions are included in Attachment 1.

If the proposed five new positions descriptions are approved, we will have a total of 54 job classifications, some of which are inactive but retained for future flexibility.

Proposed Revised Organization Chart. Our proposed 2024 agency workplan requires a reorganization of staff resources for work we are undertaking on behalf of TIDA including the YBI West Side Bridges Seismic Retrofit Project, Hillcrest Road Improvement Project, and YBI Multi-Use Pathway; as well as I-280 Ocean Avenue and Geneva Ramps improvements in the Balboa Park area; and oversight and project delivery support for highway and streets projects including, but not limited to 19th Avenue Improvements, Sloat/Skyline intersection modification, and Quint Street Connector Road. We have already obtained federal, state, regional, and local funding for the current phases of the YBI projects and the Board has programmed Prop L matching funds for future phases of the I-280 projects, helping to position these projects to be competitive for discretionary funding.

Based on these considerations, along with creating growth pathways to attract and retain high quality staff to progress within the agency, we have concluded that the positions, Assistant Deputy Director and Associate Engineer in the Capital Projects Division (both vacant), a Management Analyst in the Finance & Administration Division, and a Communications Officer and Public Policy Manager in the Executive Division, would better align with work program needs if the positions were reclassified to a Highway Program Manager in the Capital Projects Division, a Staff Accountant and a Finance Manager in the Finance & Administration Division, and a Communications Manager and Senior Public Policy Manager in the Executive Division, respectively.



Attachment 2 shows the proposed changes to the organizational structure with the positions proposed to be reclassified called out. The changes, if approved, would retain the current number of full-time equivalent positions (47).

FINANCIAL IMPACT

The Associate Engineer's salary, which is more than the Staff Accountant's salary by \$53,805, plus delays in hiring and recent departures of staff offset the other four proposed reclassifications if all proposed positions were immediately advertised and filled in Fiscal Year 23/24. The reclassification of all five positions is estimated to net increase personnel costs up to a maximum \$67,700 in subsequent fiscal years. These positions would be funded by a combination of current and future regional, state, and federal grants, and Prop L operating and appropriations.

CAC POSITION

The CAC does not consider personnel items.

SUPPLEMENTAL MATERIALS

- Attachment 1- New Job Classifications (5)
- Attachment 2 -Proposed Changes to Organizational Structure
- Attachment 3 - Resolution



**San Francisco
County Transportation
Authority**

Job Description

CAPITAL PROJECTS DIVISION

Highway Program Manager

The San Francisco County Transportation Authority is the sub-regional transportation planning and programming agency for San Francisco County. Our mission is to make travel safer, healthier, and easier for all. We plan, fund, and deliver local and regional projects to improve travel choices for residents, commuters, and visitors throughout the city.

SUMMARY

The Highway Program Manager manages, oversees, or coordinates project development efforts on numerous highway and streets projects and programs funded by and/or affecting San Francisco. These include:

- Executing delivery and supporting the planning of highway and street projects including Yerba Buena Island/Treasure Island infrastructure improvement projects, working in collaboration with the Treasure Island Development Authority (TIDA); Highway 280 improvements in the Balboa Park area; and select Transportation Authority programs and funding initiatives.
- Conducting project delivery oversight of highway and street projects including, but not limited to 19th Avenue Improvements, Sloat/Skyline intersection modifications, Better Market Street, and Quint Connector Road.

Reports to: Deputy Director for Capital Projects
Exempt

Exemption Status: Full-Time,

ESSENTIAL DUTIES AND RESPONSIBILITIES

- Plans, directs, and supports capital project development efforts in order to ensure timely and cost-effective delivery of the numerous highway and streets projects/programs affecting San Francisco including the Yerba Buena Island/Treasure Island infrastructure improvement projects, working in collaboration with the TIDA; Highway 280 improvements in the Balboa Park area; and select Transportation Authority programs and funding initiatives.
- Provides project delivery oversight to project sponsors and manages contract engineering and design personnel engaged in highway and streets capital projects as well as select program support and development. Example projects include, but are not limited to 19th Avenue Improvements, Sloat/Skyline intersection modifications, Better Market Street, and Quint Connector Road.

- Facilitates interagency coordination and communication between key stakeholders, including: the Federal Highway Administration; local, state, and regional transportation agencies; Caltrans; the City and County of San Francisco; funding partners; and other stakeholders.
- Coordinates with federal, state, and local agencies during project funding conceptualization, design, and implementation, and ensures compliance with any pertinent administrative requirements.
- Engages and interacts with internal and external stakeholders including Transportation Authority employees and employees from other regional agencies, private entities, as well as, federal, state, and local government officials and residents, businesses, engineers, contractors, and consultants.
- Directs the preparation and maintenance of project schedules, budgets, and quality control objectives and procedures.
- Supervises, develops, and evaluates professional and subordinate staff and counsels and disciplines staff.
- Continually provide cost reviews and projections and assists with positioning the project to successfully secure funding.
- Directs the preparation of and reviews grants, contracts, memorandums, and correspondence.
- Prepares Board memoranda and Transportation Authority correspondence, and presents before management, the Transportation Authority Board, other external agencies, and the public.

SUPERVISORY RESPONSIBILITIES: May supervise external consultant teams or staff.

MINIMUM QUALIFICATIONS To perform this job successfully, an individual must be able to perform each essential duty satisfactorily.

Training and Experience: Completion of a bachelor's degree in Transportation Planning, Civil, Transportation Engineering or related field. Seven (7) years of progressively responsible experience in transportation project and program management required, including at least three (3) years of demonstrated staff management experience as well as planning and delivering urban highway and streets projects. An equivalent combination of education and experience is acceptable.

Knowledge: Advanced knowledge of principles, practices, and techniques of project and program management for capital projects, specifically rail; standard cost estimation and value engineering techniques; standard transportation planning principles and methods; consultant contract preparation and oversight of consultant contracts for professional services; regulatory requirements and guidelines associated with obligation and expenditure of local, regional, state

and federal transportation funds for capital projects; database management techniques; and proficiency with standard computer spreadsheet, word processing and presentation software.

Skills and Abilities: Ability to implement an effective capital project and program monitoring plan to ensure timely and cost-effective project delivery; familiarity with project scheduling applications; ability to analyze and interpret data pertaining to capital planning issues using appropriate methods and statistical techniques; ability to work and communicate with contractors, consultants, engineers, planners, and other internal and external stakeholders; summarize and present data and prepare written reports and recommendations; speak effectively; and write clearly and concisely.

Physical Demands and Work Environment: The physical demands and work environment are characteristic of modern office work and include moderate noise (examples: business office with computers and printers, light traffic), and are representative of those an employee encounters while performing the essential functions of this job. Ability to travel on occasion.

The above is intended to describe the general content of and requirements for the performance of this job. It is not to be construed as an exhaustive statement of duties, responsibilities, or physical requirements. Nothing in this job description restricts management's right to assign or reassign duties and responsibilities to this job at any time. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

**Annual Compensation Range: \$164,980 - \$229,200.....Adopted xxx
Resolution xx-xx**



Job Description

FINANCE & ADMINISTRATION DIVISION

Finance Manager

The San Francisco County Transportation Authority is the sub-regional transportation planning and programming agency for San Francisco County. Our mission is to make travel safer, healthier, and easier for all. We plan, fund, and deliver local and regional projects to improve travel choices for residents, commuters, and visitors throughout the city.

SUMMARY

The Finance Manager takes part in the management of the Transportation Authority's accounting, finance, and administrative support functions, including financial systems, budgeting, procurement, and contracting. The Finance Manager also assists and participates in planning, organizing, and facilitating the activities of the Transportation Authority, and providing a wide range of professional support to the Executive Director and Chief Deputy Director.

Reports to: Deputy Director for Finance and Administration
Time, Exempt

Exemption Status: Full-

ESSENTIAL DUTIES AND RESPONSIBILITIES

- Directs the structure, development and maintenance of the enterprise resources planning system. Establishes and maintains appropriate administrative and accounting policies, services, and structures, controls, and reporting systems. Reviews the general ledger, account reconciliations, and project module reconciliation to ensure data sync between modules. Collaborates with Policy and Programming Division staff to ensure financial data interfaces other reporting systems.
- Plans, organizes, and manages the fiscal and accounting activities consistent with established and accepted governmental accounting principles and practices, in sufficient detail to produce adequate cost, financial, and statistical data for management purposes. Reviews monthly, adjusting, and year-end adjustments.
- Oversees competitive contract vendor selection and contracting process, conforming to federal, state, local and Transportation Authority procurement and contracting policies, including public bids and requests for proposals; contract negotiation and award, provides information and training and technical assistance to staff and contractors on Transportation Authority contracting and procurement policies. Reviews cost estimates and terms for new and existing contracts, for proposed change orders and modifications; monitors data and information resources on current industry cost standards.
- Oversees the Transportation Authority's Disadvantaged Business Enterprise (DBE) and Local Business Enterprise (LBE) Program. Presents at outreach events with other agencies. Reviews

contract performance, compliance, and statistical reports. Reviews small business goals for individual contracts. Review and recommend updates to DBE/LBE policy to assure conformance with current regulations.

- Manages the activities related to the application for, and management of, multiple source capital projects and/or grants; manages reporting to funding agencies with project managers. Oversees grant program in accordance to grant and audit requirements. Oversees the approval of indirect cost allocation plan and related areas in the annual single audits and financial audits. Coordinates audits and acts as liaison to the auditors.
- Directs the development and administration of the annual and supplemental budgets. Reviews budget line item narrative, analyses, including revenue and expenditure forecasting, recommendations, and justifications for annual and supplemental requests. Monitors detailed and complex budgets, ensures expenditures remain within budget, and shifts funds within guidelines; assists Division and project managers with interpreting budget-related documents, and issues related to funds availability, fund transfers, and budget compliance. Manages and implements agency-wide and division performance measures.
- Reviews Board memoranda and official Transportation Authority correspondence; makes presentations to the Board and Committees and may represent the Executive Director before state, federal and regional agencies, boards, and commissions; and before local citizens in public meetings and hearings.
- Assists with the development of the annual work plan for the division.
- Supervises, develops, and evaluates professional and subordinate staff and counsels and disciplines staff.

SUPERVISORY RESPONSIBILITIES: Supervises Principal Management Analyst, Senior Management Analyst and/or Management Analyst. May supervise external consultant teams.

MINIMUM QUALIFICATIONS: To perform this job successfully, an individual must be able to perform each essential duty satisfactorily.

Training and Experience: A bachelor's degree in public or business administration, finance, accounting, or economics from an accredited university, and six (6) years of progressively responsible experience in complex financial/fiscal analysis, economic analysis, contract administration, or legislative/ administrative policy analysis is required. At least one (1) year must be in a supervisory or managerial role. An equivalent combination of education and experience is acceptable.

Knowledge: Knowledge of principles and techniques of governmental organization and management; principles and techniques of financial/fiscal analysis; principles and techniques of economic and policy analysis; principles and techniques of generally accepted accounting principles and government accounting standards; application of statistical and other analytical methods; applicable local, state, and federal laws and regulations; principles involved in the development and implementation of complex systems and procedures; methods, procedures, and techniques needed for negotiations of contract terms, change orders, cost estimates and modifications; advanced proficiency with standard computer spreadsheet, word processing, database management and presentation software.

Skills and Abilities: Ability to collect, synthesize, and analyze a wide variety of information; conduct difficult analytical studies involving complex administrative and financial systems and procedures; work with authority and efficiency to identify and define problems, determine methodology, evaluate data, make recommendations with appropriate justification and develop/implement a plan of action; establish and maintain effective communication with senior management, officials, other staff, vendors, or other agencies; negotiate effectively; speak effectively and write clearly and concisely.

Physical Demands and Work Environment: The physical demands and work environment are characteristic of modern office work and include moderate noise (examples: business office with computers and printers, light traffic), and are representative of those an employee encounters while performing the essential functions of this job. Ability to travel on occasion.

The above is intended to describe the general content of and requirements for the performance of this job. It is not to be construed as an exhaustive statement of duties, responsibilities, or physical requirements. Nothing in this job description restricts management's right to assign or reassign duties and responsibilities to this job at any time. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

**Annual Compensation Range: \$127,422 - \$175,840.....Adopted xxx
Resolution xx-xx**



Job Description

EXECUTIVE DIVISION

Senior Public Policy Manager

The San Francisco County Transportation Authority is the sub-regional transportation planning and programming agency for San Francisco County. Our mission is to make travel safer, healthier, and easier for all. We plan, fund, and deliver local and regional projects to improve travel choices for residents, commuters, and visitors throughout the city.

SUMMARY

The Senior Public Policy Manager manages, coordinates, or performs complex and sensitive tasks in the areas of policy, legislation, fund programming and planning; engages and interacts with internal and external stakeholders including federal, state, and local governmental officials; and represents the agency on technical and policy advisory groups.

Reports to: Chief Deputy Director

Exemption Status: Full-Time, Exempt

ESSENTIAL DUTIES AND RESPONSIBILITIES

- Develops and supports development of policies and legislation to advance Transportation Authority goals and objectives, including research and analytical support, preparing briefing emails for San Francisco representatives on regional bodies, advocating before governmental agencies, and participating in community outreach.
- Engages and interacts with internal and external stakeholders including Transportation Authority employees and employees from other local and regional agencies, private entities, as well as federal, state, and local government officials and residents, businesses, and advocacy organizations.
- Facilitates interagency coordination and communication between key stakeholders to help shape Transportation Agency and/or San Francisco stakeholder input into the regional transportation plan and other regional and state policy matters.
- Provides policy and funding input into the development of the Transportation Authority's various programs and plans including, but not limited to, the San Francisco Transportation Plan. Supports development of funding and advocacy strategies for San Francisco priority projects.
- Negotiates and resolves complex policy challenges with federal, state, and regional transportation agencies and San Francisco stakeholders. Leads or assists in the development and negotiation of agreements with other agencies.
- Manages internal planning and policy studies, as directed; provides policy and technical input, and leads community involvement efforts. Reviews and comments on external policy, planning and legislative efforts.

- Prepares board memoranda and official Transportation Authority correspondence; makes presentations to the Board and committees and represent the Transportation Authority before state, federal and regional agencies, boards, and commissions, and before local citizens in public meetings and hearings.
- Assists with the development of the annual work plan for the division.
- Supervises, develops, and evaluates professional and subordinate staff and counsels and disciplines staff.

SUPERVISORY RESPONSIBILITIES: May supervise external consultants or staff.

MINIMUM QUALIFICATIONS: To perform this job successfully, an individual must be able to perform each essential duty satisfactorily.

Training and Experience: Completion of a graduate degree in an appropriate discipline such as public policy, transportation planning or civil engineering; and seven (7) years of progressively responsible experience in transportation policy and legislative development, transportation planning, and transportation fund programming. Applicants may substitute completion of a graduate degree with two (2) years of additional qualifying experience.

Knowledge: Advanced knowledge of public policy development and evaluation; local, regional, state, and federal legislative processes; transportation planning principles, techniques and methods, transportation funding and finance, and capital project development phases; proficiency with standard computer spreadsheet, word processing, and presentation software; basic research methods and database management techniques; statistical and computational analysis principles and methods.

Skills and Abilities: Skill in collecting, analyzing, and interpreting data and information pertaining to programming of transportation funds, transportation planning and policy issues, and legislation. Ability to facilitate meetings, build consensus among stakeholders, develop, and oversee outreach strategies, conduct policy analysis, and manage projects, staff, and consultants. Strong public presentation skills and public speaking for a wide variety of audiences, including elected officials, the public, advocates, and technical staff. Advanced writing and editing skills for a variety of communications media.

Physical Demands and Work Environment: The physical demands and work environment are characteristic of modern office work and include moderate noise (examples: business office with computers and printers, light traffic), and are representative of those an employee encounters while performing the essential functions of this job. Ability to travel on occasion.

The above is intended to describe the general content of and requirements for the performance of this job. It is not to be construed as an exhaustive statement of duties, responsibilities, or physical requirements. Nothing in this job description restricts management's right to assign or reassign duties and responsibilities to this job at any time. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

**Annual Compensation Range: \$128,718 - \$177,637.....Adopted xxx
Resolution xx-xx**



Job Description

EXECUTIVE DIVISION

Principal Transportation Planner, Government Affairs

The San Francisco County Transportation Authority is the sub-regional transportation planning and programming agency for San Francisco County. Our mission is to make travel safer, healthier, and easier for all. We plan, fund, and deliver local and regional projects to improve travel choices for residents, commuters, and visitors throughout the city.

SUMMARY

The Government Affairs Transportation Planner Series in the Executive Division includes four levels of professionals who perform increasingly complex and sensitive tasks in the areas policy, legislation, fund programming and planning; and represents the agency on technical and policy advisory groups. The Principal Transportation Planner has full responsibility for larger projects and programs.

Reports to: Chief Deputy Director

Exemption Status: Full-Time, Exempt

ESSENTIAL DUTIES AND RESPONSIBILITIES

- Develops and supports development of policies and legislation to advance Transportation Authority goals and objectives, including research and analytical support, preparing briefing emails for San Francisco representatives on regional bodies, advocating before governmental agencies, and participating in community outreach.
- Provides policy and funding input into the development of the Transportation Authority's various programs and plans including, but not limited to, the Countywide Transportation Plan, Congestion Management Program, Sales Tax 5-Year Prioritization Programs, and Strategic Plans.
- Develops and supports development of policy and programming recommendations for federal, state, and regional fund sources, as well as coordinating San Francisco input into the regional transportation plan. Provides corresponding project delivery and funding advocacy support as needed, such as timely use of fund compliance and securing discretionary funds to facilitate project implementation and preservation of discretionary funds for San Francisco.
- Negotiates and resolves complex policy challenges with federal, state, and regional transportation agencies and San Francisco project sponsors. Leads or assists in the development and negotiation of agreements with other agencies.
- Manages internal planning and policy studies, as directed; provides policy and technical input, and leads community involvement efforts. Reviews and comments on external policy, planning and legislative efforts.
- Prepares board memoranda and official Transportation Authority correspondence; makes presentations to the Board and Committees and may represent the Transportation Authority before

state, federal and regional agencies, boards, and commissions; and before local citizens in public meetings and hearings.

- Assists with the development of the annual work plan for the division.
- Supervises, develops, and evaluates professional and subordinate staff and counsels and disciplines staff.

SUPERVISORY RESPONSIBILITIES: May supervise a Transportation Planner position, external consultant teams, and interns.

MINIMUM QUALIFICATIONS: To perform this job successfully, an individual must be able to perform each essential duty satisfactorily.

Training and Experience: Completion of a graduate degree in an appropriate discipline such as public policy, transportation planning or civil engineering; and five (5) years of progressively responsible experience in transportation policy, transportation planning, transportation fund programming and allocation, and project delivery and oversight. Applicants may substitute completion of a graduate degree with two (2) years of additional qualifying experience.

Knowledge: Advanced knowledge of public policy development and evaluation; local, regional, and state legislative processes; transportation planning principles, techniques and methods, transportation funding and finance, and capital project development phases; proficiency with standard computer spreadsheet, word processing, and presentation software; basic research methods and database management techniques; statistical and computational analysis principles and methods.

Skills and Abilities: Skill in collecting, analyzing, and interpreting data and information pertaining to programming of transportation funds, transportation planning and policy issues, and legislation. Ability to facilitate meetings, develop and oversee outreach strategies, conduct policy analysis, and manage projects and consultants. Strong public presentation skills and public speaking for a wide variety of audiences, including elected officials, the public and technical staff. Advanced writing and editing skills for a variety of communications media.

Physical Demands and Work Environment: The physical demands and work environment are characteristic of modern office work and include moderate noise (examples: business office with computers and printers, light traffic), and are representative of those an employee encounters while performing the essential functions of this job. Ability to travel on occasion.

The above is intended to describe the general content of and requirements for the performance of this job. It is not to be construed as an exhaustive statement of duties, responsibilities, or physical requirements. Nothing in this job description restricts management's right to assign or reassign duties and responsibilities to this job at any time. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

**Annual Compensation Range: \$117,333 - \$161,920.....Adopted xxx
Resolution xx-xx**



Job Description

EXECUTIVE DIVISION

Senior Transportation Planner, Government Affairs

The San Francisco County Transportation Authority is the sub-regional transportation planning and programming agency for San Francisco County. Our mission is to make travel safer, healthier, and easier for all. We plan, fund, and deliver local and regional projects to improve travel choices for residents, commuters, and visitors throughout the city.

SUMMARY

The Government Affairs Transportation Planner Series in the Executive Division includes four levels of professionals who perform increasingly complex and sensitive tasks in the areas policy, legislation, fund programming and planning; and represents the agency on technical and policy advisory groups. The Senior Transportation Planner has full responsibility for mid-size to larger projects and programs.

Reports to: Senior Public Policy Manager

Exemption Status: Full-Time, Exempt

ESSENTIAL DUTIES AND RESPONSIBILITIES

- Develops and supports development of policies and legislation to advance Transportation Authority goals and objectives, including research and analytical support, preparing briefing emails for San Francisco representatives on regional bodies, advocating before governmental agencies, and participating in community outreach.
- Provides policy and funding input into the development of the Transportation Authority's various programs and plans including, but not limited to, the Countywide Transportation Plan, Congestion Management Program, Sales Tax 5-Year Prioritization Programs, and Strategic Plans.
- Develops and supports development of policy and programming recommendations for federal, state, and regional fund sources, as well as coordinating San Francisco input into the regional transportation plan. Provides corresponding project delivery and funding advocacy support, as needed, such as assisting project sponsors with timely use of funds compliance and securing discretionary funds to facilitate project implementation and preservation of discretionary funds for San Francisco.
- Assists with or negotiates and resolves increasingly complex policy challenges with federal, state, and regional transportation agencies and San Francisco project sponsors. Leads or assists in the development and negotiation of agreements with other agencies.
- Provides policy and technical input into internal planning and policy studies and/or may lead an internal planning and policy studies; supports and/or leads community involvement efforts. Reviews and comments on external policy, planning and legislative efforts.
- Prepares board memoranda and official Transportation Authority correspondence; makes presentations to the Board and Committees and may represent the Transportation Authority before state, federal and regional agencies, boards, and commissions; and before local citizens in public meetings and hearings.

SUPERVISORY RESPONSIBILITIES: May supervise interns and external consultant teams.

MINIMUM QUALIFICATIONS To perform this job successfully, an individual must be able to perform each essential duty satisfactorily.

Training and Experience: Completion of a graduate degree in an appropriate discipline such as public policy, transportation planning or civil engineering; and three (3) years of progressively responsible experience in transportation policy, transportation planning, transportation fund programming and allocation, and project delivery and oversight. Applicants may substitute completion of a graduate degree with two (2) years of additional qualifying experience.

Knowledge: Advanced knowledge of public policy development and evaluation; local, regional, and state legislative processes; transportation planning principles, techniques and methods, transportation funding and finance, and capital project development phases; proficiency with standard computer spreadsheet, word processing, and presentation software; basic research methods and database management techniques; statistical and computational analysis principles and methods.

Skills and Abilities: Skill in collecting, analyzing, and interpreting data and information pertaining to programming of transportation funds, transportation planning and policy issues, and legislation. Ability to facilitate meetings, develop and oversee outreach strategies, conduct policy analysis, and manage projects and consultants. Strong public presentation skills and public speaking for a wide variety of audiences, including elected officials, the public and technical staff. Advanced writing and editing skills for a variety of communications media.

Physical Demands and Work Environment: The physical demands and work environment are characteristic of modern office work and include moderate noise (examples: business office with computers and printers, light traffic), and are representative of those an employee encounters while performing the essential functions of this job. Ability to travel on occasion.

The above is intended to describe the general content of and requirements for the performance of this job. It is not to be construed as an exhaustive statement of duties, responsibilities, or physical requirements. Nothing in this job description restricts management's right to assign or reassign duties and responsibilities to this job at any time. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

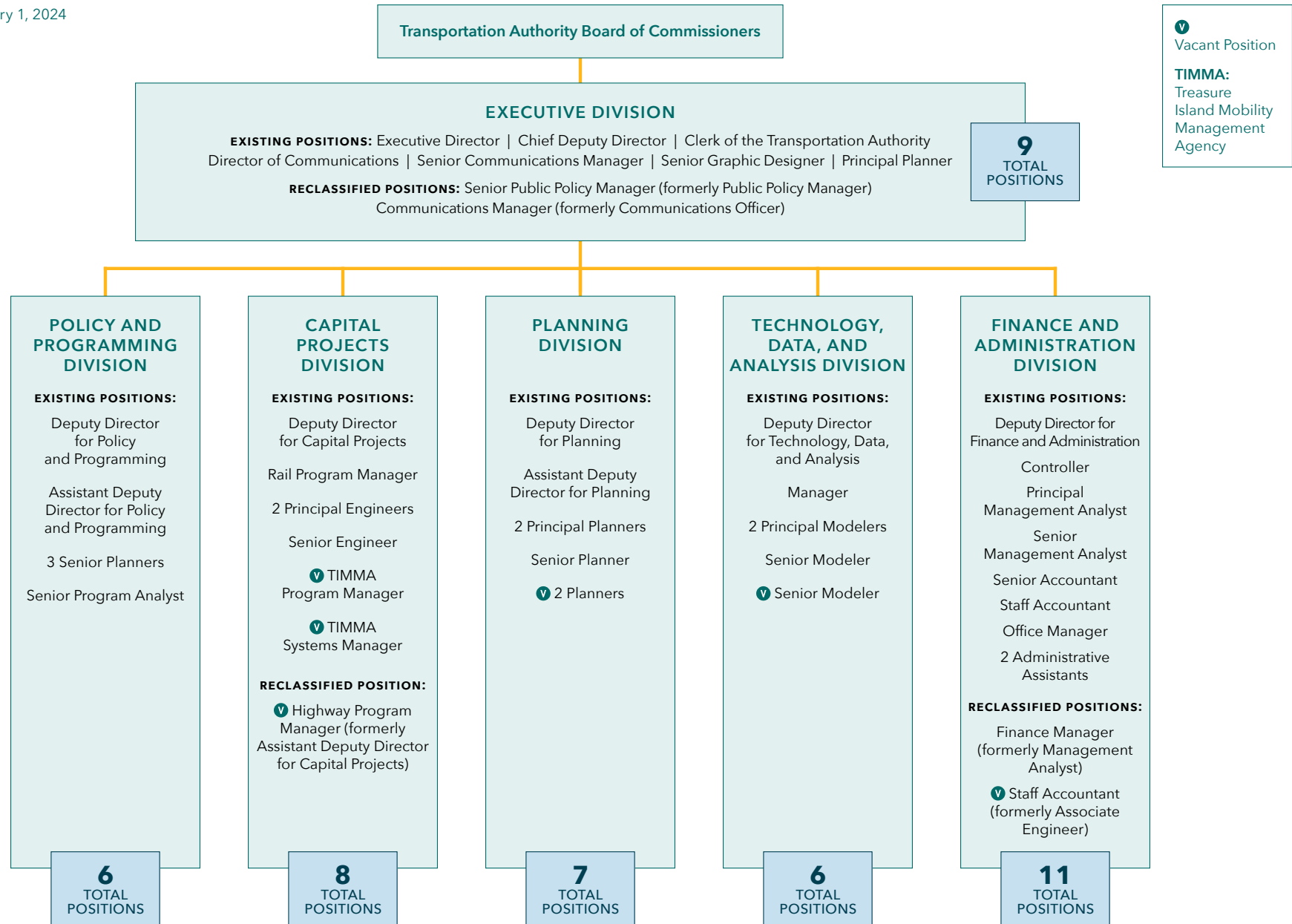
**Annual Compensation Range: \$101,174 - \$139,618.....Adopted xxx
Resolution xx-xx**

Proposed Agency Structure 47 STAFF POSITIONS



San Francisco
County Transportation
Authority

Revised February 1, 2024





RESOLUTION ADOPTING FIVE NEW JOB CLASSIFICATIONS AND A REVISED
ORGANIZATION CHART

WHEREAS, In May 2023 through Resolution 23-52, the Board approved a staff reorganization plan to reclassify three job positions to meet existing workload management needs and provided growth pathways for staff to progress within the agency, which kept the agency at 47 full-time equivalent (FTE) staff; and

WHEREAS, After reviewing the proposed 2024 agency workplan, staff resources, and current positions descriptions, Transportation Authority staff recommended creating five new position descriptions (Attachment 1) to help provide succession pathways to attract and retain high quality staff and to establish job classifications that better align with near-term work program needs; and

WHEREAS, The proposed 2024 agency workplan requires a reorganization of staff resources for work the agency is undertaking on behalf of the Treasure Island Development Authority including the Yerba Buena Island (YBI) West Side Bridges Seismic Retrofit Project, Hillcrest Road Improvement Project, and YBI Multi-Use Pathway; as well as I-280 Ocean Avenue and Geneva Ramps improvements in the Balboa Park area; and oversight and project delivery support for highway and streets projects including, but not limited to 19th Avenue Improvements, Sloat/Skyline intersection modification, and Quint Street Connector Road; and

WHEREAS, Based on these considerations, along with creating growth pathways to attract and retain high quality staff to progress within the agency, staff recommended the reclassification of five positions as shown in the proposed revised organizational structure in Attachment 2, which retains the current number of positions (47 FTEs); and

WHEREAS, The proposed job reclassifications would be offset in Fiscal Year 2023/24 given that the differential in salary ranges between the Associate Engineer's salary and the Staff Accountant's salary, plus delays in hiring and recent departures of



staff even if all proposed positions were immediately advertised and filled in Fiscal Year 23/24; and

WHEREAS, The proposed reclassification of all five positions is estimated to net increase personnel costs up to a maximum \$67,700 in subsequent fiscal years and would be funded by a combination of current and future regional, state, and federal grants, and Prop L operating and appropriations; and

WHEREAS, On February 6, 2024, the Personnel Committee met and unanimously recommended approval of the staff recommendations; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts five new job classifications included in Attachment 1: Highway Program Manager; Finance Manager; Senior Public Policy Manager; Principal Transportation Planner, Government Affairs; Senior Transportation Planner, Government Affairs; and be it further

RESOLVED, That the Transportation Authority hereby adopts the revised organizational structure shown in Attachment 2.

Attachments:

1. Attachment 1- New Job Classifications (5)
2. Attachment 2 -Revised Organization Chart

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San Francisco
County Transportation
Authority



RESOLUTION RATING THE PERFORMANCE OF THE EXECUTIVE DIRECTOR FOR
2023 AND ADOPTING THE EXECUTIVE DIRECTOR'S PERFORMANCE OBJECTIVES
FOR 2024

WHEREAS, The Transportation Authority's Administrative Code establishes that the Personnel Committee (Committee) shall conduct an employee performance evaluation of the Executive Director by December 31 of each year for the Executive Director's work performance for the current year; and

WHEREAS, Board-adopted procedures require that the record of accomplishments be tracked against Board-established objectives for the Executive Director for the annual period being evaluated; and

WHEREAS, The Committee shall evaluate the Executive Director's performance annually based on mutually agreed upon objectives; and

WHEREAS, The Committee conducts the performance evaluation according to the adopted format and procedures; and

WHEREAS, The Board-adopted evaluation worksheet allows for ratings of Outstanding, Exceptionally Good, Very Good, Satisfactory, and Needs Improvement; and

WHEREAS, At its February 6, 2024, meeting, the Committee considered the key accomplishments, contained in Attachment 1, and issues relative to the Executive Director's performance during 2023 and recommended a rating of Outstanding, reflecting its perception of the performance of the Executive Director against Board-established objectives for 2023; and

WHEREAS, The proposed Executive Director objectives for 2024, contained in Attachment 2, are consistent with the annual work program adopted by the Transportation Authority Board on June 27, 2023, through Resolution 23-58 as part of the budget; and

WHEREAS, On February 6, 2024, the Personnel Committee reviewed and



unanimously recommended approval of the proposed Executive Director objectives for 2024; now, therefore, be it

RESOLVED, That the Transportation Authority hereby rates the performance of the Executive Director during 2023 as Outstanding; and be it further

RESOLVED, That the Transportation Authority hereby adopts the attached objectives for the Executive Director for 2024.

Attachments:

1. Attachment 1 - 2023 Record of Accomplishments
2. Attachment 2 - Executive Director Objectives 2024

Attachment 1

2023 Record of Accomplishments for Tilly Chang, Executive Director

This section presents a narrative of the Executive Director's accomplishments for 2023, in relation to annual program objectives set by the Board in December 2022 through Resolution 23-24.

Performance against Objectives

I. Advance Key Work Program Activities

THIS OBJECTIVE HAS BEEN MET AND EXCEEDED.

Planning Activities

1. **PLAN BAY AREA 2050.** Worked with the Metropolitan Transportation Commission (MTC) and San Francisco stakeholders to implement Plan Bay Area 2050 recommendations by providing input on the regional Transit Oriented Communities policy, Transit Transformation Action Plan focus areas (integrated fares, wayfinding, transit priority, and network management) and transit expansion priorities and policies (Major Project Advancement Policy and related policies). Coordinated San Francisco's input on MTC's Connected Network Plan (Transit 2050+) and Bay Area Next Generation Freeways Study. Supported consideration of regional housing measure development and legislative efforts to address the transit fiscal cliff.
2. **LINK 21.** Continued to provide planning support and San Francisco participation in the San Francisco Bay Area Rapid Transit District (BART)/Capitol Corridor Link21 initiative, to explore options for a new mega-regional rail network centered around a future second bay rail crossing, potentially connecting to a new west-side rail alignment. Continued to coordinate Link21 studies with The Portal/Downtown Rail Extension (DTX) Program of Projects and Geary/19th Avenue Subway and Regional Connections Study.
3. **MTC TRANSIT TRANSFORMATION ACTION PLAN.** In coordination with San Francisco Municipal Transportation Agency (SFMTA) and SF regional transit operators, supported implementation of the Transit Transformation Action Plan, including efforts focused on regional transit wayfinding, fare coordination, and service coordination (transfers), and initiation of regional network management discussions. Advocated for San Francisco's priorities that support and do no harm to the urban core that carries most of the transit ridership and is vital to local and regional economic recovery.
4. **GEARY/19TH AVENUE SUBWAY AND REGIONAL CONNECTIONS STUDY.** Supported implementation of the ConnectSF Transit Strategy by continuing to lead the Strategic Case phase of the Geary/19th Avenue Subway, serving as lead agency in partnership with SFMTA and in cooperation with SF Planning Department. Advanced technical work program and launched engagement with regional transit operators and other partner agencies.
5. **SAN FRANCISCO TRANSPORTATION PLAN (SFTP) 2050.** Advanced key recommendations of SFTP 2050 including supporting Housing Element technical

Attachment 1

2023 Record of Accomplishments for Tilly Chang, Executive Director

travel demand analysis. Through the Prop L Strategic Plan and 5-Year Prioritization Programs (5YPPs) process, developed strategic initiatives such as expanding equity priority community planning, creating a development-oriented transportation capital investment program to incentivize less developed areas of the city to support and plan for new development, and transportation demand management.

- a. **TRANSIT STRATEGY.** Geary/19th Subway and Regional Connections Study and planning for a Bayview Caltrain station.
- b. **STREETS AND FREEWAYS STRATEGY.** Participated in MTC's Next Generation Freeway Study (see 15. below) and advanced San Francisco Managed Lanes Study (see 9. below). Pursued funding to advance the concepts in the Streets and Freeways Strategy, including Vision Zero Ramps Phase 3 (funding awarded), Brotherhood Way (funding awarded), the Fillmore/Geary Underpass (application submitted), and Bayview Circulation and Safety study (application submitted) efforts.
6. **SAN FRANCISCO ACTIVE COMMUNITIES PLAN.** Participated in the preparation of the next generation bicycle plan for San Francisco by serving on the SFMTA Active Communities Plan Technical Advisory Committee.
7. **CONNECTSF.** Provided feedback and recommendations to the Connect SF Partners on the scope for Phase 3 of the long-range ConnectSF planning program: the update to the San Francisco Planning Department (SF Planning)'s Transportation Element.
8. **TREASURE ISLAND MOBILITY MANAGEMENT PROGRAM.** Advanced the Treasure Island Mobility Management Program by coordinating adoption strategy with Treasure Island Development Authority (TIDA) and Office of Economic and Workforce Development. Developed and analyzed new toll and affordability program options as well as scenarios showing accelerated transportation improvements.
9. **SAN FRANCISCO MANAGED LANES PROJECTS.** Prepared a Vehicle Miles Traveled (VMT) analysis and drafted the Existing Conditions traffic studies for Northbound I-280 HOV operational/auxiliary priority lane between Cesar Chavez and 3rd Street. Sought public input on project Purpose and Need, alternatives, and analysis approach. Worked with partners to coordinate managed lanes facility planning in the US101 corridor including with California Department of Transportation (Caltrans), MTC/Bay Area Toll Authority (BATA), SFMTA, and San Mateo and Santa Clara counties. Drafted a scope of work for a planning study/environmental review for managed lanes (carpool or Express Lanes) on Southbound U.S. 101 and I-280 to connect to planned managed lanes in San Mateo County.
10. **TRANSPORTATION SUSTAINABILITY PROGRAM (TSP)/TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGY EVALUATION TOOL.** Continued Transportation Sustainability Program (TSP)/TDM Strategy Evaluation Tool development, which seeks to quantify the effectiveness of the TDM strategies included in San Francisco's TSP in reducing VMT and single-occupancy vehicle trips.
11. **SF-CHAMP TRAVEL MODEL.** Initiated San Francisco Chained Activity Modeling Process (known as SF-CHAMP) updates to reflect post-COVID pandemic travel, population, and employment changes. Continued to lead the ActivitySim project, a

Attachment 1

2023 Record of Accomplishments for Tilly Chang, Executive Director

national multi-agency pooled-fund model project to develop an open-source activity-based modeling software platform.

12. **TRAVEL DEMAND MODELING SUPPORT.** Conducted modeling to support Transportation Authority and external partner studies, including the U.S. 101/I-280 Managed Lanes and Bus project, The Portal/DTX, the Treasure Island Mobility Management Program, and Senator Scott Wiener/Select Committee on Bay Area Public Transit hearing.
13. **CONGESTION MANAGEMENT PROGRAM.** Completed the biennial county Congestion Management Program 2023 update, which provides transit and private vehicle transportation system performance monitoring, expanded multi-modal travel activity/trip reporting, and safety as well as equity reporting. This effort also includes an assessment of the need to expand San Francisco's Infill Opportunity Zone boundaries to include new areas to be added by the Board of Supervisors in 2024.
14. **HOUSEHOLD TRAVEL SURVEY AND DOWNTOWN TODAY STUDY.** Identify preferred use of additional "big data" sources for on-going performance monitoring, planning studies and project evaluation support. Continued monitoring downtown commute patterns, transit provision/usage, and economic recovery data; initiated next round of household travel diary data collection that occurred in Spring and Fall of 2023, in partnership with MTC and Santa Clara Valley Transportation Authority; and scoped a "Downtown Today" study that will utilize results of the Spring 2023 Household Travel Survey.
15. **REGIONAL NEXT GENERATION BAY AREA FREEWAYS STUDY.** Provided input to the MTC for its Next Generation Bay Area Freeways Study which is evaluating multiple alternatives for freeway pricing to reduce VMT and related greenhouse gas emissions per Plan Bay Area 2050. Alternatives include priced cordons in the Bay Area's three largest cities' downtown areas (San Francisco, Oakland, and San Jose - this alternative was assessed preliminarily and dropped from consideration this year) and pricing all freeway lanes of select congested Bay Area freeway corridors that have robust transit options.
16. **DISTRICT 5 OCTAVIA IMPROVEMENTS STUDY [NTP].** Completed the District 5 Octavia Improvements Study [Neighborhood Transportation Program (NTP) - Planning Study], including engaging with the community to prioritize a set of improvements that address both local travel near Octavia Boulevard and opportunities to address longer distance trips that use Octavia Boulevard and the Central Freeway.
17. **DISTRICT 6 TREASURE ISLAND SUPPLEMENTAL TRANSPORTATION STUDY [NTP].** Completed District 6 NTP planning study on Treasure Island, in cooperation with One Treasure Island, which identified a variety of public transportation improvements and supplemental transportation services that could be implemented on Treasure Island in the near-term. The study team submitted a funding application for state California Air Resources Board (CARB) Sustainable Transportation Equity Project program funds to advance the study's main recommendations which was invited to proceed in the funding process.
18. **DISTRICT 7 OCEAN AVENUE ACTION PLAN [NTP PLANNING].** Completed the District 7 Ocean Avenue Action Plan, including the Task Force's review and

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prioritization of the existing multimodal safety and reliability concepts proposed for Ocean Avenue near City College, and the identification of additional ideas for the City to take into account when implementing near term Quick Build and Muni Forward improvements in the area.

19. **SCHOOL ACCESS PLAN.** Completed the School Access Plan, a study of transportation strategies to increase the sustainability of medium and long distance school trips in the City, particularly for vulnerable youth, through stakeholder outreach and identification of potential school access strategies.
20. **DISTRICT 4 MICROMOBILITY ON-DEMAND SHUTTLE STUDY [NTP].** Advanced the District 4 Micromobility On-Demand Shuttle Study [NTP] through completion of best practices review, community surveys and outreach.
21. **NEIGHBORHOOD PLANNING STUDIES (NTP).** Initiated new NTP planning studies in Districts 1, 2, 3, 6, and 7, including technical studies and community outreach.
22. **FERRY PLANNING SUPPORT.** Supported Water Emergency Transit Authority's (WETA's) long-range planning study and REEF (SF/Peninsula waterfront ferry network) visioning/planning.
23. **BAYVIEW CALTRAIN STATION LOCATION STUDY.** Advanced the station location analysis and pre-environmental work for a new Bayview Caltrain infill station by drafting station design alternatives, engaging with agency partners, and conducting a first round of community outreach.
24. **CALTRAIN 22ND STREET STATION ADA IMPROVEMENTS.** Supported Caltrain in completing the 22nd Street Station ADA Improvements Study. Brought forward study recommendations for adoption by the Transportation Authority Board. Provided oversight to ongoing follow-up design phase of work funded by Prop K and supported Caltrain in preparing to seek federal grant funding in early 2024.
25. **BI-COUNTY TRANSPORTATION PLANNING.** Continue to coordinate with the City of Brisbane, City/County Association of Governments of San Mateo, and city departments SFMTA and SF Planning on development projects and related Bi-County Transportation improvements on both sides of the county line, including traffic calming in the area as addressed in the SFMTA's Visitacion Valley & Portola Community-based Transportation Plan,. Staff are monitoring Brisbane Baylands plans. In a future year, when the Baylands development project advances, staff will initiate planning for improved transit/multi-modal connections across the U.S. 101 corridor between Candlestick Point and Bayview Caltrain Station in coordination with Geneva Avenue extension planning (to be led by Brisbane/San Mateo county agencies).
26. **TNCs 2020: A PROFILE OF RIDE-HAILING IN CALIFORNIA.** Released the "TNCs 2020: A Profile of Ride-Hailing in California," the first comprehensive study of ride-hailing activity statewide, based on an analysis of annual reports filed by Uber and Lyft to the California Public Utilities Commission. The TNCs 2020 report presented findings on a range of topic areas: Reporting Compliance and Integrity, General Characteristics, Public Safety, Labor, Environment, and Accessibility. The report found that Uber and Lyft trips are highly concentrated in the urban areas of San Francisco, Los Angeles and San Diego counties, and San Francisco has 500 times more trips per square mile than the rest of the state.

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Fund Programming and Administration

1. **GRANT-SEEKING.** Supported ongoing coordination with city agencies, regional transit operators serving San Francisco, MTC, Bay Area County Transportation Agencies, and Caltrans to advocate for state and federal discretionary funding for capital needs and transit operations to maximize funding for San Francisco and the Bay Area. Supported various sponsors' projects grant applications to U.S. Department of Transportation (U.S. DOT), California Transportation Commission, Caltrans, MTC, CARB, and Bay Area Air Quality Management District (Air District) grant applications.
2. **STATE AND FEDERAL PROGRAMS (INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) AND SENATE BILL (SB) 1 IMPLEMENTATION).** Actively participated in program and policy development as part of implementation of the IIJA to advance key priorities, strategize local match, and grant opportunities to leverage historic funding amounts for infrastructure and public transportation. Continued to advocate for projects through State fund programs such as SB 1 programs, Cap and Trade programs and, CARB programs.
3. **REGIONAL FUNDING PROGRAMS.** Convened and coordinated with San Francisco stakeholders on input to program design/guidelines and identification of San Francisco priorities for regional programs such those included in MTC's One Bay Area Grant (OBAG) program Cycle 3 (e.g., Climate, Conservation & Resilience; Multimodal System Operations & Performance; and Complete Streets & Community Choice) and RM3 (bridge toll program) (pending resolution of litigation). Completed OBAG 3 county program cycle with MTC approval in January, provided support to MTC and project sponsors to finalize programming recommendations, prepared Transportation Improvement Program amendments, etc.
4. **TRANSIT FISCAL CLIFF.** Advocated alongside MTC, SFMTA, and regional transit operators and succeeded in securing \$440 million in state funding to help transit operators address financial deficits and avoid service cuts, the bulk of which will support SFMTA, BART, and Caltrain. Support SFMTA to advance San Francisco priorities in the implementation of the Transit Transformation Action Plan and engage in network management discussions at the regional level.
5. **TRANSPORTATION AUTHORITY FUND PROGRAMS.** Administered and oversaw the half-cent sales tax (including NTP), Prop AA vehicle registration fee, Transportation Fund for Clean Air (TFCA) county program, and the Traffic Congestion Mitigation Tax (or TNC Tax). Major efforts for these fund programs in 2023 are listed below.
6. **PROP K CLOSE OUT.** Between January and March, worked with project sponsors and Board offices (e.g., NTP) to prepare 30 final allocations from the Prop K sales tax Expenditure Plan totaling \$37.3 million.
7. **PROP L STRATEGIC PLAN AND 5YPPS.** Developed transition plan and began to stand up and administer the new Prop L sales tax Expenditure Plan, which superseded Prop K on April 1, 2023. Major efforts included conducting an equity focused engagement effort (building on extensive outreach conducted for development of the Expenditure Plan) to inform the inaugural Prop L Strategic Plan and 27 5YPPs, establishing policies for program administration, and identifying the first five years of

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projects to be funded through 15 Prop L programs. Working with project sponsors and informed by community engagement, developed updated program guidelines for the Neighborhood Transportation Program.

8. **Prop D TNC Tax.** Monitored TNC Tax revenues, updated program guidelines, and prepared recommendations for programming about \$21.3 million in accumulated and anticipated revenues. Coordinated approach for programming future funds with development of the Prop L 5YPPs.
9. **TFCA PROGRAM.** Issued and completed annual call for projects for \$887,215 in FY 2023/24 TFCA county program manager funds.
10. **SF LIFELINE PROGRAM (STATE TRANSIT ASSISTANCE).** Developed framework for San Francisco State Transit Assistance Block Grant program, recommended funds to support SFMTA's paratransit service and BART's Elevator Attendant Program that were adopted by the Board.
11. **THE PORTAL/DTX.** Continued to lead the funding strategy for The Portal/DTX project, working in partnership with Transbay Joint Powers Authority (TJPA) and other partner agencies. Co-led, with TJPA and Caltrain, the development of the project's 20-Year Financial Plan, which was successfully submitted to Federal Transit Administration (FTA) in initial form in February 2023 and in revised form in August 2023. Supported TJPA's pursuit of regional, state, and federal funding, including successful award of \$60 million in state Transit and Intercity Rail Capital Program project development funds. Worked with TJPA and MTC to secure the region's endorsement of the project for federal funds, including MTC's November 2023 endorsement of the project for the U.S. DOT "Mega" program. Developed funding strategy for unlocking additional state funding to support completion of the capital funding plan to secure multi-billion FTA Capital Investment Grant. Obtained Board approval to release \$4.7 million in Prop K funds on reserve after the recommendations of the Governance Blueprint and planned approach to governance during procurement and construction were presented to the Board. Provided continued oversight of local funding for the project, including Prop K, Prop L, and Transit Center District sources. Developed and approved a fund exchange to advance identified potential additional local funding sources as San Francisco's contribution to completing the funding plan. Programmed \$18M in RTIP (via fund exchange).
12. **PROP L/REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) FUND EXCHANGES TO ADVANCE PROJECT DELIVERY.** Developed and approved two exchanges between Prop L and 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. One of the exchanges enabled the Transportation Authority to fulfill its \$17.8 million 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. The other fund exchange enables SFMTA to have access to \$18.3 million from MTC's Housing Incentive Pool (HIP) grant program much sooner than RTIP/HIP funds would otherwise have been available, and allows the Board to select which SFMTA project or projects will receive the HIP funds.
13. **MUNI AND BART HIGH PRIORITY PROJECTS.** Collaborated with project sponsors and other stakeholders to develop funding plans and secure funds for high priority

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projects such as Potrero Yard Maintenance, Presidio Yard Maintenance, Muni Forward lines, Muni Train Control Upgrade Project, and the BART Core Capacity Program.

14. **HILLCREST ROAD IMPROVEMENT PROJECT.** Programmed SB 1 Local Partnership Program funds, approved Prop L allocation, and developed and approved a related fund exchange involving federal and local sources (including Prop K) to fully fund the Hillcrest Roadway Improvements Project to accommodate a future Yerba Buena Island Multi-use Path.
15. Sought funding for key work program recommendations from the Streets and Freeways Study (federal Safe Streets and Roads for All; federal Reconnecting Communities; Caltrans Sustainable Communities Transportation Planning), Transit Investment Strategy, SFTP 2050, and community-based and Neighborhood Transportation Plans.
16. **TREASURE ISLAND MOBILITY MANAGEMENT PROGRAM.** Further development of the funding plan for the Treasure Island Mobility Management Program was on hold pending adoption of the Toll and Affordability program.
17. Continued to closely manage and monitor project cash flows and monitored Prop L sales tax program revenues to inform short- and long-term debt needs as part of the agency's multi-year debt strategy.
18. Secured continued clean audits over the agency's financial statements and the TFCA Program. Obtained the agency's sixth Certificate of Achievement for Excellence in Financial Reporting award from the Government Finance Officers Association. Completed single audit (compliance audit) for the Southgate Road Realignment improvements and the Surface Transportation Program resulted in no findings or recommendations for improvement. NEW: Fitch affirmed AAA rating over our sales tax revenue bonds and indicated a stable financial outlook. The affirmation reflects the agency's very strong resilience despite revenues having not reached pre-pandemic levels.

Capital Project Delivery and Oversight Activities

1. **SOUTHGATE ROAD REALIGNMENT.** Completed construction activities and opened the \$60M Southgate Road Realignment improvements and Yerba Buena Island (YBI) I-80 Eastbound off-ramp to traffic after the ribbon-cutting ceremony. Completed design for seismic retrofit and weatherproofing of the associated Torpedo Building. Held ribbon cutting celebration with Senator Wiener and other officials, federal, state, and regional as well as local partners.
2. **YBI WEST SIDE BRIDGES SEISMIC RETROFIT PROJECT.** Awarded contract and initiated construction activities for the \$115M YBI West Side Bridges Seismic Retrofit Project. Held ground-breaking celebration with Speaker Emerita Pelosi and other elected as well as Federal, state, regional and local partners.
3. **YBI MULTI-USE PATH.** Complete the CEQA environmental phase for YBI Multi-use Path project along the south and west sides of YBI including preliminary design of an ADA ramp structure adjacent to the Southgate Road Realignment project.

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4. **HILLCREST ROAD IMPROVEMENT PROJECT.** Complete 95% design for the Hillcrest Road Improvement Project, including retaining wall designs to support future multi-use path cross section.
5. **SOUTHGATE OFF-RAMP OPERATIONS & MAINTENANCE AGREEMENT.** Supported finalization of Caltrans-CCSF operations and maintenance agreement for Southgate Off-Ramp project for access coordination, accountability, and responsibility.
6. **AUTONOMOUS SHUTTLE 'LOOP' PILOT.** Implemented the Loop - Treasure Island autonomous shuttle pilot; finalized plans for testing, operations and performance monitoring, routing and permits in coordination with shuttle operator Beep. Conducted testing and training with SFMTA and first responders, and launched operations in August 2023. Conducted community outreach and planned education, workforce, and labor partnership programs in coordination with SFMTA, SFUSD, and CCSF, to take place this coming year.
7. **TREASURE ISLAND FERRY TERMINAL ENHANCEMENTS.** Executed grant agreements, procured a construction management consultant, and completed NEPA clearance for the Treasure Island Ferry Terminal Enhancements project. Continued to work with TIDA and WETA to complete the design and funding plan for the Treasure Island Ferry Terminal charging infrastructure in order to prepare for electric ferry service in 2026.
8. **TREASURE ISLAND MOBILITY MANAGEMENT PROGRAM.** Activities were paused for a partial year in Spring and Summer while CCSF worked to restructure the development plans and resumed in fall with planning for revised approach to the program's transit, toll, and affordability program.
9. **THE PORTAL/DTX.** Continued to work with TJPA and other partner agencies to advance The Portal/DTX project through the FTA project development process, including successful submittals to FTA in February and August. Participated in the FTA-led comprehensive risk review of the project, leading to adjusted capital cost estimate and affirmative assessment of project readiness by FTA's project management oversight consultant. Served as co-lead agency, with MTC, for development of project governance strategy, including through preparation of The Portal Governance Blueprint approved by TJPA Board in August and through recommendation to extend Peninsula Rail MOU to ensure governance continuity; facilitated two amendments to MOU to extend term. Provided technical oversight and third-party review to project's technical work program, including design activities, value engineering, and development of project procurement documents. Supported TJPA Vice-Chair Mandelman and SF Board members, and Executive Director continued to serve as Vice Chair of the Executive Steering Committee.
10. **PENNSYLVANIA AVENUE EXTENSION.** Secured funding for the pre-environmental study phase for the Pennsylvania Avenue Extension (PAX) project. Continued to coordinate with the 4th and King Rail Yard MOU partners on the PAX project and other Rail Yard planning initiatives, in support of San Francisco and regional transportation and development objectives. Consulted with PAX partners to refine the Pre-Environmental Study scope and approach. Prepared for upcoming procurement process to retain qualified consultant expertise to complete the Study.

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11. **CALTRAIN MODERNIZATION (ELECTRIFICATION).** Continued to participate in robust oversight of the Caltrain Electrification Project, with emphasis on managing scope, schedule, and budget and mitigating cost and schedule risks. Continued to support SF Caltrain JPB Directors and chair Configuration Management Board proceedings. Revenue service is anticipated to begin fall 2024.
12. **SFMTA GEARY CORRIDOR IMPROVEMENTS.** Supported the SFMTA in delivering near-term Geary Corridor improvements and supported development and approval of side-lane configuration of Geary BRT project.
13. **SFMTA CAPITAL PROGRAM DEVELOPMENT SUPPORT AND OVERSIGHT.** Conducted oversight of and provided program development support to SFMTA capital projects, including Potrero Yard Modernization, Train Control Upgrade Project, LRV rail car procurement, Subway Renewal, and Core Capacity Study. Winding down oversight of SFMTA Central Subway project.
14. **OTHER PROJECT DELIVERY SUPPORT AND OVERSIGHT.** Supported and oversaw project delivery of 3-block capital project for Better Market Street and continued coordinating and collaborating with major transportation infrastructure departments (SFMTA, SF Public Works, SFPUC) to improve project delivery. Worked closely with SF Public Works and SFMTA to complete the construction of the 19th Avenue Combined City Project in 2023.
15. **I-280 INTERCHANGE UPGRADES AT BALBOA PARK.** Advanced design of southbound Ocean Avenue off-ramp including coordination with the City College and Caltrans; and completed traffic studies for northbound Geneva Avenue Off-ramp. Secured local match funding through Prop L programming for next project phases.
16. **QUINT STREET CONNECTOR ROAD.** Supported Quint Street Connector Road project development efforts, including seeking remaining funding needed for the project.
17. **PROP L PROJECT DELIVERY OVERSIGHT GUIDELINES.** Completed Capital Project Delivery Study. Development of Prop L Major Capital Project Delivery Oversight guidelines will be undertaken in 2024 concurrent with development and approval of the remaining 5YPPs and Strategic Plan.

II. Provide Board Support

THIS OBJECTIVE HAS BEEN MET AND EXCEEDED.

1. Checked in regularly with Chair and Board members to seek guidance and input.
2. **REGIONAL AGENCY ROLES.** Helped staff regional roles (MTC, Association of Bay Area Governments (ABAG), Air District, TJPA, Caltrain, and other bodies as needed).
3. **VISION ZERO.** Staffed ongoing Vision Zero Task Force meetings, and arranged regular updates on key topics and activities to the Transportation Authority Board.
4. Supported Chair Mandelman and Commissioner Peskin at Central Subway opening celebration events. Supported Vice-Chair Melgar and Commissioner Dorsey at Caltrain electric vehicle SF public event.

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5. Supported Commissioners Dorsey and Engardio at SF Chamber of Commerce CityTrip advocacy trip in Washington DC
6. Executive Director Joined Vice Chair Melgar at Oliver Wyman Executive Mobility Forum to accept Mobility Innovation award for SF
7. NEW: Promoted Board/Mayor engagement with Autonomous Vehicle (AV) sector regulators, industry and stakeholders, and supported SF state legislators including Assemblymember Phil Ting's interest in policy issues related to AV operations and regulation.
8. New: Held additional Board-requested hearings on Paratransit fleet electrification, Muni Transit Facilities and Fleet Programs, Autonomous Vehicles, and provided travel demand analysis for Senator Wiener's Select Committee on Bay Area Transit Funding.
9. NEW: Held CAC Subcommittee hearing on skateboarding
10. **PROJECT DELIVERY STUDY.** Completed Transportation Authority's Project Delivery Study in consultation with implementing agencies, Controller's Office, and other advisors, as requested by Chair and Vice Chair.
11. **SCHOOL ACCESS PLAN.** Completed the School Access Plan, a Caltrans planning grant-funded study of transportation strategies to increase the sustainability of medium and long distance school trips in the City, particularly for vulnerable youth, through stakeholder outreach and identification of potential school access strategies.
12. **NTP.** Supported development of Cycle 2 NTP priorities across districts (Districts 1, 2, 3, 4, 6, 7, 8, 9, and 10 had remaining funds available). Sought Board adoption of NTP Planning project final reports in Districts 5, 6, and 7.
13. **DISTRICT 1 MULTIMODAL TRANSPORTATION PLAN AND TOWN HALL.** Advanced the NTP plan through the first round of outreach and draft concepts development. The plan includes identifying several small- to mid- size projects to address safety or connectivity for trips within District 1, and one larger-scale mode shift concept, and north-south transit network planning to address alternatives to driving trips within and to/from District 1.
14. **DISTRICT 2 NTP.** Initiated this safety study in partnership with the SFMTA following an appropriation approved in early 2023.
15. **DISTRICT 3 NTP Implementation -** Brought forward a Prop L appropriation for the Walter U Lum Placemaking effort approved fall 2023.
16. **DISTRICT 4 ON-DEMAND MICROTRANSIT BUSINESS PLAN.** Advanced the NTP plan, including the first round of outreach, peer / case studies review, and draft service parameters development. Led coordination and review by SFMTA and close communication with the AV Shuttle Pilot and Treasure Island Mobility Management Agency (TIMMA) transit service planning efforts.
17. **DISTRICT 5 OCTAVIA IMPROVEMENTS STUDY.** Completed the NTP study and advanced its recommendations for funding from the Market and Octavia Special Fund. Anticipated recommendations would implement a set of improvements that address both local travel near Octavia Boulevard and opportunities to address longer distance trips that use Octavia Boulevard and the Central Freeway.

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18. **FILLMORE UNDERPASS COMMUNITY PLANNING STUDY.** Re-applied for funding under Federal Reconnecting Communities Program, in partnership with SF Planning Department and community groups.
19. **DISTRICT 6 TREASURE ISLAND SUPPLEMENTAL TRANSPORTATION STUDY.** Completed the NTP planning project to understand current resident and worker transportation needs and recommend short-term supplemental transportation options.. Sought funding for study recommendations.
20. **DISTRICT 6 2ND/BRYANT/ESSEX STREET AREA.** Supported D6 neighborhood transportation system management scoping efforts in the 2nd/Bryant/Essex Street area in cooperation with SFMTA, MTC/BATA, Caltrans, and CA Highway Patrol by submitting an application for federal SMART grant funds.
21. **DISTRICT 6 MISSION BAY SCHOOL ACCESS PLAN.** Initiated this NTP study in partnership with the SFMTA following an appropriation approved in early 2023.
22. **DISTRICT 7 OCEAN AVENUE ACTION PLAN.** Completed the District 7 Ocean Avenue Task Force NTP planning effort, including review and prioritization of the existing multimodal safety and reliability concepts proposed for Ocean Avenue near City College, and the identification of additional ideas for the City to take into account when implementing near term Quick Build and Muni Forward improvements in the area.
23. **DISTRICT 7 INNER SUNSET MULTIMODAL SAFETY AND ACCESS STUDY.** Brought forward a Prop L appropriation for this NTP Planning project approved fall 2023.
24. **BART UPPER YARD PLAZA AND DEVELOPMENT AND DISTRICT 11 STREET IMPROVEMENTS.** Attended ribbon cutting for BART Upper Yard plaza and development project. Continued to support D11 and BART coordination of DeLong Street right of way paving and transfer plans and traffic calming on San Jose Avenue.
25. Supported hybrid Board and committee meetings and implemented changes related to lifting of the statewide emergency order at the end of February 2023. Continued hybrid meetings to provide more options for public participation.
26. **SAN FRANCISCO CALTRAIN DIRECTORS SUPPORT.** Supported SF Directors in overseeing Caltrain's budget and managing Caltrain's financial position as ridership recovers following the pandemic. Supported continuing implementation of Caltrain governance reforms and oversight of Measure RR sales tax funds. Advocated for priority for The Portal, 4th/King Railyards, Bayview infill station, and 22nd Street ADA improvements in Caltrain business plan implementation, working closely with SFMTA and the Mayor's Office.

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III. Promote Customer Service and Efficiency

THIS OBJECTIVE HAS BEEN MET.

1. **GRANT TRAINING.** Offered annual sponsor training opportunities regarding Prop K/AA/TNC Tax resources, policies, and procedures. NEW: Provided trainings to project sponsors on new Prop L policies and procedures.
2. **MYSTREET.SF.COM.** Maintained and, as needed, refined the MyStreetSF.com tool to support user-friendly features showcasing underway and completed projects, improved search features, and other customer enhancements.
3. **DATA ACCESS/PLATFORMS.** Implemented new SimWrapper data visualization platform to embed interactive maps and charts in the TNCs 2020 report, and to provide easy interactive access to SF-CHAMP model summaries. Updated Prospector data visualization platform implementations to provide easy access to key San Francisco transportation statistics and information on roadway and transit congestion (Congestion Tracker).
4. **TRANSPORTATION AUTHORITY GRANTS PORTAL.** Identified and implemented improvements (such as increased project progress reporting functionality) to the agency's grants Portal interface and outputs to improve efficiency and customer ease of use, as well as support Prop L implementation.
5. **GRANT ALLOCATION AND ADMINISTRATION.** Identified opportunities to further streamline grant allocation and administration as part of the transition to Prop L. Included coordination with SFMTA on advance notification of funding and allocation needs, bond program delivery and financing needs.
6. **ENTERPRISE RESOURCE PLANNING SYSTEM.** Substantially completed the migration of the agency's 10-year-old Microsoft Dynamics AX 2012 Enterprise Resource Program (accounting system) to the latest cloud-based Microsoft Dynamics 365 Finance & Operations software.
7. NEW: Proactively searched and negotiated to downsize, stay on, or move to new cost-effective office space as office vacancies rise.
8. NEW: Promoted local businesses through the Loop AV Shuttle service/routing marketing brochure.

IV. Work Collaboratively with Partner Agencies

THIS OBJECTIVE HAS BEEN MET AND EXCEEDED.

1. **TRANSIT FISCAL SUSTAINABILITY.** Worked with MTC and the region's transit agencies to address the transit fiscal cliff. Supported and helped shape a statewide advocacy strategy for new state ('bridge') funding in the short term. Worked with local, regional, and state partners on a sustainable regional transportation funding measure(s) (serving on the MTC-led working group), including potentially seeking state authorization for it to be placed on the ballot at a future election. Actively collaborated with city and regional transit agencies to identify City priorities and joint advocacy for these funds.

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2. **LEGISLATIVE AND POLICY ADVOCACY.** Pursued legislative priorities coordinating with partner agencies (e.g., extension of the Cap-and-Trade program past 2030, Automated Speed Enforcement authority finally approved), and policy advocacy (tracked and commented on state piloting of Road User Charge via the California Transportation Commission's Road Charge Technical Advisory Committee and participated in the CalSTA State Roadway Pricing Workgroup).
3. **STATE AND REGIONAL FUND PROGRAM GUIDELINES.** Advocated for efficient and performance-based state fund program guidelines (SB 1, CARB, Cap-and-Trade).
4. **TRANSIT TRANSFORMATION ACTION PLAN.** Supported and helped shape San Francisco's participation in the implementation of the Transit Transformation Action Plan (e.g., regional transit network planning, new revenues to address transit fiscal cliff and support transit enhancements).
5. **AUTONOMOUS VEHICLES.** Collaborated with the City (SFMTA, San Francisco Fire and Police departments) to represent San Francisco in AV policy proceedings at the California Public Utilities Commission and California Department of Motor Vehicles, and development of state and federal AV regulations/laws and overall new mobility policy and advocacy. Held informational hearing on San Francisco experience and perspective on AV deployment. Worked with SFMTA to engage city departments and community stakeholders in AV policy development at state and federal levels, including outreach workshops with the disability community, business, and labor groups as well as state and federal regulatory agencies, national and international counterpart agencies and industry groups and associations. Presented at two San Francisco AV conferences and multiple state agency hearings.
6. **CONNECTSF AND CLIMATE ACTION PLAN.** Collaborated with city and regional agencies on advancing the last element of ConnectSF, the Transportation Element update, and on implementing the Climate Action Plan, e.g., by initiating the Eco-Friendly Downtown Deliveries Study, funded by a Carbon Neutral Cities Alliance Grant, supporting TDM pilots and evaluation, and assisting with Climate Action Plan implementation monitoring efforts.
7. **LINK21.** Worked with BART and Capitol Corridor to continue study of long-term alternatives for a potential second rail crossing of the bay (Link21). Collaborated with SFMTA and other City agencies to provide San Francisco input to the Link21 program. Continued to engage with MTC and Caltrans on near-term management goals and strategies for the Bay Bridge corridor.
8. **MANAGED LANES AND FREEWAYS.** Supported implementation of the U.S. 101 Mobility Access Plan by participating in the Express Lanes Executive Steering Committee for 101/280 Carpool and Express Lanes development and in MTC's Next Generation Freeway Study, which is exploring potential implementation pathways for Plan Bay Area 2050 Strategy T5 (Implement per-mile tolling on congested freeways with transit alternatives).
9. **CAPITAL PROJECT DELIVERY/TECHNICAL ASSISTANCE.** Continued to provide technical assistance on Better Market Street, Caltrain Railyards, Caltrain Corridor Crossing Strategy, Caltrain and High-Speed Rail Business Plans, Ocean Beach Master Plan, and Muni Forward.

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10. **MUNI METRO CORE CAPACITY PLANNING STUDY AND SUBWAY RENEWAL PROGRAM.** Provided planning support and oversight of the Muni Metro Core Capacity Planning Study and Subway Renewal Program.
11. **CALTRANS AND WETA TRANSIT STUDIES.** Participated in the kickoff for Caltrans Bay Area transit study and coordinated San Francisco's input into WETA's regional water transportation studies (Bay Area and San Francisco waterfront).
12. **CLIMATE RESILIENCE.** Support resiliency planning including Mission Creek, Embarcadero Seawall, and Ocean Beach Master Plan efforts and in conjunction with development of regional Climate and Resilience programs
13. **TIMMA TRANSIT EFFORTS.** Work on the TIMMA inter-operator transit pass and applied for state funding (grant was not received, but another CARB transit-focused grant is pending).
14. **WORKFORCE AND TRAINING OPPORTUNITIES - THE LOOP.** Developed workforce and training opportunities in partnership with TIDA through the Treasure Island Autonomous Vehicle pilot program.
15. **NEW: BART CORE CAPACITY PROGRAM.** Participated in BART Core Capacity Program funding partners meetings seeking to strengthen funding plan and initiated oversight (e.g., joining FTA quarterly meetings). Joined tour of BART vehicle production facilities.

V. Promote Inclusive Public Engagement

THIS OBJECTIVE HAS BEEN MET.

1. Continued Disadvantaged Business Enterprise outreach efforts. Connected with various small and disadvantaged businesses in partnership with the Construction Management Association of America, BuildOUT California, the Northern California Procurement Technical Assistance Center, and Business Outreach Committee.
2. Regularly met with and strengthened relationships with civic groups, media community-based organizations, and neighborhood groups. Participated in programs at San Francisco Bay Area Planning and Urban Research Association, Bay Area Council, Conference of Minority Transportation Officials, WTS International, American Council of Engineering Companies, One Treasure Island, Chinatown Community Development Center, among others.
3. Continued to hold Executive Director's ad hoc Business, Community, and Labor Roundtables to engage citywide and neighborhood organizations in work of agency and discussion of citywide transportation issues.
4. Explored ways to provide workforce development and training opportunities, including construction administration pathways in partnership with TIDA and opportunities through the Treasure Island Loop AV Shuttle pilot program. Held numerous tours for visiting delegations from other parts of the United States and world.
5. Participated in the citywide promotion and advancement of racial equity and further incorporated racial equity in agency policies and practices. Continued the third year

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of implementation of the agency's multi-year Racial Equity Action Plan and as guided by the citywide promotion and advancement of racial equity and as demonstrated by our focused recruiter during the prior year's requirement of the Deputy Director for Capital Projects, we put an equity lens and assembled a diverse and qualified candidate pool on our own for the Director of Communications; therefore saving costs from hiring a focused recruiter.

Executive Director spoke at City College of SF Fireside Chat Leadership program/webinar and graduation ceremony, dialoguing with students about ways to get involved in the transportation sector and professional development tips and lessons learned.

VI. Provide Regional and State Leadership

THIS OBJECTIVE HAS BEEN MET AND EXCEEDED.

1. Actively participated in regional policy discussions at MTC and ABAG to shape the implementation of Plan Bay Area 2050, working effectively on cross-county initiatives, and collaborating on transit recovery planning, regional transit network, transit investment, Vision Zero, equitable regional pricing initiatives, and affordable housing.
2. Served as a regional leader on big data sources and applications technical data, analysis and (model assumptions, project performance evaluation) and technology policy issues. Update COVID-era baseline travel demand projections. Completed first year of multi-year travel survey data collection partnership with initiation of survey with MTC to support Plan Bay Area implementation and to inform planning and performance monitoring initiatives.
3. Provided local and regional leadership in development of a potential regional transportation revenue measure (e.g., serve on MTC working group) and serve as local resource for information and education on the measure as well as the state funding strategy to address the transit fiscal cliff. Provided white paper on a potential bridge funding source to state legislative staff and conducted and presented transit fiscal cliff modeling scenarios to Senate Committee on Bay Area Transit.
4. Via California Self-Help Counties Coalition supported passage of project delivery legislation (e.g., SB 617 authorizing progressive design build) and provided input on Caltrans Systems Investment Strategy (CSIS).
5. Advocated for passage of legislative priorities as approved by the Board, including speed safety cameras which were finally authorized for a pilot.
6. Tracked and helped shape development and implementation of statewide and regional managed lanes policies and governance.
7. Advocated for San Francisco and local interests to ensure that city goals regarding safety, equity, climate, and transportation system performance are supported through appropriate regulation of TNCs and autonomous vehicles at state, federal levels, and local levels, such as the incremental deployment of AVs based on performance standards. Released the "TNCs 2020: A Profile of Ride-Hailing in California," the first comprehensive study of ride-hailing activity statewide, which revealed that Uber and Lyft trips are highly concentrated in urban areas, and that San Francisco has 500 times

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more trips per square mile than the rest of the state. Monitored deployment of emerging mobility services and technologies in San Francisco, particularly Autonomous Vehicles.

8. NEW: Asian American/Chinese community engagement. International Chinese Transportation Professionals Association Keynote - Senior Engineer organized Transportation Authority Executive Director keynote at the International Chinese Transportation Professionals Association Lunar New Year program and both staff participated in UC Berkeley Civil Engineering Asian American and Pacific Islander forum in the aftermath of Half Moon Bay shooting.
9. NEW: Transportation Research Board 2023 Automated Road Transportation Symposium - Executive Director and Deputy for Technology, Data, and Analysis presented at national AV conference in San Francisco.
10. NEW: MTC Advocacy trip to Washington, D.C. Executive Director joined MTC leadership on advocacy trip to nation's capital to promote Bay Area priorities and joined Chamber of Commerce CityTrip as well.
11. NEW: ITS Australia. Executive Director joined Federal Highway Administration / American Association of State Highway and Transportation Officials delegation to participate in Intelligent Transportation Systems Australia exchanges on transportation technology in Melbourne.
12. NEW: Advanced Research Projects Agency (ARPA) - I Kick off. Executive Director provided keynote speech at U.S. DOT ARPA-Infrastructure listening tour kickoff event in Seattle, Washington.
13. NEW: Hosted annual Self-Help Counties Coalition Focus on the Future Conference in fall 2023, including four staff speakers on program sessions and six technical tours.

VII. Facilitate Agency and Staff Development

THIS OBJECTIVE HAS BEEN MET.

1. Hired five new staff: Transportation Modeler, Controller, Staff Accountant, and Principal Rail Engineer. (Through January 2024, add Director of Communications and Principal Planner, Government Affairs for a total of seven.)
2. Continued to coach and mentor staff. Created another two managerial job descriptions to provide growth pathways and flexibility for staff to progress within the agency. Continued to pilot an in-house school intern program and provided more leadership opportunities for staff to mentor and manage. Provided leadership opportunities, including through the agency's staff-based Racial Equity Working Group. One mid-level staff graduated from the California Association of Councils of Governments' California Academy for Regional Leaders Program and another accepted into the WTS International Leadership Program.
3. Continue to develop policies, procedures, and recommendations for a Project Management handbook, as well as Outreach guidelines.

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4. Assessed agency long-range administration, organizational and budget needs, as part of ensuring resource planning for delivering and overseeing new Prop L measure.
5. This work was on pause pending TIMMA toll policy adoption: Develop plans, policies, and protocols for TIMMA operations. Develop a plan for staffing, office and other administrative requirements, and operations and maintenance facilities.

VIII. Improve Internal and External Communications

THIS OBJECTIVE HAS BEEN MET AND Exceeded.

1. Grew the Messenger newsletter and social media audiences presence by the following increases:
 - a. Instagram: 20%
 - b. LinkedIn: 27.5%
 - c. Facebook: 1%
 - d. Messenger Newsletter: 2%
 - e. Website Unique Users: 2%
2. Hosted two rounds of business and community roundtables and strengthened relationships with labor groups (including one roundtable and various events).
3. Continue to develop outreach guidelines and agency-wide contacts database.
4. Held ribbon-cutting for Southgate Road Realignment and ground-breaking for YBI West Side Bridges, supported Central Subway (full opening) and other ribbon cuttings and celebrations throughout the year (e.g., Caltrain electric train tours, Kapuso/plaza at Balboa BART Upper Yard). Participated in Presidio Trust Presidio Go Electric Shuttle/charger event.
5. Transportation Authority Principal Planner attended/served as mentor for California Transportation Foundation Education Symposium

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The purpose of this section is to establish tangible parameters against which the Board may be able to assess the Executive Director's performance during 2024.

I. Advance Key Work Program Activities

Planning Activities

1. **PLAN BAY AREA 2050+.** Work with the Metropolitan Transportation Commission (MTC) and San Francisco stakeholders to implement Plan Bay Area 2050 (PBA 2050) recommendations including the regional Transit Oriented Communities policy, Transit Transformation Action Plan focus areas (see #4 below), transit expansion priorities and policies (e.g., Major Project Advancement Policy), and Next Generation Bay Area Freeways Study. At the same time, coordinate San Francisco's input on MTC's PBA 2050+ and Transit 2050+, limited and focused updates to PBA 2050 that incorporate the effects of the pandemic. Support consideration of regional housing measure development and legislative efforts to authorize a new regional transportation revenue measure.
2. **CONNECTSF.** Conclude Phase 3 of the long-range ConnectSF planning program by providing input and peer review into the update to the San Francisco Planning Department's Transportation Element.
3. **LINK21.** Provide planning support and San Francisco participation in the BART/Capitol Corridor Link21 initiative, to explore options for a new mega-regional rail network centered around a future second bay rail crossing, potentially connecting to a new west-side San Francisco rail alignment. Continue to coordinate Link21 studies with The Portal/Downtown Rail Extension (DTX) Program of Projects and Geary/19th Avenue Subway Strategic Case.
4. **MTC TRANSIT TRANSFORMATION ACTION PLAN.** In coordination with San Francisco Municipal Transportation Agency (SFMTA) and San Francisco regional transit operators, support implementation of the Transit Transformation Action Plan, including studies on fare coordination, wayfinding, transit priority, and regional network management/governance. Advocate for San Francisco's priorities that support and do no harm to the urban core that carries most of the Bay Area's transit ridership and is vital to local and regional economic recovery.
5. **SFTP 2050+.** In parallel with the PBA 2050+ update, launch the San Francisco Transportation Plan (SFTP) update, [SFTP 2050+](#), a limited and focused update to SFTP 2050 (adopted in 2022) as we implement its key recommendations such as advancing Geary/19th Subway and Regional Connections Study and planning for a Bayview Caltrain station. SFTP 2050+ will incorporate PBA 2050+ revisions to revenues, including strategies to address the transit fiscal cliff, grow transit ridership and support the new Housing Element adopted growth. Undertake monitoring, technical analysis, and/or community outreach to inform recommendations for local and/or regional revenue measures to implement the plan investments.
6. **STREETS AND FREEWAYS STRATEGY.** Continue to pursue funding to advance the concepts in the Streets and Freeways Strategy, including the Fillmore / Geary Underpass and Bayview Circulation and Safety study efforts.

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7. **BROTHERHOOD WAY ACTIVE TRANSPORTATION AND SAFETY PLAN.** Substantially complete this recommendation of the Streets and Freeways Study, to help improve safety, circulation, and connectivity for people walking, driving, and biking through the Brotherhood Way and Alemany Boulevard corridors.
8. **VISION ZERO RAMPS PHASE 3.** Launch this Streets and Freeways Study recommendation, the third in a series of conceptual design efforts at the ramp touchdowns to the city's surface street network, in high-injury areas south and west of the South of Market neighborhood.
9. **SF ACTIVE COMMUNITIES PLAN.** Continue to participate in the preparation of the next generation bicycle plan for San Francisco by serving on the SFMTA Active Communities Plan (ACP) Technical Advisory Committee (TAC).
10. **ECO-FRIENDLY DOWNTOWN DELIVERIES STUDY.** Support implementation of the Climate Action Plan by conducting the Eco-Friendly Downtown Deliveries Study to identify strategies to reduce greenhouse gas emissions from retail/commercial goods delivery.
11. **FREEWAY MANAGED LANES PROJECTS.** Advance a scope and funding request to launch technical analysis and outreach for managed lanes (carpool or Express lanes) on Southbound U.S.101 and I-280 to connect to planned and existing Express lanes in San Mateo County. Incorporate the traffic studies for Northbound I-280 HOV lane between Mariposa/18th and 3rd Street into this broader scope. Work with partners to advance managed lane policies along the corridor including conducting community outreach, in coordination with the California Department of Transportation (Caltrans), MTC/Bay Area Toll Authority (BATA), SFMTA, and San Mateo and Santa Clara counties.
12. **TRANSPORTATION SUSTAINABILITY PROGRAM (TSP) / TRAVEL DEMAND MANAGEMENT (TDM) STRATEGY EVALUATION TOOL.** Complete development of the TDM Strategy Evaluation Tool, which seeks to quantify the effectiveness of some of the parking-oriented TDM strategies included in San Francisco's TSP in reducing vehicle miles traveled and single-occupancy vehicle trips.
13. **HOUSEHOLD TRAVEL SURVEY.** Analyze and publish new travel diary data collected in spring and fall of 2023, in partnership with MTC and Santa Clara Valley Transportation Authority (SCVTA).
14. **SF-CHAMP TRAVEL MODEL.** Complete initial implementation of an updated San Francisco Chained Activity Modeling Process (known as SF-CHAMP) version 8 using the open-source Activity Sim activity-based modeling software, which has been jointly developed through a national multi-agency effort. Develop new systemwide baseline travel forecasts using the results of the MTC/SFCTA/SCVTA Household Travel Survey for population, employment, work-from-home patterns, goods delivery, and transit service provision and use.
15. **TRAVEL DEMAND MODELING SUPPORT.** Conduct modeling to support Transportation Authority and external partner studies, including the Geary/19th Avenue Regional Connections Study, SFTP 2050+, the Treasure Island Mobility Management Program, and other programs or projects as requested.
16. **NEXT GENERATION/ENHANCED CONGESTION MANAGEMENT PROGRAM.** Enhance on-going performance monitoring, planning studies and project evaluations.

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Support SFTP 2050+ including consideration of mid-range performance targets to assess rates of progress towards SFTP 2050 goals. Initiate data collection for the biennial county Congestion Management Program 2025 update and expand performance tracking with a focus on more frequent data reporting including use of “big data” sources, and on Equity Priority Community reporting.

17. **DOWNTOWN TODAY.** Complete a study, using the new travel diary survey data “big data” and other economic and travel data sources to understand the impacts of the COVID pandemic and subsequent major shifts in commuting patterns on downtown San Francisco travel, profiling changes in both travel markets and travelers to and from downtown San Francisco between pre-pandemic 2019 and post-pandemic 2023 conditions.
18. **TRAVEL DEMAND MANAGEMENT.** Implement the TDM recommendations of SFTP 2050, including completing the TDM Market Analysis and substantially completing an update to the 2017 TDM Strategic Plan in partnership with SFMTA, the San Francisco Planning Department (SF Planning), and San Francisco Environment Department, and in coordination with regional agencies (MTC, Bay Area Air Quality Management District (Air District), Congestion Management Agencies (CMAs) and transit operators.
19. **NEIGHBORHOOD TRANSPORTATION PROGRAM (NTP).** Support all Districts to develop NTP projects and deliver ongoing, Transportation Authority-led NTP projects in Districts 1, 2, 3, 4, 6, and 7/11. (See Section II. Board Support for project details.)
20. **NEXT GENERATION BAY AREA FREEWAYS STUDY.** Continue to participate in regional freeway management efforts and discussions about congestion management initiatives, including: MTC’s Express Lanes Steering committee and MTC’s Next Generation Bay Area Freeways Study.
21. **BAYVIEW CALTRAIN STATION LOCATION STUDY.** Complete the station location analysis and pre-environmental work, with community engagement, for a new Bayview Caltrain infill station and seek funding to initiate the next phase of work. Coordinate with Caltrain to seek funding for the next phase of planning and design for accessibility improvements at the 22nd Street Caltrain Station.
22. **GEARY/19TH AVENUE SUBWAY AND REGIONAL CONNECTIONS STUDY.**
Support implementation of the ConnectSF Transit Strategy by leading the Geary/19th Avenue Subway and Regional Connections Study, in partnership with SFMTA and in cooperation with SF Planning. Undertake public outreach activities and continue engagement with regional transit operators and other partner agencies. Prepare project Strategic Case document and develop roadmap for future phases of project development.
23. **CLIMATE RESILIENCE AND ELECTRIFICATION INITIATIVES.** Collaborate with City and regional agencies to advance climate resilience/adaption and electrification through various planning, policy and fund programming, and project delivery efforts, such as: advocating for funding to implement the Climate Action Plan through federal, state, and regional (MTC and Air District) grant programs; participating in SFMTA’s Embarcadero Mobility Resilience Plan and the Port’s Sea Level Rise Coordinating Committee and Waterfront Resilience Plan; supporting adaptation efforts as described in the Ocean Beach Master Plan; providing funding and project delivery support for electrification of Muni’s fleet and modernization of its transit facilities; and supporting the Chair’s Curbside Electrification Feasibility Study. Advance the Eco-

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Friendly Downtown Deliveries Study and continue supporting electrification of ferry vehicles and infrastructure to support Treasure Island and other San Francisco ferry service. Draw on all of the above to inform climate resilience and electrification initiatives for SFTP 2050+ and PBA 2050+. See Section 1. Fund Programming and Administration and Capital Project Delivery and Oversight, Section II. Board Support, and Section IV. Work Collaboratively With Partner Agencies for additional details.

24. **TREASURE ISLAND MOBILITY MANAGEMENT PROGRAM.** Through the work of the Treasure Island Mobility Management Agency (TIMMA), advance the Treasure Island Mobility Management Program by finalizing the Toll and Affordability Program. Once the Toll and Affordability Program is adopted, advance implementation of TIMMA transit services and initiate delivery of congestion management programs. Update costs, program budget, and funding plan. Complete the Treasure Island Ferry planning study and work with the Water Emergency Transportation Authority (WETA) to initiate a business plan for the service. Secure new funding and federal authorization for tolling. Propose transit fare policy and develop Memoranda of Agreement addressing operating plans with partner agencies (WETA, East Bay bus transit service provider, and SFMTA). Pending availability of funding, procure contracted transit service.

Fund Programming and Administration

1. Convene city agencies and regional transit operators serving San Francisco and support ongoing coordination with MTC, Bay Area County Transportation Agencies (BACTA), and Caltrans to maximize effectiveness of advocacy for state and federal discretionary funding for capital needs and transit operations to maximize funding for San Francisco and the Bay Area. Actively participate in program and policy development as part of implementation of the Infrastructure Investment and Jobs Act to advance key priorities, strategize local match, and grant opportunities to leverage historic funding amounts for infrastructure and public transportation. Continue to advocate for projects through State fund programs such as Senate Bill (SB) 1 programs, Cap and Trade programs, and California Air Resources Board (CARB) programs.
2. Coordinate with San Francisco stakeholders on input to program design/guidelines and identification of San Francisco priorities for regional programs such as those included in MTC's One Bay Area Grant (OBAG) program Cycle 3 (e.g., Climate, Conservation & Resilience; Multimodal System Operations & Performance; and Complete Streets & Community Choice) and Regional Measure 3 (bridge toll program). Support SFMTA and regional transit operators in securing funding to support San Francisco priorities from the Transit Transformation Action Plan.
3. **PROJECT DELIVERY OVERSIGHT AND SUPPORT.** Provide enhanced project monitoring, oversight, and delivery support services in our role as the CMA for San Francisco, to enable project sponsors to comply with timely-use-of-funds and other federal, state, and regional grant requirements. This work supports project delivery and seeks to avoid loss of discretionary funds to San Francisco projects and maintain San Francisco sponsors' good standing to compete for discretionary fund sources.
4. **ADMINISTER FUND PROGRAMS.** Administer and oversee the Prop L half-cent sales tax (including NTP, Prop AA vehicle registration fee, Transportation Fund for Clean Air (TFCA) county program, and the Prop D Traffic Congestion Mitigation Tax

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(Transportation Network Company or TNC Tax). Major efforts for these fund programs in 2024 are listed below.

- a. **Prop L.** Complete initial implementation of the Prop L sales tax Expenditure Plan, which superseded Prop K on April 1, 2023. Major efforts include adopting the 12 remaining 5-Year Prioritization Programs (5YPPs); adopting the final Strategic Plan; amending the Muni Maintenance 5YPP to program funds to specific projects for Fiscal Year (FY)s 2024/25-2027/28; and adopting major capital project delivery guidelines.
 - b. **Prop K.** Continue oversight of Prop K projects and proactively work with project sponsors to closeout grants and deobligate unneeded funds as part of the multi-year process to wind down the Prop K program. Deobligated funds will be directed to projects through the Prop L program.
 - c. **Prop D/TNC Tax.** Closely monitor TNC Tax revenues, allocate FY 2023/24 funds to SFMTA's application-based traffic calming program, and prepare recommendations for programming FY 2024/25 and FY 2025/26 funds. Consistent with the Vision Zero safety focus of the TNC Tax program, allocations to date have supported SFMTA's quick-build program and application-based traffic calming program.
 - d. **TFCA.** Issue and complete annual call for projects for FY 2024/25 TFCA county program manager funds (about \$750,000 plus any cost savings or de-obligated funds from canceled projects).
 - e. **State Transit Assistance Block Grant.** Adopt framework and program funds for the FY 2024/25 San Francisco State Transit Assistance (STA) Block Grant program. Given depressed operating revenues for SFMTA during the pandemic, the Board has prioritized STA funds to support SFMTA's paratransit in recent years, making any remaining funds available for a San Francisco Lifeline Transportation Program.
5. **THE PORTAL/DTX.** Continue to lead The Portal/DTX funding strategy and support funding advocacy in partnership with the Transbay Joint Powers Authority (TJPA) and funding partners, to keep the project on track to secure a multi-billion dollar Federal Transit Administration (FTA) capital investment grant. Pursue the state's outstanding funding share for the project through extension of Cap-and-Trade and investment in High-Speed Rail's Northern California bookend. Support development of regional/statewide stakeholder coalition and campaign to advocate for state and federal investment. Coordinate strategy and advocacy with the Mayor's Office, MTC, and regional partner agencies. Seek amendment of MTC's Major Project Advancement Policy to advance The Portal as the region's next major rail extension priority. Work with the City and County of San Francisco (City) and TJPA to develop additional local funding and pursue value engineering, as part of the approach to close The Portal/DTX's funding gap. Continue to advance The Portal/DTX's future operations and maintenance funding approach with Caltrain and TJPA. Work in partnership with TJPA and Caltrain to revise the project's Financial Plan if required by FTA.
 6. Collaborate with project sponsors and other stakeholders to develop funding plans and secure funds for high priority projects identified through SFTP 2050, PBA 2050,

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Prop L, etc., such as Muni Forward lines, Muni Train Control Upgrade Project, Muni Subway Renewal, and BART and Muni Core Capacity programs.

7. Seek funding for key work program recommendations from the Streets and Freeways Study, Transit Investment Strategy, SFTP 2050, and community-based and Neighborhood Transportation Plans.
8. Continue to closely manage and monitor project cash flows and monitor sales tax program revenues to inform short- and long-term debt needs as part of the agency's multi-year debt strategy.
9. Secure continued clean audit(s).
10. **TREASURE ISLAND MOBILITY MANAGEMENT PROGRAM.** Strengthen funding plan and secure funds for the Treasure Island Mobility Management Program delivery and first five years of operation; seek federal, state, and local grant funds; maximize funding exchange opportunities; and pursue financing opportunities. Seek funding for priority NTP Supplemental Transportation Study recommendations. Update/negotiate TIMMA provisions of Treasure Island Developer Agreement. Obtain approval from the Federal Highway Administration (FHWA) for a grant extension for the Advanced Transportation and Congestion Management Technologies Deployment Program grant to fund the Treasure Island tolling infrastructure and identify required local match.

Capital Project Delivery and Oversight Activities

1. **YERBA BUENA ISLAND (YBI) ROADWAY PROJECTS.** Continue to work jointly with the Treasure Island Development Authority (TIDA), Caltrans, and BATA to improve pedestrian, bicyclist, and vehicular access to Yerba Buena and Treasure islands.
 - a. **WEST SIDE BRIDGES SEISMIC RETROFIT PROJECT.** Advance construction and coordinate closely with Treasure Island Development Authority (TIDA), San Francisco Public Works (Public Works), and SFMTA on the Yerba Buena Island (YBI) West Side Bridges Seismic Retrofit Project. Work with federal, state, regional, and local partners to confirm scope and identify funding for West Side Bridges Phase 2 retaining wall and corridor segments, in coordination with YBI Multi-use Path project development efforts.
 - b. **TORPEDO BUILDING AND PIER E-2 PARKING LOT.** Award contract and initiate construction activities for seismic retrofit and weatherproofing of YBI's Torpedo Building and Pier E-2 parking lot.
 - c. **HILLCREST ROAD IMPROVEMENT PROJECT.** Complete 100% design for the Hillcrest Road Improvement Project, including retaining wall designs and roadway improvements to support a future multi-use path cross section. Award contract and initiate construction.
 - d. **YBI MULTI-USE PATH.** Complete the preliminary design and environmental phase for YBI Multi-use Path project including federal environmental approval by Caltrans. Award design contract and initiate design activities. Partner with MTC/BATA and Caltrans to submit an SB1 Solutions for the Congested Corridors grant to fund the construction phase of the project.

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2. **TREASURE ISLAND FERRY TERMINAL ENHANCEMENTS.** Obligate federal earmark funds for the construction phase and begin construction activities for the Treasure Island Ferry Terminal Enhancements project. Work with TIDA and WETA to complete the design and funding plan for the Treasure Island Ferry Terminal charging infrastructure in order to prepare for electric ferry service in 2026.
3. **THE PORTAL/DTX.** Continue to work with TJPA and other partner agencies to advance The Portal through the FTA Capital Investment Grant process. Co-lead with MTC the development of the successor to the Peninsula Rail Memorandum Of Understanding (MOU) and implement new governance structure to serve the project through delivery. Provide technical oversight to the TJPA-led procurement process, right-of-way program, and enabling works. Continue to serve as Vice Chair of The Portal Executive Steering Committee (ESC) through completion of the ESC's term and serve thereafter on the successor Executive Working Group.
4. **PENNSYLVANIA AVENUE EXTENSION.** Launch the pre-environmental study for the Pennsylvania Avenue Extension (PAX) project, working in partnership with Caltrain and other agencies. Procure consultant team and undertake first phase of the study's technical and engagement activities. Conduct technical coordination with interfacing projects/studies including The Portal/DTX, Fourth and King Railyards, and Bayview Station.
5. **FOURTH AND KING RAILYARDS.** Continue to serve as a member agency to the Fourth and King Railyards MOU, including participation as member of Railyards MOU Directors Working Group. Undertake technical oversight and strategic development for San Francisco on the Railyards program of projects, in cooperation with City departments and the Mayor's Office, in support of transportation and development objectives. Support coordination of technical work program activities, including for PAX and The Portal/DTX.
6. **CALTRAIN MODERNIZATION (ELECTRIFICATION).** Continue to participate in robust oversight of the Caltrain Electrification Project, in support of the successful completion of the project and planned launch of revenue service in fall 2024. Continue to chair multi-agency Configuration Management Board, with focus on oversight of risk, budget, and schedule.
7. **GEARY CORRIDOR QUICK-BUILD.** Support the SFMTA in delivering near-term Geary Corridor quick-build improvements and oversee design for future installation of bus bulbs, pedestrian bulbs, upgraded traffic signals, and roadway repaving to be implemented after California Public Utilities Commission (PUC) infrastructure upgrade anticipated in 2025.
8. **SFMTA CAPITAL PROGRAM DEVELOPMENT SUPPORT AND OVERSIGHT.** Conduct oversight of and provide program development support to SFMTA capital projects, including Potrero Yard Modernization Project implementation, Presidio Yard planning, Train Control Upgrade Project, Light Rail Vehicle rail car procurement, Subway Renewal, Core Capacity Study, vehicle mid-life overhauls, and anticipated battery electric bus and hybrid bus procurements.
9. **BART PROJECTS OVERSIGHT AND PROJECT DELIVERY SUPPORT.** Conduct oversight of the BART Core Capacity Program and participate in funding partner meetings to help close remaining funding gap and support timely program delivery.

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Oversee and support delivery of the Next Generation Faregates and other BART projects.

10. **SLOAT/SKYLINE RELATED PROJECTS.** Support and oversee project delivery of Sloat/Skyline boulevards signalization and related intersection improvements and help coordinate Caltrans development of Phase 2 intersection improvements. Support development of Sloat/Sunset project definition and Skyline/Brotherhood Way access to I-280.
11. **OTHER PROJECT DELIVERY SUPPORT AND OVERSIGHT.** Support and oversee project delivery of Better Market Street and continue coordinating and collaborating with major transportation infrastructure departments (SFMTA, Public Works, SFPUC) to improve project delivery. Work closely with Public Works, SFMTA, and Caltrans on near-term 19th Avenue paving improvements.
12. **I-280 INTERCHANGE UPGRADES AT BALBOA PARK.** Continue design activities and seek funding for southbound Ocean Avenue off-ramp construction including coordination with Public Works, SFMTA, Caltrans, and City College of San Francisco. Complete I-280 Northbound Geneva Avenue Ramp Study and support Caltrans development and funding of recommended off-ramp signal upgrades.
13. **QUINT STREET CONNECTOR ROAD.** Support Quint Street Connector Road project development efforts, including right of way acquisition and legislation, as well as seeking remaining funding needed for the project.
14. **PROP L PROJECT DELIVERY OVERSIGHT GUIDELINES.** Develop Project Delivery Oversight guidelines for Prop L. Support implementation of recommendations from the Capital Project Delivery Study.
15. **TREASURE ISLAND "LOOP" AUTONOMOUS SHUTTLE PILOT.** Close out the Treasure Island "Loop" autonomous shuttle pilot and deliver labor/educational workshops, project evaluation, and final report for the 3-month federally funded phase of the project.

II. Provide Board Support

1. Check in regularly with Chair and Board members to seek guidance and input.
2. **REGIONAL AGENCY ROLES.** Help staff regional roles (MTC, Association of Bay Area Governments (ABAG), (Air District), TJPA, Caltrain, and other bodies as needed).
3. **VISION ZERO.** Staff ongoing Vision Zero Task Force meetings and arrange regular updates on key topics and activities to the Transportation Authority Board, including implementation of the speed safety camera pilot authorized under Assembly Bill 645.
4. **TIMMA.** Staff ongoing TIMMA operations and policy board meetings and coordinate with TIDA and Office of Economic and Workforce Development on transportation program delivery.
5. **AUTONOMOUS VEHICLE POLICY.** Conduct an Autonomous Vehicle (AV) Safety Metrics and Standards for Policymaking Study to provide input to state regulators on a conceptual framework for AV performance-based permitting, and to advance AV safety analysis in collaboration with industry, public agencies, and stakeholders. Continue to jointly participate in regulatory hearings and filings to state and federal

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agencies, and liaise with community stakeholders (business, transportation advocates, senior and disability community). Support Assemblymember Ting's AV bill AB 1777.

6. **PASSENGER VEHICLE/CURBSIDE ELECTRIFICATION.** Support Chair Mandelman and SFMTA's passenger vehicle/curbside electrification initiative/studies.
7. **NEIGHBORHOOD TRANSPORTATION PROGRAM.** Support development of NTP priorities across all districts. Complete and seek Board adoption of NTP project final reports (anticipated in Districts 1, 2, 3, 4, and 6). Additional detail provided below.
8. **DISTRICT 1 NTP.** Complete District 1 Multimodal Transportation Plan, including engaging with the community to prioritize a set of improvements for the Richmond district, and seek Board adoption.
9. **DISTRICT 2 NTP.** Complete District 2 Safety Study, focusing on a toolkit of safety improvements for routes used by children, seniors, and other vulnerable road users, in partnership with the SFMTA, and seek Board adoption prior to future implementation with previously allocated Prop K funding and other sources.
10. **DISTRICT 3 NTP.** Substantially complete the Walter U. Lum Place Public Space Study, in partnership with SFMTA, Public Works, and the community, to envision scenarios for a people-first Walter U. Lum Place.
11. **DISTRICT 4 NTP.** Complete On-Demand Microtransit Business Plan, including outreach, and seek Board adoption. Project includes leading coordination and review by SFMTA and close communication with the AV Shuttle Pilot and TIMMA transit service planning efforts.
12. **DISTRICT 6 NTP.** Complete Mission Bay School Access Plan and seek Board adoption. Advance plan recommended improvements for non-motorized access to new Mission Bay elementary school for implementation with previously allocated Prop K funding and other sources.
13. **DISTRICT 7 NTP.** Substantially complete the Inner Sunset Multimodal Safety and Access Study, including design and prioritization of multimodal safety and access concepts for the Inner Sunset commercial core, in collaboration with SFMTA.
14. **FILLMORE UNDERPASS COMMUNITY PLANNING STUDY.** If funded by Federal Reconnecting Communities Program, lead the Fillmore Underpass Community Planning Study in the Western Addition district's Japantown/Fillmore area (District 5).
15. **DISTRICT 11 STREET IMPROVEMENTS.** Continue to support District 11 and BART coordination of DeLong Street right-of-way paving, transfer plans, and traffic calming on San Jose Avenue, as well as signalization/pedestrian safety options for Sagamore/Aleman/Orizaba streets.
16. Support hybrid Board and Committee meetings to provide more options for public participation.

III. Promote Customer Service and Efficiency

1. **GRANT TRAINING.** Offer annual sponsor training opportunities regarding Prop L/Prop AA/TNC Tax resources, policies, and procedures. Provide enhanced project delivery support to project sponsors that have federal, state, and regional discretionary grants to avoid the potential loss of discretionary grants to San

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Francisco. Offer additional training and assistance to SFMTA as they onboard new finance staff.

2. **MYSTREET.SF.COM.** Maintain, and as needed, refine the MyStreetSF.com tool to support user-friendly features showcasing underway and completed projects, improved search features, and other customer enhancements.
3. **DATA ACCESS/PLATFORMS.** Update and expand online “Prospector” data visualization platform to provide easy access to key San Francisco transportation statistics and information on roadway and transit congestion (Congestion Tracker) and existing and future travel patterns. Expand the agency’s next generation Congestion Management Program microsite.
4. **SFCTA GRANTS PORTAL.** Identify and implement improvements (such as increased project progress reporting functionality) to the agency’s grants portal interface and outputs to improve efficiency and customer ease of use, as well as support Prop L implementation.
5. **GRANT ALLOCATION AND ADMINISTRATION.** Identify opportunities to further streamline grant allocation and administration as part of standing up Prop L. Includes coordination with SFMTA on advance notification of funding and allocation needs, bond program delivery, and financing needs.
6. **ENTERPRISE RESOURCE PLANNING SYSTEM.** Finalize implementation of new accounting/financial system (Microsoft Dynamics 365) to better support agency-wide financial operations and improve grant billing, invoicing, and payment processes.

IV. Work Collaboratively with Partner Agencies

1. **TRANSIT FISCAL SUSTAINABILITY.** Work with MTC and the region’s transit agencies to address the transit fiscal cliff. Support and help shape a statewide advocacy strategy for state (‘bridge’) funding in the short term. Work with local, regional, and state partners on a sustainable regional transportation funding measure(s), including potentially seeking state authorization for it to be placed on the ballot at a future election. Actively collaborate with City and regional transit agencies to identify City priorities and joint advocacy for these funds.
2. **LEGISLATIVE AND POLICY ADVOCACY.** Pursue legislative priorities coordinating with partner agencies (e.g., authorization of a potential 2026 regional transportation funding measure, extension of the Cap-and-Trade program past 2030, AV regulation and deployment), and policy advocacy (track and comment on state piloting of Road User Charge and participate in the California State Transportation Agency State Roadway Pricing Workgroup).
3. **STATE AND REGIONAL FUND PROGRAM GUIDELINES.** Advocate for efficient and performance-based state and regional fund program guidelines (SB1, CARB, Cap-and-Trade, TFCA).
4. **TRANSIT TRANSFORMATION ACTION PLAN.** Support and help shape San Francisco’s participation in the implementation of the Transit Transformation Action Plan (e.g., regional network management planning; advance capital transit priority projects; new revenues to address transit fiscal cliff; and support transit enhancements).

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5. **HOUSING INCENTIVE POOL GRANT PROGRAM.** Work with City agencies and Mayor's Office to prioritize San Francisco share of MTC's Housing Incentive Pool grant program.
6. **CONNECTSF AND CLIMATE ACTION PLAN.** Collaborate with city and regional agencies on completing the last element of ConnectSF, the Transportation Element update, and on implementing the Climate Action Plan (e.g., supporting SFMTA's Curbside Electric Vehicle Charging Feasibility Study; conducting the Eco-Friendly Downtown Deliveries Study; conducting the TDM Market Analysis and TDM Strategic Plan; participating in San Francisco Environment's e-cargo delivery bike pilot and evaluation; and travel mode share and Vehicle Miles Traveled (VMT) implementation monitoring efforts).
7. **CLIMATE RESILIENCE.** Collaborate with city and regional agencies to inform a climate resilience strategy in SFTP 2050+ by participating in SFMTA's Embarcadero Mobility Resilience Plan; participating on the Port's Sea Level Rise Coordinating Committee and Waterfront Resilience Plan to identify/further develop San Francisco's climate investment priorities (San Francisco Seawall, Islais Creek); and adaptation efforts as described in the Ocean Beach Master Plan). Collaborate with SF and regional agencies (MTC, ABAG, Air District, BCDC) to inform the development of regional climate and resilience programs.
8. **LINK21.** Work with BART and Capitol Corridor to continue study of long-term alternatives for a potential second rail crossing of the bay (Link21). Collaborate with SFMTA and other City agencies to provide San Francisco input to the Link21 program. Engage with MTC and Caltrans on near-term management goals and strategies for the San Francisco-Oakland Bay Bridge corridor.
9. **U.S. 101 MOBILITY ACTION PLAN.** Support implementation of the U.S. 101 Mobility Access Plan.
10. **VISION ZERO.** Continue to provide SFMTA with oversight and implementation support for Vision Zero, including the Speed Safety Camera pilot.
11. **CAPITAL PROJECT DELIVERY/TECHNICAL ASSISTANCE.** Continue to provide technical assistance on Better Market Street, Caltrain Railyards, Caltrain Grade Separation Strategy, Caltrain and High-Speed Rail Business Plans, Ocean Beach Master Plan, and Muni Forward.
12. **MUNI METRO CORE CAPACITY PLANNING STUDY AND SUBWAY RENEWAL PROGRAM.** Provide planning support and oversight of the Muni Metro Core Capacity Planning Study and Subway Renewal Program.
13. **CALTRANS AND WETA TRANSIT STUDIES.** Participate in Caltrans District 4's transit study and coordinate San Francisco's input into WETA's regional water transportation study.
14. **AUTONOMOUS VEHICLES.** Collaborate with City (SFMTA, San Francisco Fire and Police Departments), state and federal agencies, AV industry, local stakeholders (transportation advocates, business, labor) and other cities, researchers, and organizations (ITS America) on the development of AV regulations/laws and deployment best practices.

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15. **TIMMA TRANSIT EFFORTS.** Continue to coordinate with TIMMA transit service providers and seek funding to design an inter-operator transit pass integrating ferry, bus, and shuttle service providers and MTC/Clipper.

V. Promote Inclusive Public Engagement

1. Continue Disadvantaged Business Enterprise outreach efforts and workforce supportive programs. Explore partnerships with industry associations such as Conference on Minority Transportation Officials (COMTO); youth groups, BuildOut CA; Golden Gate Business Association (the world's first LGBTQ Chamber of Commerce); and Chinese, African American, and Latino Chambers of Commerce.
2. Regularly meet with and strengthen relationships with civic groups, media community-based organizations, and neighborhood groups.
3. Conduct Executive Director's ad hoc Business, Community, and Labor Roundtables.
4. Advance workforce development and training opportunities, including construction administration pathways in partnership with TIDA.
5. Participate in the citywide promotion and advancement of racial equity and further incorporate racial equity in agency policies and external practices.
6. Complete Outreach Guidelines to support agency-wide operations, including ensuring that outreach efforts for Prop L implementation, Treasure Island, U.S. 101/I-280 Managed Lanes and Express Bus Project, and Geary/19th Ave Subway and Regional Connections Study reach a diverse and inclusive cross-section of San Francisco stakeholders.
7. Explore new methods of analyzing system performance for the Congestion Management Program that engages the public. Publish online, interactive Congestion Management Program Report, and maintain and expand public-facing data visualizations such as the Congestion Tracker, MyStreetSF, Bicycle and Pedestrian Safety, Equity Priority Communities, and transit on-board survey data.

VI. Provide Regional and State Leadership

1. Actively participate in regional policy discussions at MTC and ABAG to shape the implementation of PBA 2050 and development of PBA 2050+ and Transit 2050+, working effectively on cross-county initiatives, and collaborate on transit recovery planning, regional network management, transit investment, Vision Zero, equitable regional pricing initiatives, affordable housing, and anti-displacement issues.
2. Serve as a regional leader on big data sources and applications technical data, analysis (model assumptions, project performance evaluation), and technology policy issues. Update COVID-era baseline travel demand projections. Complete first year of multi-year travel survey data collection partnership with MTC and SCVTA to support PBA 2050 implementation, development of PBA 2050+, and to inform planning and performance monitoring initiatives.
3. Provide local and regional leadership in development of a potential regional transportation revenue measure and authorizing legislation. Serve as a local resource

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for information and education on the measure as well as the state funding strategy to address the transit fiscal cliff.

4. Coordinate legislation and legislative advocacy with Self-Help Counties Coalition, MTC, Congestion Management Agencies/BACTA, and Intelligent Transportation Society of America (ITSA).
5. Advocate for passage of legislative priorities as approved by the Board.
6. Track and help shape development and implementation of statewide and regional managed lanes policies and governance.
7. Shape federal, state, and regional policies, pilots, and deployments on emerging mobility services and technologies, particularly AVs. Participate in pilots or develop our own pilots in the areas of mobility as a service, traffic management/connected systems, uses of real-time travel information, and multi-modal payments technology.
8. Advocate for San Francisco and local interests to ensure that city goals regarding safety, equity, climate, and transportation system performance are supported through appropriate management and regulation of TNCs and AVs at federal, state, and local levels.

VII. Facilitate Agency and Staff Development

1. Fill new positions as funds become available.
2. Continue to coach and mentor staff. Provide leadership opportunities, including through the staff-based Racial Equity Working Group. Nominate staff for leadership programs (California Association of Councils of Governments, Women's Transportation Seminar, International Bridge Turnpike and Tolling Association, California Transportation Foundation, etc.).
3. Refine and implement agency policies, procedures, and best practices resources in the areas of project management and outreach, as well as workplace policies (e.g., business policies, operational procedures) and tools (e.g., contacts database).
4. Conduct staff off-site workshop to discuss and continue to advance Workplace Excellence initiatives, clarify work program priorities, and promote team building and staff cohesion.
5. Assess agency long-range administration, organizational, and budget needs, as part of ensuring resource planning for delivering and overseeing new Prop L measure.
6. Assess the suitability of our current office needs as the lease expires in June 2025 and exercise the renewal option or relocate.
7. Develop plans, policies, and protocols for TIMMA operations. Develop a plan for staffing, office, and other administrative requirements, as warranted.

VIII. Improve Internal and External Communications

1. Continue to grow Messenger newsletter and social media audiences.

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2. Continue to regularly meet with and strengthen relationships with civic groups, media, community-based organizations, and neighborhood groups. Develop Executive Director's ad hoc Business, Community, and Labor Roundtables.
3. Anticipate holding 2024 ground-breaking for Hillcrest Road Improvement Project and support other groundbreaking and ribbon cutting events throughout the year (e.g., revenue service start for Caltrain electrification).
4. Nominate San Francisco projects and agency initiatives for awards programs (California Transportation Foundation, ITSA, American Society of Civil Engineers, American Planning Association, COMTO, etc.).
5. Provide thought leadership by speaking at industry conferences and webinars (scheduled: South by Southwest Association for Commuter Transportation, Women's Transportation Seminar, Mineta Transportation Institute) on a wide range of subjects on which agency staff have expertise.
6. Management team members will continue to serve on the boards of ITSA, Construction Management Association of America, UC Institute of Transportation Studies, Self-Help Counties Coalition, and Self Help for the Elderly, UC Berkeley Civil Engineering Advisory Council, FHWA/UCLA Center of Excellence for Emerging Mobility and Autonomy.

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San Francisco
County Transportation
Authority



RESOLUTION SETTING THE ANNUAL COMPENSATION FOR THE EXECUTIVE
DIRECTOR FOR 2024

WHEREAS, On September 24, 2013, through Resolution 14-24, the Board appointed Tilly Chang as Executive Director of the San Francisco County Transportation Authority, effective October 1, 2013; and

WHEREAS, On December 7, 2022, through Resolution 23-25, the Board amended the employment agreement with Tilly Chang to extend the term of the agreement to December 31, 2025; and

WHEREAS, Through Resolution 23-25, the Board also adopted a revised salary structure which changed the salary range for the Executive Director position to \$239,682 - \$326,501, without any pre-set steps; and

WHEREAS, The Transportation Authority's Administrative Code establishes that the Board fixes the compensation level for the Executive Director; and

WHEREAS, Per the Personnel Manual, salary adjustments are not automatic based on cost of living or other indexes but are focused instead on rewarding performance; and

WHEREAS, On February 6, 2024, the Personnel Committee met, and after extensive consideration of the Executive Director's performance and other factors, recommended setting compensation to increase by 4% for 2024; now, therefore, be it further

RESOLVED, That the Transportation Authority hereby increases the Executive Director's compensation for 2024 to \$322,400, effective March 4, 2024.