



Agenda

COMMUNITY ADVISORY COMMITTEE Meeting Notice

DATE: Wednesday, June 26, 2024, 2024, 6:00 p.m.

LOCATION: Hearing Room, Transportation Authority Offices

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PUBLIC COMMENT DURING THE MEETING:

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

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

Remote Access to Information and Participation

Members of the public may attend the meeting and provide public comment at the physical meeting location listed above or may join the meeting remotely through the Zoom link provided above.

Members of the public may comment on the meeting during public comment periods in person or remotely. In person public comment will be taken first; remote public comment will be taken after.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. the day before the meeting will be distributed to committee members before the meeting begins.

1. Call to Order
2. Chair's Report – **INFORMATION**

Consent Agenda

3. Approve the Minutes of the May 22, 2024 Meeting – **ACTION*** **5**
4. Adopt a Motion of Support to Approve the Fiscal Year 2024/25 Transportation Fund for Clean Air Program of Projects – **ACTION*** **15**
Projects: SFE: Emergency Ride Home (\$91,775). SFMTA: Short-Term Bike Parking (\$506,004), Paratransit Electrification (\$45,000). SFCTA: Program Administration (\$47,445).
5. State and Federal Legislation Update – **INFORMATION*** **47**

End of Consent Agenda

6. Adopt a Motion of Support to Adopt the 2023 Prop L 5-Year Prioritization Programs for Next Generation Transit Investments, Equity Priority Transportation Program, Development Oriented Transportation, and Citywide/Modal Planning and Amend the Prop L Strategic Plan Baseline – **ACTION*** **51**
7. Adopt a Motion of Support to Allocate \$15,006,000 and Appropriate \$800,000 in Prop L Funds, with Conditions, for Five Requests – **ACTION*** **73**
Projects: SFMTA: Paratransit (\$13,506,000), Safe Streets Evaluation Program (\$450,000). SFPW: Tree Planting and Establishment (\$1,050,000). SFCTA: Neighborhood Transportation Program Coordination (\$100,000), San Francisco Transportation Plan (SFTP) 2050+ (\$700,000).
8. Adopt a Motion of Support to Adopt the 2023 Prop L 5-Year Prioritization Program for Managed Lanes and Express Bus, Amend the Prop L Strategic Plan Baseline, and Appropriate \$1,000,000 in Prop L Funds, with Conditions, for the SF Freeway Network Management Study – **ACTION*** **81**
9. Adopt a Motion of Support to Authorize Borrowing of up to \$65,000,000 under the Revolving Credit Agreement with U.S. Bank National Association; the Extension of Such Agreement for up to Six Months; the Execution and Delivery of Related Legal Documents; and the Taking of All Other Actions Necessary or Desirable in Connection Therewith – **ACTION*** **115**
10. Adopt a Motion of Support to Approve a New Declaration of Official Intent to Reimburse Certain Expenditures from the Proceeds of Indebtedness – **ACTION*** **123**
11. Adopt a Motion of Support to Approve the Jane Warner Plaza [NTIP Planning] Final Report – **ACTION*** **127**

Other Items

12. 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.

13. Public Comment

14. Adjournment

*Additional Materials

Next Meeting: July 24, 2024

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

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San Francisco
County Transportation
Authority



DRAFT MINUTES

Community Advisory Committee

Wednesday, May 22, 2024

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:01 p.m.

CAC members present at Roll: Rosa Chen, Phoebe Ford, Sean Kim, Jerry Levine, Venecia Margarita, Austin Milford-Rosales, Rachael Ortega, and Kat Siegal (8)

CAC Members Absent at Roll: Sara Barz, Najuawanda Daniels, and Mariko Davidson (entered during Item 6) (3)

2. Chair's Report – INFORMATION

Chair Siegal announced positive news from the Governor's Budget Reviser released on May 10 which preserved most of the transportation funding in the budget including Assembly Bill 102 and Senate Bill (SB) 125 funds – transit funding intended to support operators facing deficits this year. Chair Siegal stated the action would preserve statewide funding for transit, including \$1.1 billion slated for Bay Area operators. She continued that it was critical 'bridge' funding for transit providing time for the region to find a more stable source of funding such as Senate Bill 1031.

Chair Siegal announced that, to explore new revenue sources, Caltrans was launching a 6-month pilot program in June which would evaluate charging drivers based on the number of miles they drove as potential replacement for California's gas tax, which had become a less robust funding source as electric vehicles became more prevalent. The program, called the California Road Charge, was seeking volunteers, who would earn up to \$400, for agreeing to have their mileage recorded. She said that ultimately the state legislature would have to approve a road user charge and interested parties could find more information at CARoadCharge.com for more details.

Chair Siegal highlighted a public engagement opportunity connected to the District 2 Safety Study, requested by Commissioner Catherine Stefani, and funded through the Neighborhood Program. The study aims to design and implement quick-build treatments for six locations throughout the district that prioritized vulnerable travelers, such as seniors and children. Chair Siegal reported that the purpose of the first outreach round was to collect community input on priority locations to receive safety improvements and said that the study team launched an online survey and would hold pop-up engagement events throughout the months of May and June, including one at the Presidio Branch Library on Thursday, May 30, from 12pm to 2pm and a virtual Town Hall on Thursday June 13. The Chair concluded by stating that interested parties could take the survey and get more information at sfcta.org/d2safety.

There was no public comment.



Consent Agenda

- 3. Approve the Minutes of the April 24, 2024 Meeting – ACTION**
- 4. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2024 – INFORMATION**
- 5. State and Federal Legislation Update – INFORMATION**

There was no public comment.

The item was approved by the following vote:

Ayes: CAC members Chen, Ford, Kim, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (8)

Absent: CAC members Barz, Daniels, and Davidson (3)

End of Consent Agenda

- 6. Adopt a Motion of Support to Adopt the 2023 Prop L 5-Year Prioritization Programs for Mission Bay Ferry Landing and Transformative Freeway and Major Street Projects and Amend the Prop L Strategic Plan Baseline – ACTION**

Amelia Walley, Program Analyst, presented the item per the staff memorandum.

Member Levine noted that University of California, San Francisco, (UCSF) was near the site of the future ferry landing and asked if UCSF was contributing to the funding plan, suggesting they should.

Ms. Walley answered that they were not listed on the funding plan.

Shannon Cairns, Port of San Francisco Project Manager, added that although she could not say that UCSF had contributed monetarily, they had provided support in pursuing funding.

Member Levine commented that it seemed UCSF was benefiting from the project without having to contribute and that the project should not have to be publicly funded.

Member Ford asked if the Chase Center contributed funding to the project and noted that community support and benefits to the community for the project seemed low, relative to the Fillmore-Geary Underpass project. She asked if the project was still relevant and what were the specifications for operation of ferry service for the terminal, given that other ferry services were not financially viable at the time.

Ms. Cairns responded that the project had been ongoing for a long time with changed conditions since the pandemic, with San Francisco Water Emergency Transportation Authority (WETA) as the primary but not exclusive operator. She added that WETA was a close partner in their application for the U.S. Environmental Protection Agency Clean Ports grant, with Mission Bay Ferry Landing as an important part of working toward electrifying WETA's fleet, along with contribution to the viability of all-electronic operation on the Bay. She also remarked that the improved ferry service would benefit disadvantaged communities regionally, not just ones that



were in the immediate vicinity of the terminal. She said that she or someone from WETA could follow up about ferry operations at the Mission Bay terminal.

Member Ford asked if WETA had committed to serving the terminal when it opened.

Ms. Cairns affirmed.

There was no public comment.

Member Margarita moved to approve the item, seconded by Member Milford-Rosales.

The item was approved by the following vote:

Ayes: CAC members Chen, Davidson, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (7)

Abstain: CAC members Ford and Levine (2)

Absent: CAC members Barz and Daniels (2)

7. Adopt a Motion of Support to Appropriate \$601,000 in Prop L Funds, with Conditions, and Approve Memorandum of Agreements with the San Francisco Planning Department in an Amount Not to Exceed \$150,000, and with the San Francisco Municipal Transportation Agency in an Amount Not to Exceed \$190,800 for the Fillmore-Geary Underpass Community Planning Study – ACTION

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

Chair Siegel expressed support and asked about the consideration for displaced people no longer in community groups so they could participate in outreach.

Ms. Hiatt responded that it was an issue that staff had been discussing. She mentioned reaching Black, Jewish, and Japanese individuals who had moved out of the area and seeking participation from community groups that had historical ties to the neighborhood. She also mentioned plans to encourage those individuals to participate on the community advisory board.

Member Levine expressed support and asked how long it would take for the project to be constructed.

Ms. Hiatt replied that it depended on the project or projects that may be recommended through the study. She said that considerations would range from refilling the underpass to non-construction work. She also mentioned that the team was prepared to analyze the engineering feasibility and funding pathway for major construction projects but could not presume the outcome. She commented the filling of the underpass would take a number of years.

Member Davidson asked if the connecting communities grant prioritized connecting communities without cars.

Ms. Hiatt replied that the grant aimed to correct harms caused by car-oriented roadways. She added that this funding was meant to rebalance community vibrancy lost to auto infrastructure.



Member Ortega asked about the relative feasibility and cost of tunnels compared to the filling option. She said she could receive an answer by email on the cost of tunnels and other options.

Ms. Hiatt responded that there was a large budget for the planning study and that the grant provided resources for engineering work. She said staff anticipated there would be big engineering ideas as the study provided resources to look at significant ideas. She added that during the engineering phase staff would let the community know about costs and opportunities for bold ideas.

During public comment, Edward Mason asked if Link21 or the Geary subway were part of consideration for the project. He commented that future projects in 20 or 30 years would undo this effort. He said the Planning Department indicated this would be a redevelopment project, so he wanted to know how this plan related to the community-oriented statements. He also asked for the consideration of water, sewage, and electricity needs to support development.

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

The item was approved by the following vote:

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

Absent: CAC members Barz and Daniels (2)

8. Adopt a Motion of Support to Allocate \$49,510,637 in Prop L Funds and \$2,460,572 in Prop AA Funds, with Conditions, for 11 Requests - ACTION

Lynda Viray, Transportation Planner; Amelia Walley, Program Analyst; Nick Smith, Senior Transportation Planner; and Damon Curtis, San Francisco Municipal Transportation Agency (SFMTA) Traffic Calming Program Manager, presented the item per the staff memorandum.

Member Margarita asked about the criteria used to select schools for school walk audits; specifically about what enrollment data was used and if student absences would impact the data and schools' score on this criterion.

Mr. Curtis responded that the SFMTA received enrollment data directly from the San Francisco Unified School District (SFUSD). He stated that the data was collected throughout the year and first made available in October, and that the SFMTA would use the data from the coming October to prioritize schools for walk audits. He stated that low enrollment would not necessarily preclude a school from qualifying for the program, as there were other considerations in prioritizing schools, including collisions within a quarter mile of the school, which would be weighted more heavily than enrollment, and the number of children living within walking distance of a school.

Member Margarita commented that some low-income students have to miss school in order to work and asked that the SFMTA consider low-income, no-income, multilingual, and multi-ethnic children who may not be represented in school enrollment data.

Member Levine asked which manufacturer would produce the 40-foot hybrid motor coaches.



Gary Chang, SFMTA Senior Engineer, responded that New Flyer was the manufacturer SFMTA was currently working with for hybrid motor coaches.

Member Levine asked when the first new vehicles would be put into service.

Mr. Chang responded that the first buses would be delivered in April or May 2025, with deliveries continuing until September 2026.

Member Milford-Rosales asked about coordination with the Port of San Francisco on the Central Embarcadero Safety project, and if there were plans to expand the two-way bikeway beyond its current location.

Casey Hildreth, SFMTA Program Manager, responded that the SFMTA and Port of San Francisco discussed that the Central Embarcadero Safety project currently proposed would not be ripped up in the near-term and would be in alignment with long-term visions for the corridor. He stated that the SFMTA was focused on extending the bikeway as far south as possible. He continued that, on the northern side, a two-way bikeway north of Broadway did not fit under current conditions, and that further planning work was needed to determine the future of the northern section of the corridor.

Member Milford-Rosales commented that the two-way bikeway often became unrideable in high traffic due to obstructions from people opening their car doors into the bikeway or vendors in the bikeway, and that the cross streets were difficult to navigate in the southbound direction. He expressed support for extending and protecting the two-way bikeway.

Member Kim asked how many contractors there were and who was the current contractor for the Safe Routes to School project.

Ben Frazer, SFMTA Program Coordinator, responded that there were several contractors who provided specialized services for the Safe Routes to School program, with the primary contractor being the San Francisco Bicycle Coalition. He said other contractors included Walk San Francisco, San Francisco Transit Riders, communications consultant Contigo, and program evaluation consultant Cause IMPACTS.

Member Kim asked if it was ethically appropriate for the SFMTA to hire the San Francisco Bicycle Coalition (SFBC), given that one of SFBC's functions was lobbying.

Mr. Frazer responded that SFBC comprised two different institutions and that the SFMTA worked only with the Bicycle Education Program, which focused exclusively on educational programs and had its own board of directors. He stated that there was financial and operational separation between the education program and SFBC's advocacy work.

Chair Siegal asked what the anticipated useful life of the battery electric buses would be, and if vehicles from the first procurement would continue to be used.

Bhavin Khatri, SFMTA Senior Engineer, responded that the battery electric buses were not part of the pilot program and were instead replacement vehicles for retiring hybrid buses. He stated that their useful life was 12 years and that SFMTA would continue to operate the 12 pilot vehicles until the end of their useful life.

Chair Siegal asked if all the buses were compatible with the same charging



infrastructure.

Mr. Khatri affirmed that the buses from the five different manufacturers could work on the same type of chargers.

Chair Siegal asked if SFMTA planned to continue procuring buses from multiple manufacturers, or if they planned to choose one to continue working with.

Mr. Khatri responded that SFMTA intended to move forward with procuring vehicles from multiple manufacturers for healthy competition.

Chair Siegal asked if SFMTA was considering other proactive safety improvements in addition to daylighting for the Safe Routes to School program, such as raised crosswalk or bulb-outs.

Mr. Curtis responded that daylighting was the only proactive safety measure included in the Safe Routes to School program, but added that walk audits could identify other improvements, including raised crosswalks, speed humps, and signal timing changes.

Member Margarita asked if SFMTA would consider changing the enrollment criterion for the school walk audit program to consider population characteristics, including low-income and no-income children and multiethnic populations.

Mr. Curtis responded that SFMTA received enrollment data from SFUSD and had no control over its collection. He added that based on the program guidelines, the SFMTA used enrollment data, collision data, and the number of kids within a radius of the school to form a preliminary list of school candidates. He said this list was then refined in conversation with other program partners, taking into consideration recent or planned infrastructure projects, and prioritizing schools in Equity Priority Communities or California Communities of Concern. He added that the selection of each year's 10 schools for the program had to consider both socioeconomic equity and geographic equity to equally cover the 11 supervisorial districts.

Bryant Woo, SFMTA Program Manager, commented that he was the original founder of the Proactive School Traffic Calming Program in 2016, and explained that the original selection process used in the program had multiplied schools' enrollment by the number of collisions within a radius of the school. He stated that these criteria were used because the SFMTA wanted to target every single school based on safety so that locations of greatest need would be addressed, regardless of the demographics of the neighborhood or students. He stated that the program had successfully managed to implement safety improvements at every single school in the city.

During public comment, Edward Mason expressed concern about sidewalks cracking soon after construction and the ability of workforces to adapt to technological innovations in electric vehicles, particularly for SFMTA's battery electric bus initiative.

Member Milford-Rosales moved to approve the item, seconded by Member Ortega.

The item was approved by the following vote:

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

Absent: CAC members Barz and Daniels (2)



9. Adopt a Motion of Support to Adopt the Proposed Fiscal Year 2024/25 Budget and Work Program - ACTION

Cynthia Fong, Deputy Director for Finance & Administration, presented the item per the staff memorandum.

During public comment, Roland Lebrun requested that either the Transportation Authority Board or the CAC re-evaluate the annual operating contribution to Caltrain funding, as it vanished following the passage of regional Measure RR.

Member Levine moved to approve the item, seconded by Member Milford-Rosales.

The item was approved by the following vote:

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

Absent: CAC members Barz and Daniels (2)

10. Adopt a Motion of Support to Approve Revised Administrative Code, Debt and Fiscal Policies; and Ratified Investment Policy - ACTION

Cynthia Fong, Deputy Director for Finance & Administration, presented the item per the staff memorandum.

Chair Siegal asked for verification if there were still any active subcommittees which may be impacted by the policy changes

Maria Lombardo, Chief Deputy Director, affirmed there were none.

There was no public comment.

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

The item was approved by the following vote:

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

Absent: CAC members Barz and Daniels (2)

11. Senate Bill 1031 (Wiener, Wahab) Connect Bay Area Act - INFORMATION/ACTION

Martin Reyes, Principal Transportation Planner, presented the item.

Member Ford asked for clarification if State Route 37 (SR-37) would qualify for the funding and a reminder of MTC's role.

Mr. Reyes responded that there appeared to be quite a bit of support among Metropolitan Transportation Commission (MTC) commissioners and advocates for ensuring that SR-37 would be eligible for regional measure funding, since they felt it a priority from a climate resilience perspective. He added that there were no named projects in the bill at this time.

Chief Deputy Maria Lombardo described the MTC's role as being similar to the Transportation Authority's plan, fund, and deliver roles but for the nine Bay Area counties.



Member Ford asked for clarification regarding how Marin and Sonoma counties would be allowed funding in a regional measure they could not vote on.

Mr. Reyes explained that Marin and Sonoma counties could only participate in a regional measure starting in 2028, which was intended to avoid having a competing Sonoma-Marín Area Rail Transit (SMART) measure and regional measure on the same ballot. Ms. Lombardo said her read of the current bill language indicated that Marin and Sonoma would only receive funding if the two counties participated in a ballot measure and that measure was approved by the voters..

Member Ortega asked for information on the impacts of the new return to source provisions and what the phrase "climate-neutral" means.

Mr. Reyes explained the concept of return to source and how a high return to source requirement may limit a measure's ability to address major transit operating shortfalls in the region.

Ms. Lombardo added that MTC would have reduced flexibility to address transit operating shortfalls in the most recent version of the bill as compared to the previous version due to the higher return to source threshold. She also explained that "climate-neutral" projects was intended to include improvements to mitigate any environmental impacts, but the term was not further defined in the bill.

Member Davidson expressed concerns about the current commuter benefit ordinance language, particularly the lower amount of the subsidy provided for bicycle commuters. She added that if taking single occupancy vehicles off the street and protecting vulnerable users was a concern, the state should prioritize and give employers the option to fund all forms of non-vehicular commuting to each employee.

Mr. Reyes responded that Transportation Authority staff had provided input regarding increasing the bicycle subsidy.

Member Davidson made a motion to support seeking an amendment for the bill that would increase the subsidy for commuting by bike in the transportation demand management ordinance and adjust the subsidy regularly for inflation.

Member Ford asked if the bill included considerations for intercounty bike network improvements and whether MTC was the only agency that could facilitate raising revenues for transit.

Mr. Reyes responded that active transportation projects were eligible under certain funding categories in the bill. With respect to raising revenues for transit, he said that there were other agencies who could raise funding for transit, including transit districts.

Ms. Lombardo added that while intercounty bike network improvements were eligible, a high return to source requirement in the bill would mean that the relevant jurisdictions and MTC would need to work together to prioritize those improvements.

Member Margarita asked for more information about how transit services would be impacted if the bill did not pass and how dire was the regional deficit.

Mr. Reyes explained that multiple transit operators across the Bay Area were anticipated to experience operating budget deficits of several hundreds of millions of



dollars over the next few years, which could result in transit service reductions if not addressed.

Ms. Lombardo added that it would be easier for bus operators to shrink or reduce services as compared to rail operators that have a lot of fixed costs that would be incurred regardless of how much service is provided. She also reminded the CAC of the advocacy underway to keep the near-term state transit operating relief funds in the budget, which were intended to keep transit services operating in the near-term while long-term solutions such as SB 1031 were being developed.

Chair Siegal asked if there were any restrictions on expending funding for highway capacity projects.

Mr. Reyes responded that the only relevant language in the bill at present would require that highway projects be done in a 'climate-neutral' manner. He added that the expectation was that much of the eligibility criteria would be developed as part of an expenditure plan rather than in SB 1031. He then explained the percentage of funding in a measure that would go to various categories and what kinds of projects would be eligible under each category as described in SB 1031.

Member Milford-Rosales asked based on the legislative amendments if most of the funding in the bill would go towards non-transit uses.

Mr. Reyes responded that there was less funding available directly for transit fiscal cliff in the bill as compared to prior versions of the bill.

During public comment, Edward Mason commented on the lack of regional express bus lines included in the legislation.

Roland Lebrun said the bill was overly complicated and stated that he supported splitting the funding and consolidation aspects into two different bills.

After public comment, Chair Siegal proposed a friendly amendment to Member Davidson's proposed motion to seek amendments to make highway related projects ineligible for funding, saying that there were other sources of revenue for highway projects and citing the importance of focusing on transit.

Member Davidson accepted the amendment to the proposed motion.

Member Davidson moved to urge the Transportation Authority to seek amendments to SB 1031 to increase the bike commute subsidy and to allow it to increase with inflation and to make highway related projects ineligible for funding, seconded by Member Milford-Rosales.

The item was approved by the following vote:

Ayes: CAC members Chen, Davidson, Ford, Levine, Margarita, Milford-Rosales, Ortega, and Siegal (8)

Absent: CAC members Barz, Daniels, and Kim, (3)

Other Items

12. Introduction of New Business - INFORMATION

Member Levine requested a report about the number of human-operated vehicles



and autonomous vehicles currently on the road, as well as collisions and citations issued in the past year in San Francisco on those vehicles. He added that autonomous vehicles seemed to be creating more congestion than they were relieving.

During public comment, Edward Mason supported Member Levine's remarks.

Roland Lebrun made a comment about Tesla debuting its robotaxi on August 8.

13. Public Comment

During public comment, Roland Lebrun expressed concern regarding the MTC workshop about slides not showing operating surpluses of certain entities like Santa Clara Valley Transportation Authority when BART and SFMTA would face steep deficits in the near future. He asked the CAC to bring the concern to their district supervisors to take action.

14. Adjournment

The meeting was adjourned at 8:30 p.m.



Memorandum

AGENDA ITEM 4

DATE: June 17, 2024

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 7/9/2024 Board Meeting: Approve the Fiscal Year 2024/25 Transportation Fund for Clean Air Program of Projects

RECOMMENDATION ☐ Information ☒ Action

Approve the Fiscal Year (FY) 2024/25 Transportation Fund for Clean Air (TFCA) Program of Projects including:

- Emergency Ride Home (\$91,775 to the Department of the Environment (SFE))
- Short-Term Bike Parking (\$506,004 to the San Francisco Municipal Transportation Agency (SFMTA))
- Paratransit Electrification (\$45,000 to the SFMTA)
- Program Administration (\$47,445 to the Transportation Authority)

SUMMARY

As the San Francisco TFCA 40% Program administrator, the Transportation Authority annually develops the Program of Projects for San Francisco's share of TFCA funds. Revenues come from a portion of a \$4 vehicle registration fee in the Bay Area and are used for projects that reduce motor vehicle emissions. After netting out 6.25%, or \$47,445, for program administration, as allowed by the Air District, the estimated amount available to program to projects is \$642,779. Following Board approval of Local Expenditure Criteria (Attachment 1) in February, we issued a call for projects on March 8. We received three project applications by the April 19 deadline, requesting \$642,779 in TFCA funds which matches the available funds. After verifying project eligibility, we prioritized the projects using the Local Expenditure Criteria. As shown in Attachment 2, we recommend fully funding the three projects in the amounts requested, which uses up all of the available project funds. We anticipate that funds will be available for expenditure in September 2024 following execution of required agreements with the Bay Area Air Quality Management District and with project sponsors.

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



BACKGROUND

The TFCA Program was established to fund the most cost-effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Bay Area Air Quality Management District's (Air District's) Clean Air Plan. Funds are generated from a \$4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles in San Francisco. 40% of the funds are distributed on a return-to-source basis to Program Managers for each of the nine counties in the Air District. The Transportation Authority is the designated 40% Program administrator for the City and County of San Francisco. The remaining 60% of the revenues, referred to as the TFCA Regional Fund, are distributed to applicants from the nine Bay Area counties via programs administered by the Air District.

DISCUSSION

Funds Available. As shown in the table below, the amount of available funds for the FY 2024/25 San Francisco 40% Program is comprised of estimated FY 2024/25 TFCA revenues, reconciliation of prior year revenue estimates compared to actual revenue, interest income, de-obligated funds from completed prior year TFCA projects, and unspent prior year administrative funds, as shown in the table below.

Estimated TFCA Funds Available for Projects FY 2024/25	
Estimated TFCA Revenues (FY 2024/25)	\$708,500
Reconciliation of Prior Year Revenue Estimate and Actuals	(\$27,324)
Interest Income	\$983
De-obligated funds from projects completed under budget: <ul style="list-style-type: none"> Emergency Ride Home (FY 2021/22) (SFE) 	\$3,194
Reprogrammed Prior Year Administrative Funds	\$4,872
Total Funds	\$690,224
Administrative Expense (6.25%)	(\$47,445)
Total Available for Projects	\$642,779

After netting out 6.25% for Transportation Authority program administration, as allowed by the Air District, the amount available for projects is \$642,779.

Prioritization Process. On March 8, 2024 we issued San Francisco's FY 2024/25 TFCA call for projects. We received three applications by the April 19, 2024 deadline for projects requesting the full \$642,779 in available TFCA funds.

We evaluated the TFCA project applications following the Board adopted prioritization process for developing the TFCA Program of Projects shown in Attachment 1. The first step involved screening projects to ensure eligibility according to the Air District's TFCA



guidelines. One of the most important aspects of this screening was ensuring a project's cost effectiveness (CE) ratio was calculated correctly and was low enough to be eligible for consideration. The Air District's CE ratio, described in detail in Attachment 1, is designed to measure the cost effectiveness of a project in reducing air pollutant emissions and to encourage submittal of projects that leverage funds from non-TFCA sources. CE ratio limits are expressed in dollars per ton of emissions reduced and vary by project type. CE limits for FY 2024/25 for relevant project types are: Alternative Fuel Light- and Medium-Duty Vehicles - \$500,000; Ridesharing Projects - Existing - \$150,000; and Bicycle Parking - \$250,000.

We performed our review of the CE ratio calculations in consultation with project sponsors. The focus was to ensure that the forms were completed correctly and that any assumptions other than default values had adequate justification.

We then prioritized projects that passed the eligibility screening using factors such as project type (e.g., first priority to zero emission projects), cost effectiveness, leveraging, program diversity, project delivery (i.e., readiness), benefits to Equity Priority Communities, investment from non-public project sponsors, community support, and other considerations (e.g., a sponsor's track record for delivering prior TFCA projects). Our prioritization process also considered carbon dioxide (CO₂) emissions reduced by each project. CO₂ emissions are estimated in the Air District's CE worksheets but were not a subject of the state legislation that created TFCA and are not a factor in the CE calculations.

Staff Recommendation. Attachment 2 shows the three candidate projects, listed in ranked order based on the scoring criteria and other information, including a brief project description, total project cost, and the amount of TFCA funds requested. Attachment 3 includes a Project Information Form for each project with additional detail on the proposed scope, schedule, cost, and funding plan, as well as proposed deliverables.

We recommend fully funding SFE's Emergency Ride Home program request for \$91,775 in FY 2024/25 funds, which is a similar level to the \$96,252 in TFCA funds awarded to the project in FY 2023/24. For this year's cycle, SFE proposes additional outreach in Equity Priority Communities, while continuing traditional means of promotion and partnerships with transit operators and other transportation demand management programs.

We recommend funding the SFMTA's Paratransit Electrification project at the maximum cost-effective level of \$45,000 of TFCA funds, which we determined in consultation with SFMTA based on the anticipated annual mileage for a paratransit vehicle in San Francisco. This project will partially fund procurement of one electric paratransit van. In 2023, the Transportation Authority allocated Prop K funds to SFMTA to purchase the City's first electric paratransit vehicle. As of April 2024, SFMTA has tested and received a quote from a manufacturer for this vehicle and is working on issuing a purchase order. The intention of purchasing a second vehicle using TFCA funds is to compare a second manufacturer to the first vehicle manufacturer prior to wider adoption of an electric paratransit vehicle fleet.

Finally, we recommend funding the SFMTA's Short-Term Bike Parking request for \$506,004 in TFCA funds. This project would procure, site, and install 1,200 bike racks around San Francisco. The recommended TFCA funding will help reduce the potential need to fund bike parking using Prop L funds.



Schedule for Fund Availability. We expect to enter into a master funding agreement with the Air District by July 2024 after which we will issue grant agreements for the recommended FY 2024/25 TFCA funds. Pending timely review and execution of the grant agreements by the Air District and project sponsors, we expect funds to be available for expenditure beginning in September 2024. Projects must commence by the end of 2025 and are expected to be completed within two years, unless otherwise specified, per Air District policy.

FINANCIAL IMPACT

The estimated total budget for the recommended FY 2024/25 TFCA program is \$690,224. This includes \$642,779 for the three proposed projects and \$47,445 for administrative expenses. Revenues and expenditures for the TFCA program are included in the Transportation Authority's proposed FY 2024/25 budget, which will be considered for approval by the Transportation Authority Board on June 25, 2024.

CAC POSITION

The Community Advisory Committee will consider this item at its June 26, 2024 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - FY 2024/25 TFCA Local Expenditure Criteria
- Attachment 2 - FY 2024/25 TFCA Program of Projects - Detailed Staff Recommendation
- Attachment 3 - Project Information Forms (3)

Attachment 1

Fiscal Year 2024/25 Transportation Fund for Clean Air (TFCA)

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 (NO_x), 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, NO_x, 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 2024/2025 TFCA Program of Projects - Detailed Staff Recommendation

PROJECTS RECOMMENDED FOR TFCA FUNDS [sorted by project type priority and then cost-effectiveness]										
Rank	Sponsor ¹	Project Description	District	Project Type ²	Prop L Eligible	CE Ratio ³	CO ₂ Tons Reduced ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFE	Emergency Ride Home - This program furthers San Francisco's Transit First Policy by incentivizing commuters' usage of sustainable commute modes by providing a subsidized taxi ride home in the event of a personal emergency.	Citywide	1	Yes	\$ 35,369	1,579	\$ 91,775	\$91,775	\$ 91,775
2	SFMTA	Short-Term Bike Parking - Plan, coordinate, and install 1,200 bicycle parking racks in San Francisco, providing an additional 2,400 bicycle parking spaces. Bicycle parking spaces will provide end-of-trip facilities for new bicycle and scooter trips, thereby replacing vehicle trips and reducing motor vehicle emissions.	Citywide	1	Yes	\$ 224,287	1,135	\$ 1,057,274	\$506,004	\$ 506,004
3	SFMTA	Paratransit Electrification - Procure one EV paratransit van to replace a gas vehicle that is beyond its useful life. The new van will provide ADA paratransit trips and help SFMTA prepare for wider adoption of electric vehicles.	Citywide	3	Yes	\$ 498,413	97	\$ 300,000	\$45,000	\$ 45,000
TOTAL								\$ 1,449,049	\$ 642,779	\$ 642,779
Total TFCA Funding Available for Projects:								\$ 642,779		

¹Sponsor acronyms include San Francisco Municipal Transportation Agency (SFMTA), San Francisco Department of the Environment (SFE).

²Priority based on project type is established in the Local Expenditure Criteria, with zero-emissions non-vehicle projects as the highest priority, followed by shuttle services, followed in turn by alternative fuel vehicle projects, and finally any other eligible project.

³The TFCA cost effectiveness ratio (CE) 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. For 2024/25 the CE limits, in dollars per ton of emissions reduced, for relevant project types are: Bike Parking - \$250,000, Ridesharing Projects - Existing - \$150,000, Alternative Fuel Light and Medium Duty Vehicles - \$500,000.

⁴CO₂ Reduction is based on tons of carbon dioxide reduced over the lifetime of the project. This figure is calculated in the cost effectiveness worksheet.

Project Name:	Emergency Ride Home		
Implementing Agency:	San Francisco Environment Department		
Project Location:	San Francisco		
Supervisory District(s):	San Francisco (all)	TFCA Proj. Number:	<i>SFCTA assigns</i>
Project Manager:	Sebastien Garbe		
Contact Information	Email: sebastien.garbe@sfgov.org	Phone:	1 (415) 355-3702
Partner Agencies (incl. staff contact):	N/A		
Brief Project Description (50 words max):	The Emergency Ride Home (ERH) program furthers San Francisco's Transit First Policy by incentivizing commuters' usage of sustainable commute modes via a subsidized ride home in the event of a personal emergency.		
Type of Environmental Clearance:			

DETAILED SCOPE:

Please submit Detailed Scope as a separate Word document.

Guidance: Describe project location, purpose, and need, including target population of the project; describe how outcomes of the project will be evaluated. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project scope.

Project Type Specific Guidance:

- For First- and Last-Mile Connections, indicate the hours of operation, frequency of service, and transit station and employment sites/area served to ensure compliance with Air District policies.
- For heavy-duty vehicle projects, provide the relevant CARB Executive Orders.
- For smart growth projects, provide title and approval date of the originating plan.

PROJECT INFORMATION:**Describe benefits to Equity Priority Communities or disadvantaged populations.**

Equity Priority Communities are a key target audience in the outreach and community engagement scope of the upcoming grant cycle. During this grant cycle, the program will focus in particular on Spanish and Cantonese speakers, parents and guardians, and affordable housing residents in these communities. They will not only benefit from heightened, tailored promotion about the program's offering of a guaranteed ride home in case of emergency, but also be invited to provide direct feedback with the goal of making the program more accessible and relevant to historically underserved communities.

Demonstrate community support (e.g. cite a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor or a community-based organization).

Emergency Ride Home is an ongoing program critical to supporting San Francisco in reaching its sustainable transportation goals through a reduction in vehicle miles traveled. The program is listed as a key implementation strategy in the San Francisco Transportation Demand Management (TDM) Plan.

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Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.

N/A

NOTE: Cost-effectiveness worksheets are required for all project types, available at sfcta.org/tfca.

**San Francisco Emergency Ride Home
Program Scope
Transportation Fund for Clean Air – Call for Projects
San Francisco Environment Department**

Project Summary

The Emergency Ride Home (ERH) program advances San Francisco's Transit First Policy and helps the City meet its goal of reducing greenhouse gas emissions 80% below 1990 levels by 2040. It encourages commuters' use of sustainable commute modes by providing a subsidized ride home in the event of a personal emergency. Overall, ERH is a cost-effective program that motivates commuters to walk, bike, take transit, carpool, or vanpool to work instead of driving alone.

Administered by the San Francisco Environment Department (SFE) for over a decade and listed as a key implementation strategy in the [San Francisco Transportation Demand Management \(TDM\) Plan](#), ERH is available to anyone who commutes to a workplace in San Francisco.

During this past grant cycle, SFE created new promotional materials that targeted parents and guardians of San Francisco Unified School District (SFUSD) students who might get sick at school and need to be picked up during the workday. Promotional materials include memorable and sturdy business cards reminding parents/guardians that they can get reimbursed up to \$150 for a taxi ride from work to their child's school and then home if they commuted via low-carbon modes that day. The business card is easy for parents/guardians to slip into a purse or wallet to remind them that ERH is an available resource in times of need. This is supported by an informative trifold with more details about the program at neighborhood schools. Both pieces of collateral direct viewers to an ERH landing webpage that is tailored to parents/guardians picking up a sick child from school.

For the next iteration of ERH, building in part on feedback from the San Francisco County Transportation Authority Community Advisory Committee during the last grant cycle, SFE will focus on delivering a more on-the-ground approach to further engage equity priority communities, build trust and community buy-in, and identify program improvements in alignment with the next iteration of the SF TDM Plan. This will be achieved by developing and furthering new and existing partnerships with trusted stakeholders already embedded or invested in the communities we are seeking to engage. This includes affordable housing organizations (e.g., Chinatown Community Development Center, One Treasure Island, etc.), community resource providers/coordinators (e.g., BVHP Foundation, B Magic, etc.), SFUSD schools and PTAs, equity-focused bike programs (e.g., the San Francisco Public Utilities Commission's Electrify My Ride Program, SFE's Bike Fix-it Clinics, etc.), local bike shops, and SFE's Environment Now outreach team.

SFE will leverage these partnerships to both promote the program via tabling and distributing marketing collateral via established channels as well as gather feedback on

program design and promotion (including marketing collateral and channels, website and program guides, the reimbursement form and process, etc.) by hosting community workshops. Community workshops will be organized in equity priority neighborhoods in partnership with community-based organizations (CBOs), PTAs, libraries, and/or affordable housing complexes to provide an interactive overview of the existing ERH program where participants will learn how to submit reimbursement requests; review current program parameters, informational materials, and processes; and provide feedback on program strengths and weaknesses and how best to promote the program. These learnings will allow us to tailor the ERH program to best serve priority communities, more effectively conduct outreach, and identify any blind spots ERH may have in the current program design.

SF Environment is requesting \$91,755 and will allocate \$10,000 to conduct up to two ERH community workshops in partnership with a CBO embedded in Equity Priority Communities. These workshops will be held in-language with interpreters on hand at community centers, schools, libraries, affordable housing complexes, or a combination of the above. SFE will provide workshop participants food and refreshments in addition to a stipend payment as an acknowledgement of their time and contribution to program improvement. Working with the CBO, SFE will incorporate the feedback and/or propose suggested changes as part of the next grant cycle, adjusting program parameters as well as ongoing and future outreach strategies. Outreach efforts will target [SFCTA-identified Equity Priority Communities](#).

For this new grant cycle, SFE will develop new, ongoing promotion channels for ERH by forging new and furthering existing partnerships with fellow City Departments, such as the San Francisco Public Library, San Francisco Municipal Transportation Agency (SFMTA), SFUSD, and SFPUC. This will include collaborating with SFMTA's bike share and Travel Choices programs to cross promote ERH, as well as attending Bike Fix-It Clinics hosted at libraries, school staff and faculty trainings, Electrify My Ride e-bike test ride events, and more. SFE will also continue to partner with regional TDM partners including BART and the Metropolitan Transportation Commission, as well as local bike shops to cross-promote ERH. All these outreach partnerships have proven to be cost-effective avenues for reaching commuters.

Additional costs under both scenarios are allocated to:

- \$52,755 for program administration and SFE staffing for outreach, customer service, reimbursement processing, and workshop coordination;
- \$4,000 for translation and interpretation services;
- \$15,000 for an on-call marketing consultant to adjust and re-run existing collateral;
- \$5,500 for varying materials and technology support costs such as printing collateral (~\$3,000), reimbursement form management software licensing fees (~\$2,000), and contingency for additional reimbursement requests (~\$500);
- \$4,500 for program reimbursements.

Please see the attached budget included in the TFCA Project Info Form for more detail on funding allocation.

Associated Tasks and Project Deliverables

For budget details associated with each task below, please refer to the budget outlined in the TFCA Project Info Form.

Task 1 - TFCA Administration: Program Evaluation and Reporting (Ongoing)

SFE staff will evaluate and report on the effectiveness of the program. It will use reimbursement data and website traffic metrics to track the number of program participants and level of awareness. With each reimbursement request, participants will be asked questions regarding program usage and typical commute modes, among others. SFE will also track engagement numbers across different outreach events, attendance at workshops and presentations, and relevant campaign metrics. All data will be provided in quarterly and annual reports to SFCTA.

Task 2 - Program Management (Ongoing).

SFE staff will administer the reimbursement process, including verifying that reimbursement requests meet reimbursement criteria. Reimbursement payments will be made via check mailed to approved participants. SFE staff will provide customer service to program participants to manage any issues, questions, or concerns that may arise.

Task 3 - Outreach & Engagement

The program will build on activities completed in the FYs 2022-24 grant cycles. Key outreach audiences will include, but not be limited to:

- Chinese and Spanish speaking parents and caregivers of SFUSD students and children in daycare
- Parents and caregivers of SFUSD students and children in daycare in Equity Priority Communities
- SFUSD teachers and administrators (e.g., integrating with existing annual staff-wide training sessions in July and August to educate teachers and administrators on how to request ERH reimbursements as well as encourage them to mention it to parents when notifying them of a sick child who needs to be picked up from school)
- Local community-based organizations that can support outreach to people who live and work in priority communities
- Spanish and Chinese speaking communities (Both monolingual and those with limited English proficiency)
- Businesses, specifically small- to medium-sized organizations reachable through partnerships with the Office of Workforce Development and the San Francisco Green Business program (also administered by SF Environment)
- Large organizations, employers, and institutions participating in the Clipper BayPass Pilot Program
- Local Bike Shops, primarily in Equity Priority Communities
- Affordable Housing Residents
- City and County of San Francisco employees
- Community-Based Organizations serving families in under-resourced communities.

Ongoing Marketing & Outreach (Ongoing): SFE will continue to promote ERH through its existing marketing and outreach channels, such as on SFEnvironment.org, social media channels, public facing tabling and outreach events, and commuter benefits presentations to CCSF employees. This will include working closely with SFUSD to package SFE resources for faculty and staff and integrate with annual SFUSD-wide trainings to educate staff on how to use and integrate with annual SFUSD-wide trainings to educate staff on how to use and share ERH with parents and caretakers. SFE will also continue to collaborate with City partners, businesses, and community partners for cross-promotion via digital channels and at relevant events and programs.

SFE can focus its outreach efforts on low-income drivers by targeting EPCs with higher VMT per person. In the current grant cycle's school outreach campaign, the program is, for example, including schools in Bayview-Hunters Point – where (as of 2020) vehicle ownership is nearly double the rate of San Francisco and over 50% of residents drive to work. SFE will also target affordable housing organizations that SFE has already identified as having garages for their tenants, such as certain Mercy Housing and Chinatown Community Development Center locations. We look forward to seeing the results later this year of SFCTA's Transportation Demand Management Market Analysis in tandem with MTC's travel diary survey to further inform our outreach efforts, particularly post-covid.

SFE continues to leverage its Green Business Program and send ERH program information to employers registering compliance with the SF Commuter Benefits Ordinance to reach small business owners and ensure that they make ERH program information available to their employees as part of the offered benefits. Going forward, SFE will also target drivers with longer commutes by coordinating and partnering with the other 8 guaranteed ride home programs across the Bay Area. This will allow SFE to better target drivers who commute across county lines regardless of where they live. This can be done by starting to link out to the other programs from the SFE ERH website and work with regional partners to have the reverse be done, too, so that outreach in all 9 Bay Area counties can be better coordinated. SFE is also planning to work with MTC's 511.org to target large employers with worksites in SF and include ERH and other guaranteed ride home programs in the employer guides on Commuter Benefits that 511.org develops and updates every year.

SFE has begun discussions with SFMTA on promoting existing mode shift incentives alongside ERH such as Discounted Muni Passes and Bay Wheels discount memberships that are already available to low-moderate income households. The ERH program historically has been one part of a larger ecosystem of San Francisco Transportation Demand Management strategies, and SFE has worked to promote ERH in tandem with other existing incentives and mode shift programs, such as Clipper BayPass, SFPUC's Electrify My Ride low-income e-bike incentive program, and the pre-tax Commuter Benefits program for CCSF employees.

Community Workshops: SFE will use the \$10,000 to partner with a CBO on the design, promotion, implementation, and analysis of the ERH Community Workshops. This will include funds for participant stipends that may vary from \$25-100 per person depending on the type of community member (e.g., providing additional compensation for the expertise of community leaders) and/or level of feedback requested. The proposed budget allocations also account for

food, venue rental costs, and CBO staff time for selecting and coordinating with host sites and community groups such as PTAs, affordable housing complexes, community centers, and more. SFE determined that hosting community workshops would be the most effective means of reaching underserved community members in Equity Priority Communities. Hosting these workshops would enable the program to identify community leaders and trusted partners in the communities to help relay program information through more consistent, regular, and established channels that community members already engage with on a day-to-day basis. Currently, SFE relies on a mix of broad tabling and targeted, multi-layer ad campaigns to reach target populations and help drive mode shift. SFE consistently receives very positive feedback surrounding the program when tabling, and most people that SFE staff engage with have never heard of the program before and are surprised that it has been around for such a long time. Event attendees will often ask to take more collateral so that they can share with their own friends, family, and/or colleagues. These community workshops present an opportunity to engage more intentionally with EPCs, uncover ways to expand the base of people who use ERH and other mode shift programs beyond those reached by broad tabling or digital marketing, build trust with communities that often distrust government services and may be targets of online scams, and activate these untapped social networks to set up longer-lasting relationships with various communities that stand to benefit from the program.

SFE will partner with trusted organizations and institutions such as school PTAs, affordable housing organizations, community-based organizations, and faith-based institutions to help promote these workshops and drive attendance. SFE's goal would be to identify convenient meeting locations and/or coordinate with these trusted partners to be part of the agenda at existing events. The topics covered at these meetings will thus vary from venue to venue, but the focus of the workshops will be Emergency Ride Home and understanding the community's commuting patterns and needs to better support and increase trips using sustainable modes of transportation. SFE will segment feedback from workshop attendees who regularly drive versus those who already commute sustainably, to be able to better tailor messaging and understand what barriers present the greatest challenges for drivers in these communities to decide to commute sustainably. For example, SFE is about to host a community event centered on EV charging in Bayview at the True Hope Church focused on gathering community input on where an EV charging plaza will be located. Leaders at faith based institutions like these have shown interest in hosting feedback sessions with their congregation. An ERH workshop could occur after a regular service to engage with a large number of attendees and make it easier for community members to attend. Similarly, hosting a workshop as part of a regular PTA meeting at a school or an affordable housing complex's recurring tenant meeting will help reduce barriers to participation for parents and low-income community members who often have many obligations and responsibilities to attend to.

On-call marketing consultant to adjust and re-run existing collateral: Funds requested include \$15,000 for a contract with marketing consultants to cover costs of adjusting current collateral to incorporate feedback from community workshops as well as ongoing translation updates, web support for the ERH landing page, and re-running media campaigns developed and evaluated in previous grant cycles on cost-effective channels.

Translation & Interpretation: \$4,000 are allocated to cover the costs of translating promotional and workshop materials such as flyers, presentations, and surveys, as well as interpretation services for conducting in-language workshops in Spanish, Chinese (Cantonese/Mandarin), and Filipino depending on the needs of the selected communities.

Partnerships and Coordination with Other Transportation Demand Management Efforts:

Currently, SFE promotes ERH at CCSF New Employee Orientations and broad SFE tabling events and provides ERH information to employers that submit Commuter Benefits Ordinance compliance forms, businesses in the Green Business program, and participants in SFE's e-bike delivery pilot program. SFE is also planning to coordinate with department specific orientations for departments that prefer to do their own onboarding, as well as incorporate ERH information into a broader Commute Hub powered by Luum that SFE will be launching later this year. The Commute Hub will be available to all CCSF employees and presents a more user-friendly experience where commuters can view all the different commuter benefits and transportation modes available to them, match with existing or start their own carpools and vanpools, log daily commutes, and engage in commute gamification such as rewards, commute bonuses, and leadership boards.

Outside of existing integration with Commuter Check outreach, SFE has completed or is working on the following coordination and partnership efforts with other transportation demand management efforts and transit operators:

- In January 2024, as part of a broader ERH marketing campaign targeting parents of 6 schools in Bayview-Hunter Point and Chinatown, SFE partnered with SFMTA to launch ERH Muni bus ads.
- In March 2024, SFE partnered with the Clipper BayPass program to include ERH materials in onboarding materials for employers signed up for BayPass in SF. SFE also began including ERH information when mailing Clipper Cards to CCSF employees who request them.
- In April 2024, SFE reached out to the SFMTA Bikeshare program to find opportunities to copromote BayWheels and ERH. SFE also coordinated with SFPUC's Electrify My Ride program to include ERH materials alongside e-bike coupon info at an e-bike demo to encourage folks to switch to commuting via e-bike.
- SFE will also be promoting ERH at the upcoming Bike Fix-It Clinics hosted at the SF Public Libraries in May, June, and August.
- SFE is planning to reach out to BART to coordinate cross promotion during the remainder of the grant term through November.

Relatedly, in May 2024, SFE connected with the Public Health Emergency Preparedness and Response team at the San Francisco Department of Public Health to promote ERH alongside their emergency-related materials at their upcoming Health Fair in Chinatown. SFE is also planning to work with the San Francisco Unified School District to integrate ERH as part of their annual staff training this summer.

Program Deliverables:

- Task 1: Quarterly and annual reports submitted to SFCTA
- Task 2: Reimbursement processing and customer service support
- Task 3: Ongoing outreach and engagement; Community engagement and feedback outcomes report

High-level Project Schedule and Delivery Milestones:

Phase	Description	Start	End
1	Task 1 - TFCA Administration: Program Evaluation and Reporting	January 2025	March 2026
2	Task 2 - Program Management	November 2024	November 2025
3	Task 3 - Outreach and Engagement	November 2024	November 2025

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Project Name:	Emergency Ride Home
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SCHEDULE	Status	Start Date		End Date	
Phase/Milestone	% Complete as of 4/19/24	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering					
Environmental Studies (PA&ED)					
Design Engineering (PS&E)					
Right-of-Way					
Advertise Construction					
Start Construction or Procurement (e.g. award contract)	0%	November	2024	November	2025
Open for Use	N/A	N/A	N/A		
Final Report Due Date (Project completion):	SFCTA will assign (default is 3 months after completion, including evaluation)				

PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	TFCA	Non-Public Funds	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0				
Environmental Studies (PA&ED)	\$0				
Design Engineering (PS&E)	\$0				
Right-of-Way	\$0				
Construction	\$91,755	\$91,755			
TOTAL COST	\$91,755	\$91,755	\$0	\$0	

TFCA EXPENDITURES BY FISCAL YEAR (CASH FLOW)

All Phases	24/25	25/26	26/27	Total
TFCA	\$91,755	\$0	\$0	\$91,755

FUNDING PLAN

Funding Source and Status	Planned	Programmed	Allocated	Total
TFCA	\$91,755			\$91,755
Specify Source of Other Funds				\$0
Specify Source of Non-Public Funds (if applicable)				\$0
TOTAL FUNDING	\$91,755	\$0	\$0	\$91,755

Emergency Ride Home
SF Environment - FY 2024-2025 TFCA Budget
November 2024-November 2025

	Task 1 TFCA Admin	Task 2 Program Mgmt	Task 3 Outreach & Engagement	Totals
Labor/salary	\$ 1,233	\$ 4,549	\$ 16,017	\$ 21,800
Fringe	\$ 486	\$ 1,876	\$ 6,704	\$ 9,067
Indirect	\$ 1,265	\$ 4,583	\$ 16,041	\$ 21,889
Labor Total	\$ 2,985	\$ 11,008	\$ 38,762	\$ 52,755
ERH Reimbursements		\$ 4,500		\$ 4,500
Materials & Technology Support		\$ 2,500	\$ 3,000	\$ 5,500
Community Workshops (CBO partnerships, incentives, food, space rental)			\$ 10,000	\$ 10,000
Adjust/Update Campaign Collateral (contractor, re-run)			\$ 15,000	\$ 15,000
Translation & Interpretation			\$ 4,000	\$ 4,000
Totals	Task 1 \$ 2,985	Task 2 \$ 18,008	Task 3 \$ 70,762	Grand Total \$ 91,755

Emergency Ride Home Labor Breakdown

		Task 1 TFCA Admin	Task 2 Program Management	Task 3 Outreach & Engagement	Totals
Project Supervision (5644)	Hours	4	5	6	15
	Labor/salary	\$ 431	\$ 539	\$ 647	\$ 1,618
	Fringe	\$ 148	\$ 185	\$ 222	\$ 556
	Indirect	\$ 464	\$ 580	\$ 696	\$ 1,741
	<i>Fully Burdened Cost</i>	<i>\$ 1,044</i>	<i>\$ 1,305</i>	<i>\$ 1,566</i>	<i>\$ 3,915</i>
Project Manager (5638)	Hours	12	60	230	302
	Labor/salary	\$ 802	\$ 4,010	\$ 15,370	\$ 20,182
	Fringe	\$ 338	\$ 1,691	\$ 6,482	\$ 8,511
	Indirect	\$ 801	\$ 4,003	\$ 15,344	\$ 20,147
	<i>Fully Burdened Cost</i>	<i>\$ 1,941</i>	<i>\$ 9,703</i>	<i>\$ 37,196</i>	<i>\$ 48,840</i>
Grand Total					\$ 52,755

	5644	5638
Labor/salary hourly rate	\$ 107.86	\$ 66.83
Fringe rate	34.38%	42.17%
Overhead/indirect multiplier	2.42	2.42

Project Name:	Emergency Ride Home
Sponsor Agency:	San Francisco Environment Department
TFCA Project Number:	SFCTA assigns

TRANSPORTATION AUTHORITY RECOMMENDATION

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY24/25	\$91,755	100%	\$0
Total:	\$91,755		

Resolution: Date: **Deliverables:**

1. By January 15, April 15, July 15, and October 15 of each year, submit quarterly reports updating project progress and identifying any issues which may delay project implementation.
2. With the October 15 quarterly report, submit Interim Project Report Form.
3. By November 30, 2025, submit Final Report Form #1 (Ridesharing), including evidence of TFCA and Transportation Authority attribution. Final report shall include BAAQMD required description of Monitoring Methodology.

Special Conditions:

1. SFE will work with SFCTA staff to improve the effectiveness of the Emergency Ride Home program, including ensuring that recommendations from the Transportation Authority's Transportation Demand Management Market Analysis (underway) and future Transportation Demand Management Strategic Plan are incorporated.
2. SFE will work with SFCTA staff explore coordinating with and leveraging of other transportation demand management efforts like BayPass and Commuter Check outreach, and will seek to strengthen partnerships with transit operators, such as BART and Muni, that can help promote Emergency Ride Home as a way to encourage more people to return to transit.

Notes:

1. Deliverables shall be submitted through the Transportation Authority's online grants portal at <https://portal.sfcta.org/>.
2. All required forms are available at <https://www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors>
3. Per BAAQMD TFCA policy, project files must be maintained for a minimum of five years following completion of the Project Years of Effectiveness, which means five years following completion of the project and any additional period for which emissions benefits are counted in the cost effectiveness calculation for the project.

**Fiscal Year 2024/25 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



Project Name:	Short-Term Bike Parking		
Implementing Agency:	SFMTA		
Project Location:	City & County of San Francisco		
Supervisory District(s):	Citywide	TFCA Proj. Number:	SFCTA assigns
Project Manager:	Jason Hyde		
Contact Information	Email: jason.hyde@sfmta.com	Phone:	415.646.2434
Partner Agencies (incl. staff contact):			
Brief Project Description (50 words max):	SFMTA will use \$506,004 in TFCA 40% Program funds to plan, coordinate, purchase, and install 1,200 bicycle parking racks in San Francisco, providing an additional 2,400 bicycle parking spaces. Bicycle parking spaces will provide end-of-trip facilities for new bicycle and scooter trips, thereby replacing vehicle trips and reducing motor vehicle emissions.		
Type of Environmental Clearance:			

DETAILED SCOPE:

Please submit Detailed Scope as a separate Word document.

Guidance: Describe project location, purpose, and need, including target population of the project; describe how outcomes of the project will be evaluated. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project scope.

PROJECT INFORMATION:

Describe benefits to Equity Priority Communities or disadvantaged populations.

In San Francisco over the last five years, approximately a third of bike racks installed citywide were located in Equity Priority Communities. SFMTA staff will continue to review requests as they come in to confirm we are filling this need as well as proactively identify corridors in Equity Priority Communities using the existing San Francisco GIS inventory, where there is a lack of bike parking.

Demonstrate community support (e.g. cite a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor or a community-based organization).

The SFMTA installs racks for short-term bike parking in the public rights-of-way by request through the SFMTA website (<https://www.sfmta.com/getting-around/bike/bike-parking/request-bike-rack>), email, and 311. The SFMTA receives new bike rack requests each month. Additionally we identify corridors where more parking is needed plus work with city project managers through public outreach process to identify and then install bike parking with streetscape projects and street improvement projects

Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.

NA

ATTACHMENT 3**Short Term Bike Parking: Detailed Scope**

The San Francisco Municipal Transportation Agency (SFMTA) requests \$506,004 in FY24/25 Transportation Fund for Clean Air County Program Manager (TFCA PM) Funds to provide 1,200 bicycle racks to create 2,400 bicycle parking spaces throughout San Francisco.

Providing 2,400 additional bicycle parking spaces in San Francisco means that more people will be encouraged to bicycle to their destinations, knowing they will have a secure place to lock their bikes. This will increase the number of bicycle trips to city businesses, transit stops, and other destinations, which will shift trips away from motor vehicles, reduce emissions, and help achieve the San Francisco Board of Supervisors' goal of a 20% bicycle mode share. Improving bicycle parking in San Francisco is a strategy highlighted in the 2009 San Francisco Bicycle Plan, the 2013-2018 San Francisco Bicycle Plan, and the Transportation Element of the San Francisco General Plan; it is also an element of the Biking and Rolling Plan which is currently under development.

The SFMTA maintains a list of public requests for short-term bicycle parking locations. The SFMTA currently receives 40-60 new bike rack requests each month via email, the SFMTA website, and SF311. These requests are for sites throughout the city, with the vast majority near San Francisco businesses, major trip generators, and along transit routes and/or near transit hubs. The SFMTA staff knows anecdotally and from experience that there is a latent demand for bicycle infrastructure in San Francisco; there are more people who would ride a bicycle if the proper facilities were available to support their trip.

Bicycle racks help meet this need by providing a secure parking location at trip destinations. To better serve businesses and people who bicycle throughout the city, the SFMTA has developed a proactive strategy for surveying and installing short-term bicycle parking. This citywide strategy focuses on commercial, retail and mixed-use corridors where a lack of secure bicycle parking exists (e.g., Valencia, Mission, 17th, and Hayes streets), as well as Equity Priority Communities (EPCs), where the Agency targets installing 20% of all racks. Approximately 28% of racks have been installed in EPCs since 2021, while 27% of San Franciscans live in an EPC. Because rack requests tend to cluster in certain areas of the city, the bike parking team uses proactive installations to help ensure racks are installed in an equitable way. Proactive installation locations come from a number of sources, including:

- 1) From Project Managers working on corridor projects in EPCs;
- 2) High-demand locations in EPCs as identified by the SFMTA's bikeshare/scootershare permittees;
- 3) High-demand locations in EPCs identified through MDS data from bikeshare/scootershare permittees and/or from other data sources such as bike counters; and
- 4) Through ongoing analysis of bike rack location data to identify and address gaps in bike rack coverage.

ATTACHMENT 3

The bike parking team has also begun focusing some proactive installations in residential areas (especially adjacent to multi-unit buildings) where requests and installations have historically been less frequent, assuming placement guidelines such as minimum sidewalk widths and required clearances from street furniture are met. The SFMTA will continue to prioritize these types of installations in Equity Priority Communities to ensure equitable bike rack coverage across San Francisco. In addition to sidewalk locations, these funds may also be used for on-street bicycle parking corrals. The SFMTA currently receives 2-4 new bicycle corral applications each year. The agency has also begun proactively installing corrals in portions of corner daylighting red zones along the bikeway network. Bicycle corrals consist of several bicycle racks placed in the parking lane of a roadway where demand for bike parking is higher than can be accommodated on the sidewalk. Eight to 12 bicycles can be parked in the space occupied by just one motor vehicle, making bike corrals an efficient use of public roadway space.

This application also includes a line item for bicycle rack procurement. In 2014, the SFMTA used \$541,000 in revenue bond funds to purchase 6,018 racks and the fasteners to install them. In 2022-2023, the agency procured an additional 750 racks using TFCA County Program Manager funds. The SFMTA has a diminishing supply of approximately three-feet tall by three-feet wide zinc-coated circular steel bicycle racks. These racks provide two points of contact between the rack and a bicycle, the bicycle parking industry standard for optimal bicycle parking. Part of these requested funds will go towards procurement of more racks.

Short-term bicycle parking is defined as simple bicycle rack fixtures to park at for two hours or less, per the 2015 Association of Pedestrian and Bicycle Professionals' Bicycle Parking Guidelines. Short-term bicycle parking enables linked trips to multiple destinations (e.g., a trip from home to the bank and to the grocery store.) Bicycle racks also provide a large quantity of bicycle storage inexpensively and are a cost-effective solution to support non-polluting transportation modes.



Project Name:	Short-Term Bike Parking
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SCHEDULE	Status	Start Date		End Date	
Phase/Milestone	% Complete as of 4/19/24	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	0%	March	2025	October	2026
Environmental Studies (PA&ED)					
Design Engineering (PS&E)					
Right-of-Way					
Advertise Construction					
Start Construction or Procurement (e.g. award contract)	0%	March	2025	October	2026
Open for Use	N/A	N/A	N/A	October	2026
Final Report Due Date (Project completion):	SFCTA will assign (default is 3 months after completion, including evaluation)				

PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	TFCA	Non-Public Funds	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$228,136			\$228,136	based on past cycles
Environmental Studies (PA&ED)	\$0				
Design Engineering (PS&E)	\$0				
Construction	\$829,138	\$506,004		\$323,134	based on past cycles
TOTAL COST	\$1,057,274	\$506,004	\$0	\$551,270	

TFCA EXPENDITURES BY FISCAL YEAR (CASH FLOW)

All Phases	24/25	25/26	26/27	Total
TFCA	\$48,394	\$306,294	\$151,316	\$506,004

FUNDING PLAN

Funding Source and Status	Planned	Programmed	Allocated	Total
TFCA	\$506,004			\$506,004
Scootershare Rack Fee*	\$551,270			\$551,270
TOTAL FUNDING	\$1,057,274	\$0	\$0	\$1,057,274

*legislated for bike parking only

**SFMTA Short Term Bike Parking
Project Budget**

Planning Phase	Cost	NOTES
Planning Labor - Livable Streets	\$ 228,136	

SUBTOTAL - Planning Labor: \$ 228,136

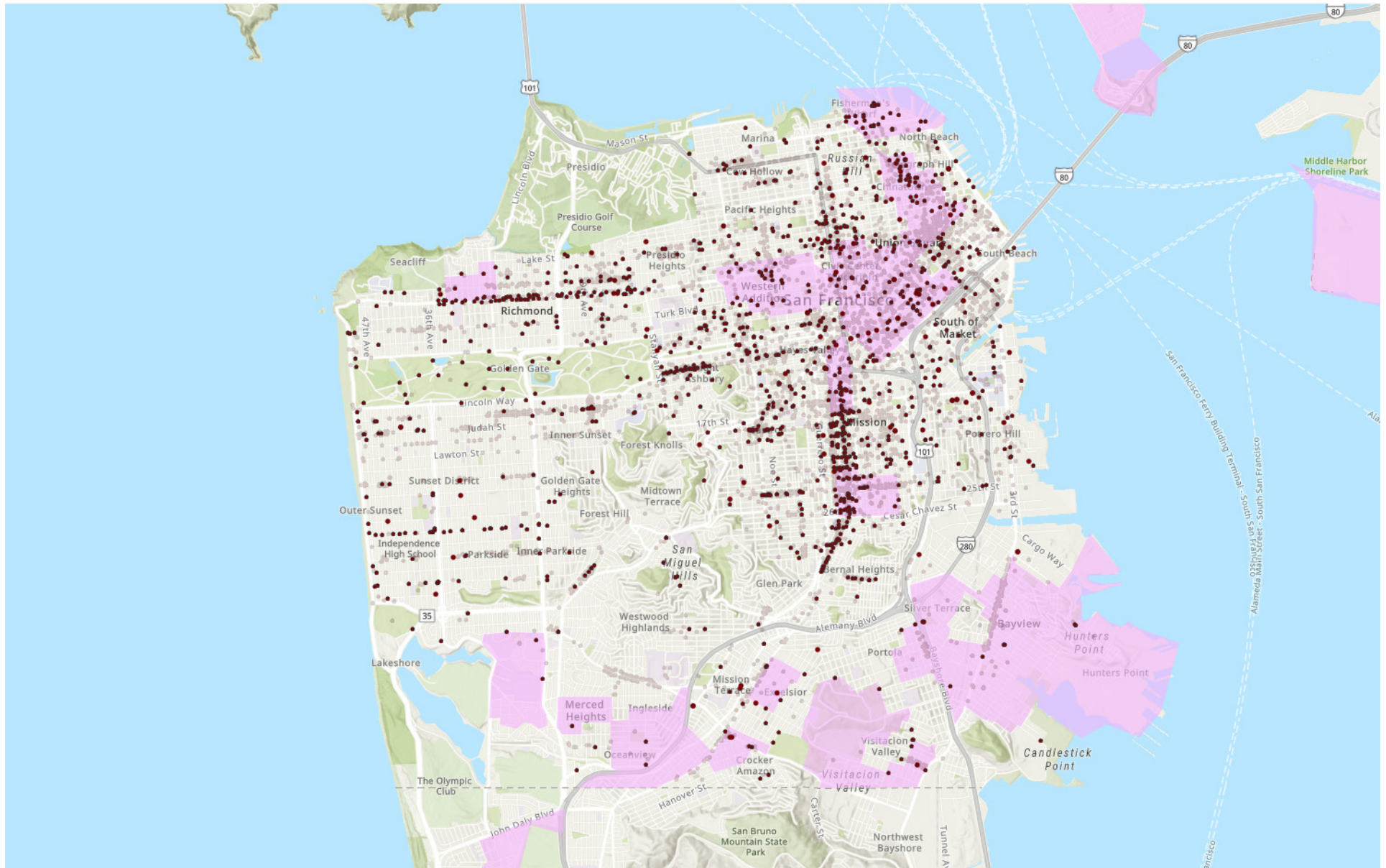
Construction Phase	Cost	NOTES
Construction Labor - Surveyer (Sign Shop)	\$ 297,409	
Construction Labor - Shops	\$ 246,349	

SUBTOTAL - Construction Labor: \$ 543,758

Procurement				
ITEM	NO.	UNIT COST	Cost	NOTES
Bike racks	1000	\$285.38	\$ 285,380	In addition to inventory

SUBTOTAL - Procurement: \$ 285,380

SUBTOTAL all labor: \$ 771,894
SUBTOTAL procurement: \$ 285,380
Grand total: \$ 1,057,274



5/1/2024

- Bike Rack Install Locations - 2021 - Present

- Existing Bike Racks

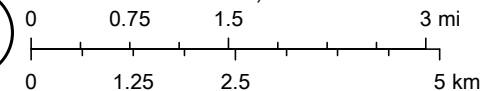
Equity Priority Communities

racks installed in EPCs: 843

% racks installed in EPCs: 28%



1:116,882



Esri, NASA, NGA, USGS, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land

Jason Hyde, SFMTA

**Fiscal Year 2024/25 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



San Francisco
County Transportation
Authority

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Project Name:	Short-Term Bike Parking		
Sponsor Agency:	SFMTA		
TFCA Project Number:	SFCTA assigns		

TRANSPORTATION AUTHORITY RECOMMENDATION

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY24/25	\$48,394	10%	\$457,610
FY25/26	\$306,294	61%	\$151,316
FY26/27	\$151,316	30%	
Total:	\$506,004		

Resolution:

Date:

Deliverables:

1. By January 15, April 15, July 15, and October 15 of each year, submit quarterly reports updating project progress and identifying any issues which may delay project implementation.
2. With the October 15 quarterly report, submit Interim Project Report Form.
3. By October 31, 2026, submit Final Report Form #3 (Bicycle Projects), including evidence of TFCA and Transportation Authority attribution. Final report shall include a list of rack locations and number of racks at each, as well as 2-3 photos of installed racks showing BAAQMD logo.

Notes:

1. Deliverables shall be submitted through the Transportation Authority's online grants portal at <https://portal.sfcta.org/>.
2. All required forms are available at <https://www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors>

ATTACHMENT 3
Fiscal Year 2024/25 Transportation Fund for Clean
Air 40 Percent Fund
Project Information Form



San Francisco
County Transportation
Authority

Project Name:	Paratransit Electrification - Purchase One Electric Vehicle		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Project Location:	San Francisco		
Supervisory District(s):	Citywide	TFCA Proj. Number:	SFCTA assigns
Project Manager:	Jonathan Cheng		
Contact Information	Email: jonathan.cheng@sfmta.com	Phone:	415-646-2760
Partner Agencies (incl. staff contact):			
Brief Project Description (50 words max):	SFMTA would use TFCA funds to procure one EV paratransit van to replace a gas vehicle that is beyond its useful life. The new EV paratransit van will provide trips for people who qualify for ADA paratransit and will help SFMTA prepare for wider adoption of electric vehicles.		
Type of Environmental Clearance:			

DETAILED SCOPE:

Please submit Detailed Scope as a separate Word document.

Guidance: Describe project location, purpose, and need, including target population of the project; describe how outcomes of the project will be evaluated. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project scope.

Project Type Specific Guidance:

- For First and Last Mile Connections, indicate the hours of operation, frequency of service, and transit station and employment sites/area served to ensure compliance with Air District policies.
- For heavy-duty vehicle projects, provide the relevant CARB Executive Orders.
- For smart growth projects, provide title and approval date of the originating plan.

PROJECT INFORMATION:

Describe benefits to Equity Priority Communities or disadvantaged populations.

The new EV paratransit van will provide trips for people who qualify for ADA paratransit. Individuals participating in this program are unable to use the Muni system due their disabilities and rely on the Paratransit service to complete essential activities, such as attending medical appointments or going to grocery stores.

Demonstrate community support (e.g. cite a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor or a community-based organization).

The San Francisco Climate Action Plan calls for electrification of 25% of vehicles by 2030 and 100% by 2040.

Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.

n/a

NOTE: Cost-effectiveness worksheets are required for all project types, available at sfcta.org/tfca.

Paratransit Electrification
Scope of Work
Transportation Fund for Clean Air
SFMTA

The purpose of the project is to reduce vehicle emissions by purchasing an EV van for use in paratransit service. The EV would replace paratransit vehicle #922, which is a gasoline powered, Type B Ford E450 van that is beyond its useful life.

This vehicle will be used solely for the SF Paratransit program. 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. This vehicle would be used to transport eligible individuals for our ADA van services, SF Access and Group Van services, as well as our non-ADA van programs, including Shop-a-Round and Van Gogh. Overall, approximately 252,000 paratransit van trips are projected to be provided to 11,000 eligible consumers with disabilities in FY23/24.

The paratransit fleet includes 138 vehicles, none of which are EVs. The maximum annual mileage for the current fleet is 26,313, a number that reflects the limited service area (the paratransit service area is restricted to the City & County of San Francisco) and lower ridership as a result of the COVID-19 pandemic. The EV charging infrastructure will be located at the SF Paratransit facility in Brisbane. The California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation mandates that all transit agencies in California transition fleet vehicles with a gross vehicle weight rating (GVWR) greater than 14,500 pounds from internal combustion engine vehicles (ICEVs) to zero-emission vehicles (ZEVs) by 2040. SF Paratransit currently operates 63 vehicles that fall under this requirement and SFMTA will continue to use these larger vehicles to support our Group Van service. The operation and charging of the electric vehicles purchased for the paratransit program as part of this grant will inform further electrification efforts.

New EV paratransit vans will provide a cleaner, safer transportation experience for seniors and people with disabilities while supporting the City's goals of reducing carbon emissions and promoting sustainable modes of transportation.

**Fiscal Year 2024/25 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



San Francisco
County Transportation
Authority

Project Name:	Paratransit Electrification - Purchase One Electric Vehicle
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SCHEDULE	Status	Start Date		End Date	
Phase/Milestone	% Complete as of 4/19/24	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering					
Environmental Studies (PA&ED)					
Design Engineering (PS&E)					
Right-of-Way					
Advertise Construction					
Start Construction or Procurement (e.g. award contract)	0%	July	2024	December	2025
Open for Use	N/A	N/A	N/A	December	2025
Final Report Due Date (Project completion):	SFCTA will assign (default is 3 months after completion, including evaluation)				

PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	TFCA	Non-Public Funds	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0				
Environmental Studies (PA&ED)	\$0				
Design Engineering (PS&E)	\$0				
Right-of-Way	\$0				
Construction	\$300,000	\$45,000		\$255,000	vendor quote
TOTAL COST	\$300,000	\$45,000	\$0	\$255,000	

TFCA EXPENDITURES BY FISCAL YEAR (CASH FLOW)

All Phases	24/25	25/26	26/27	Total
TFCA	\$45,000	\$0	\$0	\$45,000

FUNDING PLAN

Funding Source and Status	Planned	Programmed	Allocated	Total
TFCA	\$45,000			\$45,000
TBD (Will be one or more of FTA 5307, TCP, TSF Maintenance, and Prop B)	\$255,000			\$255,000
TOTAL FUNDING	\$300,000	\$0	\$0	\$300,000

**Fiscal Year 2024/25 Transportation Fund for Clean Air
40 Percent Fund
Project Information Form**



San Francisco
County Transportation
Authority

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Project Name:	Paratransit Electrification - Purchase One Electric Vehicle
Sponsor Agency:	San Francisco Municipal Transportation Agency
TFCA Project Number:	SFCTA assigns

TRANSPORTATION AUTHORITY RECOMMENDATION

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY24/25	\$45,000	100%	\$0
Total:	\$45,000		

Resolution:

Date:

Deliverables:

- By January 15, April 15, July 15, and October 15 of each year, submit quarterly reports updating project progress and identifying any issues which may delay project implementation.
- With the October 15 quarterly report, submit Interim Project Report Form.
- Upon receipt of the vehicle, provide two digital photos of the new vehicle, with at least one photo showing the BAAQMD decal affixed to the vehicle.
- Upon completion, provide a short memo summary of this vehicle's attributes and performance relative to the other electric paratransit vehicle(s) that SFMTA has tested in pilot programs that can be used to inform future paratransit vehicle procurements.
- By December 31, 2025, submit Final Report Form #1 (vehicle procurement), including evidence of TFCA and Transportation Authority attribution. The final report shall also include evidence that vehicle #922 (or an equivalent vehicle) has been scrapped according to BAAQMD requirements, including DMV Dismantlers Notice of Acquisition REG 42 form, engine serial number, and photo of destroyed engine block (e.g. hole punched in block).

Notes:

- Deliverables shall be submitted through the Transportation Authority's online grants portal at <https://portal.sfcta.org/>.
- SFMTA shall include relevant information from this project in written updates on paratransit vehicle fleet electrification as required every six months under SGA 117-910095 (Project name: *Replace 18 Paratransit Vehicles*).
- All required forms are available at <https://www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors>

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AGENDA ITEM 5

State Legislation - June 2024

(Updated June 5, 2024)

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

Staff is recommending a new support position on Senate Bill (SB) 960 (Wiener) and is recommending adding SB 961 (Wiener) to the watch list, as shown in **Table 1**.

Table 2 provides updates on SB 1031 (Wiener, Wahab), on which the Transportation Authority previously approved a support and seek amendments position.

Table 3 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.

Table 1. Recommended New Positions

Recommended Positions	Bill # Author	Title and Summary
Support	SB 960 Wiener D	<p>Transportation: planning: complete streets facilities: transit priority projects.</p> <p>SB 960 would strengthen requirements that state of good repair projects on the state highway system, including state-owned surface streets such as 19th Avenue, accommodate all road users (e.g., pedestrians, cyclists, and those using public transit), with some exceptions. It also requires Caltrans to develop a transit priority policy. Mayor Breed took a Support position on this bill.</p> <p>We are recommending a support position on SB 960 because it could increase road safety, consistent with the City's Vision Zero Policy, and require Caltrans to deliver projects that better align with San Francisco's Complete Streets Policy. It would also encourage Caltrans to develop a process to expedite and simplify the implementation of complete streets and transit priority projects and make the project approval process more predictable.</p>



AGENDA ITEM 5

Watch	SB 961 Wiener D	<p>Vehicles: safety equipment: speed governors</p> <p>SB 961 would require new passenger vehicles and large trucks to be equipped with a passive intelligent speed limiter assistance system (also known as a “speed governor”) that would provide a brief, one-time, visual and audio signal to alert the driver each time the speed of the vehicle is more than 10 miles per hour over the speed limit. Researchers estimated that if all vehicles had these speed governor systems, road injuries in urban areas could be reduced by as much as 20%. The time frame in the bill would require 50% implementation for model year 2029 or later and 100% for model year 2032 and later. It would only apply to cars sold in California. WalkSF is listed as a source of the bill, with support from a number of bicycle, pedestrian, transit, and environmental advocacy organizations. Opposition includes car industry organizations and privacy advocates.</p> <p>We are recommending adding SB 961 to the watch list. While the research results are promising, there are technological and privacy concerns, such as availability of accurate Global Positioning System (GPS) mapping of speed limits and the need to install GPS systems on all vehicles. There is also a question of whether California could legally preempt the federal government in imposing the requirement. The National Highway Transportation Safety Board is currently studying the implementation of a speed governor requirement at the federal level.</p>
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Table 2. Notable Updates on Bills in the 2023-2024 Session

Adopted Positions	Bill # Author	Title and Update
Support and Seek Amendments	SB 1031 Wiener , Wahab D	<p>San Francisco Bay Area: local revenue measure: transportation improvements.</p> <p>SB 1031 authorizes the MTC to place a regional revenue measure on the ballot as soon as November 2026, assigns duties and authorities to the MTC for regional transit network management, requires preparation of an assessment and report for consolidation of Bay Area transit agencies, and modifies existing statute related to the Bay Area commute benefits ordinance.</p> <p>On May 31, Senators Wiener and Wahab announced that they will pause SB 1031 and introduce new legislation in 2025. While SB 1031 passed the Senate and advanced into the Assembly, the bill authors would like additional time to work through various issues raised by stakeholders across the Bay Area since the bill was introduced in March 2024. Notably, there were significant concerns about provisions in the bill related to return to source levels, expenditure plan approval processes, funding contributions from counties to transit agencies that primarily serve other counties, regional network management authorities and transit consolidation. MTC, in partnership with the authors, will convene a stakeholder engagement process later this year to discuss these issues and guide the development of the next iteration of legislation.</p>



AGENDA ITEM 5

Table 3. 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 06/05/2024)
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
	SB 915 Cortese D	Local government: autonomous vehicles. Authorizes jurisdictions, as specified, to adopt a local ordinance governing the deployment of autonomous vehicles for commercial services within that jurisdiction.	Assembly Transportation
Support and Seek Amendments	AB 1777 Ting D	Autonomous vehicles. Requires AV manufacturers to comply with the Vehicle Code, to meet specific standards interactions with first responders, and to provide information that advances transparency. Allows the DMV to suspend, revoke, or impose incremental enforcement measures if these provisions are violated. We continue to work closely with the author, 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.	Senate Transportation
	AB 3061 Haney D	Vehicles: Autonomous vehicle (AV) incident reporting. Requires AV manufacturers to report to the California DMV any vehicle collision, traffic violation, unplanned stop, or barrier to access for persons with a disability as well as vehicle miles traveled during AV testing and deployment. Authorizes the DMV to impose fines for violations of the bill's provisions and suspend testing and deployment permits. We continue to work closely with the author on language regarding data transparency.	Senate Transportation



AGENDA ITEM 5

	SB 1031 Wiener , Wahab D	San Francisco Bay Area: local revenue measure: transportation improvements. Authorizes the MTC to place a regional revenue measure on the ballot as soon as November 2026, assigns duties and authorities to the MTC for regional transit network management, requires preparation of an assessment and report for consolidation of Bay Area transit agencies, and modifies existing statute related to the Bay Area commute benefits ordinance.	<i>Held at the request of the authors</i>
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
	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 File
	AB 1837 Papan D	San Francisco Bay area: public transportation. Establishes an 11-member Regional Network Management Council to serve as an advisory body to MTC.	Senate Transportation
	AB 2813 Aguiar-Curry D	Government Investment Act. Details the types of eligible affordable housing programs that could be funded through a measure approved under ACA 1 (if approved by voters), requires the California State Auditor to establish best practices for audits, and establishes requirements regarding the appointment and function of a citizens oversight committee.	Assembly Inactive File

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: June 20, 2024

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 7/9/2024 Board Meeting: Adopt the 2023 Prop L 5-Year Prioritization Programs for Next Generation Transit Investments, Equity Priority Transportation Program, Development Oriented Transportation, and Citywide/Modal Planning and Amend the Prop L Strategic Plan Baseline

RECOMMENDATION

☐ Information

☒ Action

Adopt the 2023 Prop L 5-Year Prioritization Programs (5YPPs) for Next Generation Transit Investments, Equity Priority Transportation Program, Development Oriented Transportation, and Citywide/Modal Planning

Amend the Prop L 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. We are recommending adoption of four of the last five 5YPPs remaining, with the final 5YPP (Managed Lanes and Express Bus), the subject of a separate agenda item at this same meeting. The recommended 5YPPs require advancement of about \$2.7 million, which would result in a 0.4% (\$2.7 million) increase in debt costs compared to the Strategic Plan Baseline as amended, from \$677.4 million to \$680.2 million. Additional details on these programs are in the memo below and in the enclosed 5YPPs.

☐ Fund Allocation

☒ Fund Programming

☐ Policy/Legislation

☐ Plan/Study

☐ Capital Project
Oversight/Delivery

☐ Budget/Finance

☐ Contract/Agreement

☐ Other: ____

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

Attachment 1 shows the status of the 28 5YPPs, including those which have been adopted thus far.

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 summarized below. 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, and Attachment 3 summarizes leveraging. The 5YPPs contain more detail, including the project information forms.

Next Generation Transit Investments 5YPP. This program will plan and advance project development for the next set of major transit capital investments by providing ‘seed’ funding to help refine San Francisco’s project priorities and set these projects up to better compete for discretionary funds, both during the initial planning stages and beyond. This 5YPP is guided by ConnectSF, a multi-agency collaborative process to build an effective, equitable, and sustainable transportation system for San Francisco’s future and the San Francisco Transportation Plan (SFTP), the countywide plan.

The Geary/19th Avenue Subway Project Development Placeholder will build on the Prop K-funded Strategic Case (underway) and support the next phase of planning and initial project development. Project(s) funded by the recommended \$1.5 million of Prop L funds in this placeholder will be scoped to advance program definition and an alternatives development in preparation for screening and environmental review.

The \$2.25 million in Prop L funds recommended for the ConnectSF and SFTP Follow-on Studies Placeholder is for follow-on studies for projects that are consistent with the SFTP or its updates and ConnectSF. Possible projects include, but are not limited to, Pennsylvania Avenue Extension, T-Third Extension Phase 2, Link21, Geary/19th Avenue Subway, and San Francisco Railyards.

Equity Priority Transportation Program 5YPP. This is a new Prop L program to fund community-based projects in underserved neighborhoods – particularly Equity Priority Communities (EPCs) – as well as citywide equity evaluations and planning efforts targeting improvements for vulnerable populations (e.g., seniors, children, and/or people with disabilities). We are recommending \$300,000 in Prop L funds for three Community-Based Transportation Plans (CBTP) with priority given to EPCs that have not participated in a CBTP. We also recommend a \$1.2 million placeholder to implement recommendations from completed CBTPs, \$1 million to implement recommendations from the Visitacion Valley & Portola CBTP (\$1 million), and a \$1



million placeholder from the Brotherhood Way Safety and Circulation Plan. Finally, we recommend a \$300,000 placeholder with funds for emergent citywide equity plans and studies. Potential projects include equity priority community-based planning projects that help reduce disparities and gaps in equitable access (physical, geographic, affordability) to jobs and key services or address vulnerable populations (e.g., seniors, children, and/or people with disabilities).

Development Oriented Transportation 5YPP. This is a new Prop L program that was created as a way to incentivize and reward existing, primarily low-density neighborhoods of the city and those that have been designated as Priority Development Areas. This is accomplished by providing funding for community-based planning and implementation of transportation improvements that support increased housing density consistent with local and regional housing goals.

We are recommending \$550,000 for the West Side Network Plan. Through this plan, the Transportation Authority, SF Planning, and SFMTA will develop multimodal transportation network improvements to serve growth on the city's west side. The recommendations stemming from this plan will inform SFTP 2050+ and the West Side Network Plan Implementation Placeholder, another project in this program recommended for \$1.2 million in Prop L funding. We are recommending \$200,000 for the Bi-County Study Follow-on Placeholder, which will provide funds to update the 2013 Bi-County Study that identified projects to accommodate the significant growth planned along the San Francisco-San Mateo county line, and \$240,000 for the Development Oriented Transportation Planning Placeholder, which will fund community-based planning projects TBD to support improvements to the city's multimodal transportation network in existing low-density neighborhoods.

Citywide and Modal Planning 5YPP. This Prop L program was primarily intended to fund SFTP updates and follow on/related studies. The proposed 5YPP includes \$700,000 in Prop L funds for SFTP 2050+ which we are concurrently requesting to be appropriated under a separate agenda item. We also recommend \$700,000 for the next quadrennial update, the SFTP 2055. We are recommending \$100,000 for Autonomous Vehicle (AV) Safety Metrics & Standards consistent with SFTP policy direction. We also recommend providing local match for a resilience plan for The Embarcadero (\$150,000) and outreach and evaluation activities for SFMTA's Curbside Electric Vehicle Charging Pilot (\$150,000). Finally, we recommend a \$150,000 placeholder for citywide and network-wide transportation studies and long-range modal studies consistent with SFTP 2050 and its updates.

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.

Taken together, the proposed 5YPPs require advancement of \$2,672,246. In all, these changes would result in a 0.4% (\$2.7 million) increase in estimated debt costs over the 30-year Expenditure Plan period compared to the Strategic Plan Baseline, as amended, from \$677.4 million to \$680.2 million.

To address projected outyear pinch points for debt service, we reduced programming and cashflow between FYs 2036/37 and 2038/39 in Next Generation Transit Investments (which is advancing funds in this 5YPP period) and added it back to the end of the program when there is more capacity. If the proposed changes are approved, this would extend Next Generation Transit Investments programming two years longer - through FY 2049/50 - than it would have otherwise due to its advancement of funds.

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

Next Steps. We plan to bring the final Prop L Strategic Plan to the Board for adoption in Fall 2024.

FINANCIAL IMPACT

There is no impact on the proposed Fiscal Year 2024/25 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 specific projects over the five fiscal years starting in FY 2023/24. However, allocation of funds and issuance of any debt are subject to separate approval actions by the Board.

CAC POSITION

The Community Advisory Committee will consider this item at its June 26, 2024, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - List of the 28 Programs in the Prop L Expenditure Plan
- Attachment 2 - Recommended 5YPPs List of Projects



- Attachment 3 - Recommended 5YPPs Program Summary: Fund Leveraging
- Attachment 4 - Prop L Strategic Plan Baseline as Amended Sources and Uses
- Attachment 5 - Strategic Plan Baseline as Amended - Programming & Cash Flow by FY
- Enclosures (4):
 - Draft 2023 Prop L Next Generation Transit Investments 5-Year Prioritization Program
 - Draft 2023 Prop L Equity Priority Transportation Program 5-Year Prioritization Program
 - Draft 2023 Prop L Development Oriented Transportation 5-Year Prioritization Program
 - Draft 2023 Prop L Citywide/Modal Planning 5-Year Prioritization Program

Prop L's 28 Programs

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

Approved

Proposed for approval in July 2024

*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 Street Projects
24. Transportation Demand Management
25. Neighborhood Transportation Program
- 26. Equity Priority Transportation Program**
- 27. Development Oriented Transportation**
- 28. Citywide/Modal Planning**

Attachment 2
5-Year Prioritization Programs - List of Projects

#	Program	Project Name: Sponsor	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
1	Next Generation Transit Investments	ConnectSF and SFTP Follow-on Studies Placeholder: TBD	The projects to be funded by this placeholder would be guided by the San Francisco Transportation Plan or its updates and ConnectSF, a multi-agency collaborative process to build an effective, equitable, and sustainable transportation system for San Francisco's future. ConnectSF has defined a 50-year vision of San Francisco's future that represents our priorities, goals, and aspirations as a city within the larger Bay Area. Possible projects include, but are not limited to, Pennsylvania Avenue Extension, T-Third Extension Phase 2, Link21, Geary/19th Avenue Subway, and San Francisco Railyards. ▮	TBD	Planning / Conceptual Engineering	\$750,000	FY25
2						\$1,500,000	FY26
3		Geary/19th Avenue Subway Project Development Placeholder: TBD	The Transit Corridors Study from the multi-agency ConnectSF initiative prioritized the long-term development of rail rapid transit for the West Side of San Francisco, centering on the development of a rail subway serving the combined Geary and 19th Avenue corridors. Prop L funds will build on the Prop K funded Strategic Case (underway) and support the next phase of planning and initial project development, including program definition and an alternatives development in preparation for screening and environmental review.	1, 2, 3, 4, 5, 6, 7, 11	Planning / Conceptual Engineering	\$1,500,000	FY25
4	Equity Priority Transportation Program	Brotherhood Way Safety and Circulation Plan Implementation Placeholder: TBD	The project would implement recommendations from the ongoing Brotherhood Way Safety and Circulation Plan (BWSC), estimated for completion in September 2025. BWSC will make recommendations about how to improve safety, circulation, and connectivity through two key corridors. In the first corridor, are two major arterial streets: Brotherhood Way and Alemany Boulevard. The second corridor is St. Charles Street which provides a critical North-South connection through the neighborhood to regional transit at Daly City BART station. Although the BWSC recommendations will not be made until 2025, it is likely that major road diets or reconfigurations will be brought forward for consideration as alternatives.	7, 11	TBD	\$1,000,000	FY26
5		Citywide Equity Planning Placeholder: TBD	This is a placeholder with funds for emergent citywide equity plans and studies. Potential projects include equity priority community-based planning projects that help reduce disparities and gaps in equitable access (physical, geographic, affordability) to jobs and key services or address vulnerable populations (e.g. seniors, children, and/or people with disabilities).	TBD	TBD	\$300,000	FY25
6		Community Based Transportation Plan Implementation Placeholder: TBD	This is a placeholder with funds to implement recommendations from completed Community-Based Transportation Plans (CBTPs) developed with Equity Priority Communities (EPC).	TBD	TBD	\$600,000	FY26
7						\$600,000	FY27
8		Community Based Transportation	These are placeholder funds to undertake Community-Based Transportation Plans (CBTPs) in Equity Priority Communities (EPCs). The CBTPs are intended to bring local residents, community organizations and transportation			\$100,000	FY25

Attachment 2
5-Year Prioritization Programs - List of Projects

#	Program	Project Name: Sponsor	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
9		Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon): TBD	agencies together to identify important transportation challenges facing EPCs, and identify, prioritize, and develop strategies to address them. The CBTPs set up a pipeline of projects, helping to position them to compete for other Prop L funds and discretionary grants. This placeholder would provide matching funds for three CBTPs over this 5-year period, with priority to EPCs that have not yet participated in a CBTP.	TBD	Planning	\$100,000	FY26
10						\$100,000	FY27
11		Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder: SFMTA	Prop L funds would be used to implement the recommendations from the Visitacion Valley & Portola Community Based Transportation Plan (CBTP), completed in 2023. Recommendations include traffic calming and pedestrian safety devices at locations identified through the CBTP's outreach efforts, and in consultation with the District 9 and District 10 Supervisors' offices. □	9, 10	TBD	\$400,000	FY25
12						\$600,000	FY26
13	Development Oriented Transportation	Bi-County Study Follow-on Placeholder: TBD	<p>The 2013 Bi-County Study identified the need for transportation investments to accommodate the significant growth planned along the San Francisco-San Mateo county line. The study identified priority projects, however since 2013 the circumstances for planned developments and identified transportation projects have changed.</p> <p>This placeholder will provide funds to update planning using new development assumptions and understanding of public needs through a community based planning process, and to advance development of priority projects, which could be revised based on updated planning.</p>	7, 10, 11	TBD	\$200,000	FY26
14		Development Oriented Transportation Planning Placeholder: TBD	This placeholder will provide Prop L funds for community-based planning to identify transportation projects that support improvements to the city's multimodal transportation network in existing, primarily low-density neighborhoods where the San Francisco Housing Element is directing growth. For the purposes of this 5YPP, low-density neighborhoods are those that have existing zoning of primarily one to three residential units. Proposed projects that are in existing, primarily low-density neighborhoods and are in a Priority Development Area, will be given priority. See enclosed 5YPP for a map of these areas.	TBD	Planning	\$240,000	FY25
15		West Side Network Plan: TBD	The San Francisco Planning Department (SF Planning) is implementing a new Housing Element which will locate a significantly greater share of new growth on the city's west side, particularly the southwest, in Districts 4 and 7. The purpose of the West Side Network Plan, proposed to be funded by Prop L, is for SFCTA, SF Planning, SFMTA, and west side neighborhoods to plan the multimodal transportation network improvements, both local and regional, to serve this growth as well as respond to current needs. The recommendations and concepts in the West Side Network Plan will inform the minor update to SFTP 2050, called SFTP 2050+, to be adopted in FY 2025/26 and inform the use of the West Side Network Plan Implementation Placeholder funds in this Prop L 5YPP.	4, 7	Planning	\$250,000	FY25

Attachment 2
5-Year Prioritization Programs - List of Projects

#	Program	Project Name: Sponsor	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
16		West Side Network Implementation Placeholder: TBD	This is a placeholder with funds to implement recommendations from the West Side Network Plan, expected to be completed by December 2025. These recommendations will include multimodal transportation network projects in west side neighborhoods. Anticipated eligible projects include, but are not limited to, new signals on Lincoln Boulevard and/or Sloat Boulevard.	4, 7	TBD	\$1,200,000	FY26
17	Citywide/Modal Planning	AV Safety Metrics & Standards: SFCTA	The purpose of the AV Safety Metrics & Standards Study is to develop consensus autonomous vehicles (AV) safety metrics and standards to inform regulators, San Francisco policy-makers and the public about appropriate AV safety metrics and performance standards to guide AV safety analysis and deployment policies (permitting). Prop L funds will be used to identify a set of AV safety analysis considerations, define a set of metrics for assessing AV safety, and propose AV safety performance standards to help guide AV permitting and deployment in San Francisco and beyond.	Citywide	Planning	\$100,000	FY25
18		Citywide Modal Planning Placeholder: TBD	This placeholder will fund priority planning efforts for citywide and network-wide transportation studies and long-range modal studies consistent with SFTP 2050 and its updates (including work to support a planned update). Corridor-scale studies may also be considered.	TBD	Planning	\$150,000	FY26
19		Curbside Electric Vehicle Charging Pilot Outreach & Evaluation: SFMTA	This planning would help advance and implement the recommendations in the SFMTA's Curbside Electric Vehicle Charging Feasibility Study to ultimately facilitate equitable charging access for electric vehicles (EVs) in the public right-of-way. Specifically, Prop L funds would support planning and policy development, community engagement, and development and implementation of a pilot program evaluation and monitoring plan.	Citywide	Planning	\$150,000	FY25
20		Embarcadero Mobility Resilience Plan: SFMTA	Prop L would provide the local match to a \$1.3 million state grant for resiliency planning along The Embarcadero from China Basin to Aquatic Cove, and extending inland to approximately Broadway, Powell and 5th streets. The plan would support development of alternatives for the various modes along The Embarcadero to ensure resiliency and connectivity for all major transportation modes and associated infrastructure. The plan would aim to align resilience, mobility and economic recovery work in the Financial District and adjacent neighborhoods, and will feed into a larger, multi-sectoral resilience master plan for the corridor, with an implementation framework that will guide future collaboration.	2, 3, 6	Planning	\$150,000	FY25

Attachment 2
5-Year Prioritization Programs - List of Projects

#	Program	Project Name: Sponsor	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
21		San Francisco Transportation Plan (SFTP) 2050+:SFCTA	<p>Updated every four years, the SFTP is the blueprint for the city's transportation system development and investment over the next 30 years. The plan analyzes all transportation options like transit, walking, driving, and biking to set investment priorities and advance the city's goal to build an effective, equitable, and sustainable transportation system. The SFTP positions San Francisco projects for discretionary funds and provides the basis for San Francisco's input to the Bay Area's Regional Transportation Plan / Sustainable Communities Strategy. The SFTP also examines policy and programmatic needs to help reach the City's long-range goals and makes policy recommendations that can be adopted as SFCTA policies and/or recommended for adoption by partner entities.</p> <p>Prop L funds would be used to help fund the SFTP 2050+, which is a minor update to SFTP 2050 (adopted 2022). SFTP 2050+ will reflect the significant post-pandemic travel behavior changes wrought by the pandemic, such as significantly decreased transit ridership, decreases in various revenue sources, and other demographic and land use changes.</p>	Citywide	Planning	\$700,000	FY25
22		San Francisco Transportation Plan (SFTP) 2055:SFCTA	Requested Prop L funds would be used to help fund the SFTP 2055, which will be a major update to SFTP 2050+ and will provide the basis for San Francisco's input into the Regional Transportation Plan/Sustainable Communities Plan 2055 update.	Citywide	Planning	\$700,000	FY27

Attachment 3
5-Year Prioritization Programs - Summary

#	Program	Programming Amount Requested in 5YPP	Amount of Prop L Cash Flow Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
1	Next Generation Transit Investments	\$3,750,000	\$1,668,419	73.2%	TBD	<p>We recommend advancing nearly \$1.7M. This is a relatively small program that was anticipated to be advanced consistent with its intent as 'seed' funding to further planning and project development for the next set of major transit capital projects. Prop L funds will help refine San Francisco's project priorities and set these projects up to better compete for discretionary funds, both during the initial planning stages and beyond.</p> <p>At this time, since all the funding in this five-year period is programmed as a placeholder, anticipated leveraging in this 5YPP is to be determined. We will evaluate specific projects for leveraging as we receive requests for funding from the placeholders.</p>
2	Equity Priority Transportation Program	\$3,800,000	\$0	77.6%	TBD	<p>We are not recommending to advance cash flow beyond the pay-as-you-go amounts in the Strategic Plan Baseline for this program.</p> <p>All of the proposed programming are placeholders at this time. When specific projects are proposed for placeholder funding, we will evaluate their proposed leveraging of sales tax funds. There are discretionary grant opportunities for these types of community based and equity focused planning efforts (e.g., Caltrans Planning Grants and Metropolitan Transportation Commission Community Based Transportation Planning funds) and many sources available for project development and implementation depending on the types of projects recommended.</p>
3	Development Oriented Transportation	\$1,890,000	\$0	92.2%	TBD	<p>We are not recommending to advance cash flow beyond the pay-as-you-go amounts in the Strategic Plan Baseline for this program.</p> <p>Leveraging for the West Side Network Plan is 54.5%, below the 92.2% anticipated for the Development Oriented Transportation program over the life of the 30-year measure. We expect that overall leveraging will improve for this program in future years as the placeholder funds are programmed to specific projects that leverage non-sales tax funds. We will evaluate projects for leveraging when we receive requests for placeholder funds.</p>

Attachment 3
5-Year Prioritization Programs - Summary

#	Program	Programming Amount Requested in 5YPP	Amount of Prop L Cash Flow Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
4	Citywide/Modal Planning	\$1,950,000	\$1,003,827	67.9%	TBD	<p>We recommend advancing just over \$1 million for this 5YPP, most of which is for the two priority projects for this program, the San Francisco Transportation Plan (SFTP) 2050+ and the SFTP 2055 update, which together exceed the baseline amount available. The SFTP is a critical planning document for establishing San Francisco's long-range priorities, providing input into Plan Bay Area, and helping to position those projects to be eligible and competitive for discretionary funds. Funds are also being advanced to support the other recommended projects which will help inform the SFTP: resilience planning along The Embarcadero, an autonomous vehicle safety study, and an electric vehicle charging pilot.</p> <p>Leveraging for the SFTP 2050+ is at 53.3% and close to the expected leveraging of 67.9% for this program. The Embarcadero Mobility Resilience Master Plan has very good leveraging due to a \$1.3 million Caltrans grant. The SFTP 2055, based on prior similar efforts, is anticipated to have good leveraging. Leveraging for the Curbside Electric Vehicle Charging Pilot Outreach & Evaluation project will be calculated when an allocation request form is submitted with a more complete scope, cost, and funding plan. We will also evaluate specific projects for leveraging as we receive requests for the Citywide Modal Planning placeholder funds.</p>

Attachment 4: Prop L Strategic Plan Baseline Amendment Sources and Uses (6.20.24)

SOURCES	(YOE\$)	USES	(YOE\$)
Sales Tax Revenue	\$4,674.6 M	Funds Available for Projects	\$3,024.1 M
Investment Income	\$4.4 M	Long Term Bond Principal	\$981.3 M
Long Term Bond Proceeds	\$773.0 M	Financing Costs	\$680.2 M
Loans - Yerba Buena Island Capital Projects	\$126.8 M	Capital Reserve	\$468.5 M
TOTAL	\$5,578.9 M	Program Administration and Operating Costs	\$304.6 M
		Loans - Yerba Buena Island Capital Projects	\$120.2 M
		TOTAL	\$5,578.9 M

Attachment 5A:
Amended 2023 Strategic Plan Baseline Programming
Pending July 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	\$ 152,116,523	8.45%	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	\$ 12,847,791	\$ -	\$ -	\$ -	\$ 49,432	\$ 138,076	\$ 337,706	\$ 429,827	\$ 420,017	\$ 457,768	\$ 595,710	\$ 605,571	\$ 718,536	\$ 705,281	\$ 713,423	\$ 712,280	\$ 707,416	\$ 701,452	
				Total	\$ 151,280,643	\$ -	\$ 6,200,000	\$ 3,049,000	\$ 9,201,432	\$ 2,290,076	\$ 2,489,706	\$ 5,507,270	\$ 5,578,698	\$ 5,698,988	\$ 5,918,026	\$ 6,015,851	\$ 6,215,380	\$ 6,290,074	\$ 6,387,572	\$ 6,477,216	\$ 6,564,590	\$ 6,652,340	
202	Muni Rail Core Capacity	\$ 69,143,874	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	\$ 138,287,748	28.45%	Programming	\$ 90,296,000	\$ -	\$ 35,296,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ 39,345,569	\$ -	\$ -	\$ -	\$ 495,423	\$ 737,838	\$ 1,054,956	\$ 947,822	\$ 2,548,980	\$ 2,599,343	\$ 3,155,708	\$ 2,984,789	\$ 3,285,094	\$ 2,981,968	\$ 2,779,264	\$ 2,545,581	\$ 2,307,290	\$ 2,074,839	
				Total	\$ 129,641,569	\$ -	\$ 35,296,000	\$ -	\$ 495,423	\$ 737,838	\$ 1,054,956	\$ 947,822	\$ 57,548,980	\$ 2,599,343	\$ 3,155,708	\$ 2,984,789	\$ 3,285,094	\$ 2,981,968	\$ 2,779,264	\$ 2,545,581	\$ 2,307,290	\$ 2,074,839	
III. Caltrain																							
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,863,245	28.17%	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	\$ 116,871,442	\$ -	\$ -	\$ -	\$ 144,593	\$ 671,341	\$ 2,403,670	\$ 3,706,326	\$ 4,064,701	\$ 5,355,823	\$ 8,116,266	\$ 8,687,574	\$ 9,539,427	\$ 8,636,541	\$ 9,150,850	\$ 8,446,857	\$ 7,724,868	\$ 7,019,222	
				Total	\$ 416,871,442	\$ -	\$ -	\$ 10,000,000	\$ 15,144,593	\$ 65,671,341	\$ 2,403,670	\$ 43,706,326	\$ 44,064,701	\$ 45,355,823	\$ 48,116,266	\$ 33,687,574	\$ 9,539,427	\$ 8,636,541	\$ 34,150,850	\$ 8,446,857	\$ 7,724,868	\$ 7,019,222	
TOTAL MAJOR CAPITAL PROJECTS		\$ 774,411,390	21.83%	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	\$ 169,064,802	\$ -	\$ -	\$ -	\$ 689,448	\$ 1,547,256	\$ 3,796,332	\$ 5,083,974	\$ 7,033,698	\$ 8,412,934	\$ 11,867,684	\$ 12,277,934	\$ 13,543,057	\$ 12,323,790	\$ 12,643,537	\$ 11,704,719	\$ 10,739,574	\$ 9,795,513	
				Total	\$ 766,824,294	\$ -	\$ 41,496,000	\$ 15,349,000	\$ 27,271,448	\$ 68,699,256	\$ 5,948,332	\$ 52,469,346	\$ 109,537,235	\$ 56,036,527	\$ 59,609,234	\$ 45,147,433	\$ 21,538,466	\$ 20,447,125	\$ 45,896,845	\$ 20,090,079	\$ 19,259,100	\$ 18,451,530	
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																							
I. Transit Maintenance, Rehabilitation, and Replacement																							
206	Muni Maintenance	\$ 1,084,175,946	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	\$ 15,456,209	\$ -	\$ -	\$ -	\$ 465,120	\$ 903,465	\$ 1,944,221	\$ 1,935,634	\$ 1,599,698	\$ 1,661,618	\$ 2,033,854	\$ 1,783,159	\$ 1,663,264	\$ 1,182,276	\$ 283,898	\$ -	\$ -	\$ -	
				Total	\$ 803,456,209	\$ -	\$ 63,808,000	\$ 32,800,000	\$ 14,645,120	\$ 2,080,465	\$ 36,826,221	\$ 33,935,634	\$ 36,599,698	\$ 27,737,618	\$ 28,110,854	\$ 33,783,159	\$ 31,663,264	\$ 31,182,276	\$ 20,283,898	\$ 15,000,000	\$ 20,000,000	\$ 21,000,000	
207	BART Maintenance	\$ 48,400,712	22.43%	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	\$ 10,855,726	\$ -	\$ 98,388	\$ 392,635	\$ 257,187	\$ 278,352	\$ 400,309	\$ 433,464	\$ 370,585	\$ 403,268	\$ 523,985	\$ 531,878	\$ 630,199	\$ 617,726	\$ 624,028	\$ 622,227	\$ 617,205	\$ 611,256	
				Total	\$ 47,371,347	\$ -	\$ 12,623,388	\$ 392,635	\$ 257,187	\$ 278,352	\$ 400,309	\$ 2,049,014	\$ 2,011,983	\$ 2,070,929	\$ 2,217,449	\$ 2,253,331	\$ 2,379,195	\$ 2,394,705	\$ 2,429,439	\$ 2,456,524	\$ 2,480,851	\$ 2,504,721	
208	Caltrain Maintenance	\$ 138,287,748	11.95%	Programming	\$ 115,002,000	\$ -	\$ 5,002,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	
				Interest Costs	\$ 16,521,470	\$ -	\$ -	\$ 84,388	\$ 120,846	\$ 231,659	\$ 503,867	\$ 667,826	\$ 582,106	\$ 642,441	\$ 842,675	\$ 859,520	\$ 1,019,184	\$ 996,012	\$ 999,636	\$ 986,989	\$ 966,341	\$ 941,681	
				Total	\$ 131,523,470	\$ -	\$ 5,002,000	\$ 5,084,388	\$ 5,120,846	\$ 5,231,659	\$ 5,503,867	\$ 5,667,826	\$ 5,582,106	\$ 5,642,441	\$ 5,842,675	\$ 5,859,520	\$ 6,019,184	\$ 5,996,012	\$ 5,999,636	\$ 5,986,989	\$ 5,966,341	\$ 5,941,681	
209	Ferry Maintenance	\$ 6,914,387	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	\$ 40,103,447	3.95%	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	\$ 1,582,754	\$ -	\$ -	\$ 16,636	\$ 22,555	\$ 33,850	\$ 39,425	\$ 55,290	\$ 47,501	\$ 51,938	\$ 67,802	\$ 69,133	\$ 82,268	\$ 80,977	\$ 82,133	\$ 82,216	\$ 81,860	\$ 81,369	
				Total	\$ 39,793,368	\$ -	\$ 1,884,000	\$ 1,496,636	\$ 898,555	\$ 33,850	\$ 39,425	\$ 1,393,889	\$ 1,407,517	\$ 1,433,714	\$ 1,470,958	\$ 1,495,479	\$ 1,531,436	\$ 1,553,332	\$ 1,578,045	\$ 1,602,062	\$ 1,626,024	\$ 1,650,239	
211	Bayview Caltrain Station	\$ 37,337,692	16.75%	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	\$ 1,437,760	\$ 1,460,673	
				Interest Costs	\$ 6,253,614	\$ -	\$ -	\$ 61,636	\$ 80,108	\$ 123,982	\$ 168,574	\$ 216,402	\$ 212,744	\$ 238,839	\$ 310,416	\$ 315,171	\$ 373,523	\$ 366,216	\$ 370,037	\$ 369,051	\$ 366,151	\$ 362,699	
				Total	\$ 36,323,285	\$ -	\$ 2,086,000	\$ 4,705,636	\$ 80,108	\$ 1,923,982	\$ 168,574	\$ 1,462,684	\$ 1,478,965	\$ 1,525,320	\$ 1,616,802	\$ 1,643,149	\$ 1,722,749	\$ 1,737,029	\$ 1,762,783	\$ 1,784,081	\$ 1,803,821	\$ 1,823,371	
212	Mission Bay Ferry Landing	\$ 6,914,387	30.21%	Programming	\$ 4,500,000	\$ -	\$ -	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ 2,089,066	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,922	\$ 160,828	\$ 129,320	\$ 132,001	\$ 160,426	\$ 151,918	\$ 167,426	\$ 152,204	\$ 142,098	\$ 130,403	\$ 118,461	\$ 106,806	
				Total	\$ 6,589,066	\$ -	\$ -	\$ 4,500,000	\$ -	\$ -	\$ 69,922	\$ 160,828	\$ 129,320	\$ 132,001	\$ 160,426	\$ 151,918	\$ 167,426	\$ 152,204	\$ 142,098	\$ 130,403	\$ 118,461	\$ 106,806	
213	Next Generation Transit Investments	\$ 30,423,305	3.58%	Programming	\$ 28,968,257	\$ -	\$ -	\$ 2,250,000	\$ 1,500,000	\$ -	\$ -	\$ 1,015,489	\$ 1,031,736	\$ 1,048,244	\$ 1,064,463	\$ 1,082,056	\$ 1,099,369	\$ 1,116,959	\$ 1,134,830	\$ 500,000	\$ 600,000	\$ 700,000	
				Interest Costs	\$ 1,088,829	\$ -	\$ -	\$ -	\$ 11,000	\$ 32,625	\$ 60,045	\$ 65,208	\$ 55,906	\$ 61,005	\$ 79,483	\$ 80,892	\$ 96,088	\$ 94,416	\$ 95,604	\$ 67,521	\$ 43,896	\$ 24,699	
				Total	\$ 30,057,086	\$ -	\$ -	\$ 2,250,000	\$ 1,511,000	\$ 32,625	\$ 60,045	\$ 1,080,696	\$ 1,087,643	\$ 1,109,249	\$ 1,143,947	\$ 1,162,948	\$ 1,195,457	\$ 1,211,374	\$ 1,230,434	\$ 567,521	\$ 643,896	\$ 724,699	
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		\$ 1,392,557,624	3.87%	Programming	\$ 1,048,169,228	\$ -	\$ 85,305,000	\$ 51,147,000	\$ 21,556,000	\$ 7,977,000	\$ 39,882,000	\$ 42,446,711	\$ 45,533,858	\$ 36,498,400	\$ 36,786,393	\$ 42,803,755	\$ 40,896,615	\$ 40,990,960	\$ 31,086,815	\$ 25,531,216	\$ 30,711,716	\$ 31,893,503	
				Interest Costs	\$ 53,847,668	\$ -	\$ 98,388	\$ 555,295	\$ 956,815	\$ 1,603,932	\$ 3,186,364	\$ 3,534,653	\$ 2,997,860	\$ 3,191,111	\$ 4,018,682	\$ 3,791,671	\$ 4,031,952	\$ 3,489,827	\$ 2,597,435	\$ 2,258,406	\$ 2,193,914	\$ 2,128,510	
				Total	\$ 1,102,016,895	\$ -	\$ 85,403,388	\$ 51,702,295	\$ 22,512,815	\$ 9,580,932	\$ 43,068,364	\$ 45,981,364	\$ 48,531,718	\$ 39,889,510	\$ 40,805,035	\$ 46,595,426	\$ 44,928,567	\$ 44,480,787	\$ 33,684,249	\$ 27,789,623	\$ 32,905,630	\$ 34,022,013	
C. PARATRANSIT																							
214	Paratransit	\$ 313,913,188	22.40%	Programming	\$ 234,048,020	\$ -	\$ 13,113,000	\$ 13,506,000	\$ 13,911,000	\$ 14,329,000	\$ 14,758,000	\$ 15,201,241	\$ 15,657,278	\$ 16,126,997	\$ 16,610,806	\$ 17,109,131	\$ 17,622,405	\$ 18,151,077	\$ 18,695,609	\$ 19,256,477	\$ 10,000,000	\$ -	
				Interest Costs	\$ 70,327,868	\$ -	\$ 197,144	\$ 489,204	\$ 557,277	\$ 900,813	\$ 1,792,624	\$ 2,136,328	\$ 1,996,173	\$ 2,361,214	\$ 3,318,820	\$ 3,625,709	\$ 4,603,541	\$ 4,815,127	\$ 5,171,979	\$ 5,466,079	\$ 5,430,207	\$ 4,997,523	
				Total	\$ 304,375,888	\$ -	\$ 13,310,144	\$ 13															

Attachment 5A:
Amended 2023 Strategic Plan Baseline Programming
Pending July 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	\$ 124,458,973	12.00%	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	\$ 14,936,057	\$ -	\$ -	\$ -	\$ 100,748	\$ 355,415	\$ 676,714	\$ 806,764	\$ 691,694	\$ 752,947	\$ 978,658	\$ 993,711	\$ 1,177,763	\$ 1,154,791	\$ 1,047,957	\$ 928,742	\$ 807,825	\$ 698,999	
				Total	\$ 124,040,535	\$ -	\$ 11,204,000	\$ 7,875,000	\$ 2,904,748	\$ 3,159,415	\$ 3,480,714	\$ 4,961,035	\$ 4,912,434	\$ 5,041,218	\$ 5,333,280	\$ 5,420,304	\$ 5,675,181	\$ 5,724,168	\$ 3,047,957	\$ 2,928,742	\$ 2,807,825	\$ 2,948,999	
II. Safer and Complete Streets																							
218	Safer and Complete Streets	\$ 210,197,377	13.64%	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	\$ 28,679,253	\$ -	\$ -	\$ -	\$ 39,027	\$ 177,371	\$ 517,116	\$ 811,206	\$ 891,599	\$ 1,117,546	\$ 1,541,805	\$ 1,607,860	\$ 1,903,543	\$ 1,864,408	\$ 1,823,709	\$ 1,766,903	\$ 1,708,701	\$ 1,645,467	
				Total	\$ 209,777,868	\$ -	\$ 8,080,000	\$ 15,593,000	\$ 9,175,027	\$ 8,178,371	\$ 7,025,116	\$ 7,786,459	\$ 7,978,456	\$ 8,317,794	\$ 8,852,974	\$ 9,040,361	\$ 9,454,964	\$ 9,536,653	\$ 8,323,709	\$ 8,516,903	\$ 8,708,701	\$ 8,645,467	
219	Curb Ramps	\$ 40,103,447	6.54%	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	\$ 2,620,771	\$ -	\$ -	\$ -	\$ 4,657	\$ 21,440	\$ 57,553	\$ 99,480	\$ 85,247	\$ 92,977	\$ 121,080	\$ 123,168	\$ 146,241	\$ 143,635	\$ 145,382	\$ 145,235	\$ 144,326	\$ 143,190	
				Total	\$ 39,206,904	\$ -	\$ 575,000	\$ 1,100,000	\$ 1,159,657	\$ 1,233,440	\$ 1,332,553	\$ 1,438,079	\$ 1,445,263	\$ 1,474,753	\$ 1,524,236	\$ 1,549,515	\$ 1,595,409	\$ 1,615,989	\$ 1,641,294	\$ 1,665,082	\$ 1,688,490	\$ 1,712,060	
220	Tree Planting	\$ 27,657,550	13.90%	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	\$ 3,845,167	\$ -	\$ -	\$ 14,839	\$ 25,658	\$ 48,462	\$ 105,485	\$ 152,919	\$ 130,808	\$ 142,422	\$ 185,154	\$ 188,040	\$ 222,911	\$ 218,604	\$ 220,937	\$ 220,399	\$ 218,716	\$ 216,701	
				Total	\$ 27,248,468	\$ -	\$ 1,000,000	\$ 1,064,839	\$ 1,125,658	\$ 1,208,462	\$ 1,325,485	\$ 1,076,090	\$ 1,068,750	\$ 1,095,371	\$ 1,152,848	\$ 1,171,727	\$ 1,222,337	\$ 1,234,021	\$ 1,252,601	\$ 1,268,569	\$ 1,283,657	\$ 1,298,681	
III. Freeway Safety and Operational Improvements																							
221	Vision Zero Ramps	\$ 11,063,020	16.90%	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	\$ 1,869,417	\$ -	\$ -	\$ 27,765	\$ 37,314	\$ 46,679	\$ 69,369	\$ 75,137	\$ 64,255	\$ 69,942	\$ 90,904	\$ 92,297	\$ 109,387	\$ 107,249	\$ 108,369	\$ 108,081	\$ 107,233	\$ 106,223	
				Total	\$ 10,513,764	\$ -	\$ 2,000,000	\$ 27,765	\$ 127,314	\$ 396,679	\$ 69,369	\$ 444,405	\$ 439,432	\$ 451,122	\$ 477,981	\$ 485,772	\$ 509,158	\$ 513,416	\$ 521,034	\$ 527,349	\$ 533,210	\$ 539,015	
222	Managed Lanes and Express Bus	\$ 13,828,775	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	\$ 27,657,550	0.00%	Programming	\$ 27,612,256	\$ -	\$ -	\$ 601,000	\$ 646,000	\$ -	\$ 645,000	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 27,612,256	\$ -	\$ -	\$ 601,000	\$ 646,000	\$ -	\$ 645,000	\$ 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	
TOTAL STREETS AND FREEWAYS		\$ 626,443,499	8.77%	Programming	\$ 567,957,331	\$ -	\$ 25,921,130	\$ 29,215,261	\$ 17,986,261	\$ 17,064,261	\$ 15,288,261	\$ 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	\$ 54,937,106	\$ -	\$ -	\$ 50,843	\$ 225,365	\$ 686,101	\$ 1,511,695	\$ 2,061,949	\$ 1,963,246	\$ 3,058,739	\$ 3,148,360	\$ 3,729,875	\$ 3,555,483	\$ 3,514,981	\$ 3,337,626	\$ 3,513,981	\$ 3,327,626	\$ 3,153,830	\$ 2,976,114
				Total	\$ 622,894,437	\$ -	\$ 25,921,130	\$ 29,266,104	\$ 18,211,626	\$ 17,750,362	\$ 16,799,955	\$ 22,930,933	\$ 23,166,132	\$ 23,826,492	\$ 24,933,699	\$ 25,385,457	\$ 26,322,660	\$ 26,609,753	\$ 22,899,031	\$ 23,145,820	\$ 23,388,954	\$ 23,641,000	
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																							
I. Transportation Demand Management																							
224	Transportation Demand Management	\$ 24,891,795	0.00%	Programming	\$ 24,851,231	\$ -	\$ 148,000	\$ 1,555,000	\$ -	\$ -	\$ -	\$ 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	\$ 24,851,231	\$ -	\$ 148,000	\$ 1,555,000	\$ -	\$ -	\$ -	\$ 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	\$ 56,697,977	10.34%	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	\$ 5,860,005	\$ -	\$ 19,197	\$ 124,818	\$ 117,378	\$ 143,173	\$ 194,405	\$ 210,779	\$ 180,429	\$ 196,583	\$ 255,740	\$ 259,894	\$ 308,285	\$ 302,513	\$ 305,922	\$ 305,351	\$ 303,188	\$ 300,556	
				Total	\$ 56,204,023	\$ -	\$ 4,069,197	\$ 2,324,818	\$ 2,167,378	\$ 343,173	\$ 394,405	\$ 2,103,280	\$ 2,103,210	\$ 2,150,129	\$ 2,239,512	\$ 2,276,453	\$ 2,357,109	\$ 2,384,118	\$ 2,420,832	\$ 2,454,100	\$ 2,486,316	\$ 2,518,615	
226	Equity Priority Transportation Program	\$ 58,080,854	0.00%	Programming	\$ 57,812,538	\$ -	\$ -	\$ 800,000	\$ 2,300,000	\$ 700,000	\$ -	\$ 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	\$ 57,812,538	\$ -	\$ -	\$ 800,000	\$ 2,300,000	\$ 700,000	\$ -	\$ 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	\$ 27,657,550	0.00%	Programming	\$ 27,610,256	\$ -	\$ -	\$ 490,000	\$ 1,400,000	\$ -	\$ -	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 27,610,256	\$ -	\$ -	\$ 490,000	\$ 1,400,000	\$ -	\$ -	\$ 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	
228	Citywide / Modal Planning	\$ 13,828,775	7.90%	Programming	\$ 12,107,077	\$ -	\$ -	\$ 1,100,000	\$ 150,000	\$ 700,000	\$ -	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990	
				Interest Costs	\$ 1,093,088	\$ -	\$ -	\$ 5,439	\$ 11,295	\$ 18,882	\$ 37,886	\$ 41,100	\$ 35,201	\$ 38,373	\$ 49,946	\$ 50,782	\$ 60,267	\$ 59,166	\$ 59,859	\$ 59,773	\$ 59,375	\$ 58,884	
				Total	\$ 13,200,166	\$ -	\$ -	\$ 1,105,439	\$ 161,295	\$ 718,882	\$ 37,886	\$ 502,686	\$ 504,172	\$ 514,847	\$ 533,793	\$ 542,626	\$ 559,980	\$ 566,874	\$ 575,691	\$ 583,858	\$ 591,845	\$ 599,874	
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		\$ 181,156,950	3.84%	Programming	\$ 172,725,120	\$ -	\$ 4,198,000	\$ 6,145,000	\$ 5,900,000	\$ 1,600,000	\$ 200,000	\$ 6,046,773	\$ 6,143,521	\$ 6,241,817	\$ 6,338,394	\$ 6,443,152	\$ 6,546,242	\$ 6,650,981	\$ 6,757,396	\$ 6,865,514	\$ 6,975,362	\$ 7,086,967	
				Interest Costs	\$ 6,953,094	\$ -	\$ 19,197	\$ 130,257	\$ 128,672	\$ 162,055	\$ 232,291	\$ 251,879	\$ 215,630	\$ 234,956	\$ 305,686	\$ 310,677	\$ 368,552	\$ 361,678	\$ 365,781	\$ 365,124	\$ 362,562	\$ 359,440	
				Total	\$ 179,678,213	\$ -	\$ 4,217,197	\$ 6,275,257	\$ 6,028,672	\$ 1,762,055	\$ 432,291	\$ 6,298,652	\$ 6,359,150	\$ 6,476,772	\$ 6,644,080	\$ 6,753,828	\$ 6,914,794	\$ 7,012,659	\$ 7,123,177	\$ 7,230,638	\$ 7,337,924	\$ 7,446,407	
TOTAL PROP I. STRATEGIC PLAN		\$ 3,288,482,652	10.80%	Programming	\$ 2,620,659,191	\$ -	\$ 170,033,130	\$ 115,362,261	\$ 85,935,261	\$ 108,122,261	\$ 72,280,261	\$ 131,949,080	\$ 191,041,080	\$ 128,232,938	\$ 129,352,103	\$ 121,462,531	\$ 95,653,456	\$ 96,870,623	\$ 109,177,179	\$ 79,846,763	\$ 76,441,728	\$ 68,301,193	
				Interest Costs	\$ 355,130,537	\$ -	\$ 314,730	\$ 1,225,599	\$ 2,557,577	\$ 4,900,157	\$ 10,519,306	\$ 13,068,784	\$ 14,206,607	\$ 23,154,553	\$ 26,276,976	\$ 24,645,905	\$ 23,16,						

Attachment 5A:
Amended 2023 Strategic Plan Baseline Programming
Pending July 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	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 692,315	\$ 678,767	\$ 660,366	\$ 636,692	\$ 607,381	\$ 572,026	\$ 531,157	\$ 489,183	\$ 386,160	\$ 219,583	\$ 81,666	\$ -	\$ -	\$ -
		\$ 6,738,417	\$ 6,821,606	\$ 6,901,491	\$ 6,977,672	\$ 7,051,166	\$ 7,121,626	\$ 7,188,577	\$ 7,256,459	\$ 4,386,160	\$ 219,583	\$ 81,666	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,842,979	\$ 1,610,839	\$ 1,380,543	\$ 1,154,633	\$ 936,058	\$ 728,063	\$ 535,308	\$ 364,746	\$ 213,051	\$ 80,454	\$ -	\$ -	\$ -	\$ -
		\$ 1,842,979	\$ 1,610,839	\$ 1,380,543	\$ 1,154,633	\$ 936,058	\$ 728,063	\$ 535,308	\$ 364,746	\$ 213,051	\$ 80,454	\$ -	\$ -	\$ -	\$ -
III. Caltrain															
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,311,821	\$ 5,598,674	\$ 4,885,680	\$ 4,180,012	\$ 3,490,102	\$ 2,825,218	\$ 2,199,984	\$ 1,640,245	\$ 1,127,893	\$ 663,392	\$ 273,500	\$ 6,861	\$ -	\$ -
		\$ 6,311,821	\$ 5,598,674	\$ 4,885,680	\$ 4,180,012	\$ 3,490,102	\$ 2,825,218	\$ 2,199,984	\$ 1,640,245	\$ 1,127,893	\$ 663,392	\$ 273,500	\$ 6,861	\$ -	\$ -
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	\$ -	\$ -
		\$ 8,847,115	\$ 7,888,280	\$ 6,926,590	\$ 5,971,336	\$ 5,033,541	\$ 4,125,307	\$ 3,266,450	\$ 2,494,173	\$ 1,727,104	\$ 963,430	\$ 355,166	\$ 6,861	\$ -	\$ -
		\$ 17,641,446	\$ 16,823,319	\$ 16,004,589	\$ 15,194,580	\$ 14,406,319	\$ 13,651,998	\$ 12,949,969	\$ 12,337,485	\$ 8,854,016	\$ 4,328,052	\$ 3,834,738	\$ 3,551,008	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 602,578	\$ 590,099	\$ 536,436	\$ 455,368	\$ 376,421	\$ 300,696	\$ 229,870	\$ 166,735	\$ 109,543	\$ 58,360	\$ 16,931	\$ -	\$ -	\$ -
		\$ 2,526,338	\$ 2,544,639	\$ 1,386,436	\$ 455,368	\$ 376,421	\$ 300,696	\$ 229,870	\$ 166,735	\$ 109,543	\$ 58,360	\$ 16,931	\$ -	\$ -	\$ -
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 910,592	\$ 871,976	\$ 825,938	\$ 772,722	\$ 712,735	\$ 646,472	\$ 575,652	\$ 401,826	\$ 246,242	\$ 109,115	\$ 3,029	\$ -	\$ -	\$ -
		\$ 5,910,592	\$ 5,871,976	\$ 5,825,938	\$ 5,772,722	\$ 5,712,735	\$ 5,646,472	\$ 5,575,652	\$ 401,826	\$ 246,242	\$ 109,115	\$ 3,029	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -
		\$ 80,500	\$ 79,108	\$ 77,138	\$ 74,537	\$ 71,264	\$ 67,273	\$ 62,619	\$ 57,815	\$ 51,983	\$ 45,097	\$ 20,466	\$ -	\$ -	\$ -
		\$ 1,674,473	\$ 1,698,584	\$ 1,722,525	\$ 1,746,250	\$ 1,770,080	\$ 1,793,986	\$ 1,817,757	\$ 1,841,915	\$ 1,865,591	\$ 1,996,578	\$ 770,466	\$ -	\$ -	\$ -
211	Bayview Caltrain Station	\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 357,623	\$ 350,287	\$ 340,471	\$ 327,962	\$ 285,015	\$ 226,921	\$ 172,654	\$ 124,327	\$ 80,659	\$ 41,700	\$ 10,448	\$ -	\$ -	\$ -
		\$ 1,841,666	\$ 1,858,075	\$ 1,872,383	\$ 1,884,384	\$ 885,015	\$ 226,921	\$ 172,654	\$ 124,327	\$ 80,659	\$ 41,700	\$ 10,448	\$ -	\$ -	\$ -
212	Mission Bay Ferry Landing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 95,168	\$ 83,496	\$ 71,896	\$ 60,493	\$ 49,432	\$ 38,875	\$ 29,056	\$ 20,343	\$ 12,537	\$ 5,650	\$ 304	\$ -	\$ -	\$ -
		\$ 95,168	\$ 83,496	\$ 71,896	\$ 60,493	\$ 49,432	\$ 38,875	\$ 29,056	\$ 20,343	\$ 12,537	\$ 5,650	\$ 304	\$ -	\$ -	\$ -
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	\$ 200,000	\$ -	\$ -
		\$ 24,591	\$ 24,314	\$ 23,850	\$ 23,178	\$ 22,288	\$ 21,166	\$ 19,824	\$ 18,419	\$ 16,663	\$ 14,547	\$ 11,601	\$ -	\$ -	\$ -
		\$ 1,233,811	\$ 1,252,882	\$ 1,272,074	\$ 1,291,374	\$ 1,311,045	\$ 1,331,086	\$ 1,351,308	\$ 1,371,874	\$ 1,392,504	\$ 1,494,981	\$ 1,542,612	\$ 200,000	\$ -	\$ -
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		\$ 33,485,819	\$ 34,089,591	\$ 33,559,212	\$ 32,784,558	\$ 34,880,472	\$ 34,334,342	\$ 34,389,232	\$ 33,445,159	\$ 41,502,141	\$ 41,768,377	\$ 42,128,969	\$ 40,554,415	\$ -	\$ -
		\$ 2,071,052	\$ 1,999,281	\$ 1,875,728	\$ 1,714,260	\$ 1,517,156	\$ 1,301,402	\$ 1,089,675	\$ 789,464	\$ 517,627	\$ 274,470	\$ 62,778	\$ -	\$ -	\$ -
		\$ 35,556,870	\$ 36,088,872	\$ 35,434,940	\$ 34,498,818	\$ 36,397,628	\$ 35,635,744	\$ 35,478,907	\$ 34,234,623	\$ 42,019,768	\$ 42,042,847	\$ 42,191,747	\$ 40,554,415	\$ -	\$ -
C. PARATRANSIT															
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,466,922	\$ 3,933,909	\$ 3,403,137	\$ 2,880,209	\$ 2,371,670	\$ 1,884,719	\$ 1,430,165	\$ 1,025,597	\$ 660,522	\$ 335,382	\$ 75,873	\$ -	\$ -	\$ -
		\$ 4,466,922	\$ 3,933,909	\$ 3,403,137	\$ 2,880,209	\$ 2,371,670	\$ 1,884,719	\$ 1,430,165	\$ 1,025,597	\$ 660,522	\$ 335,382	\$ 75,873	\$ -	\$ -	\$ -
TOTAL PARATRANSIT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,466,922	\$ 3,933,909	\$ 3,403,137	\$ 2,880,209	\$ 2,371,670	\$ 1,884,719	\$ 1,430,165	\$ 1,025,597	\$ 660,522	\$ 335,382	\$ 75,873	\$ -	\$ -	\$ -
D. STREETS AND FREEWAYS															
I. Maintenance, Rehabilitation, and Repla															
215	Street Resurfacing, Rehabilitation and Maintenance	\$ 5,771,279	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,251,891	\$ 6,354,810	\$ 6,459,673	\$ 6,566,514	\$ 7,065,707	\$ 7,307,101	\$ 7,442,710	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 5,771,279	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,251,891	\$ 6,354,810	\$ 6,459,673	\$ 6,566,514	\$ 7,065,707	\$ 7,307,101	\$ 7,442,710	\$ -	\$ -
216	Pedestrian and Bicycle Facilities Maintenance	\$ 1,044,327	\$ 1,061,036	\$ 1,078,012	\$ 1,095,260	\$ 1,113,017	\$ 1,131,295	\$ 1,149,918	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 163,296	\$ 160,022	\$ 155,610	\$ 149,960	\$ 142,989	\$ 134,598	\$ 124,917	\$ 90,632	\$ 59,573	\$ 31,774	\$ 9,264	\$ -	\$ -	\$ -
		\$ 1,207,623	\$ 1,221,058	\$ 1,233,622	\$ 1,245,221	\$ 1,256,006	\$ 1,265,893	\$ 1,274,834	\$ 90,632	\$ 59,573	\$ 31,774	\$ 9,264	\$ -	\$ -	\$ -

Attachment 5A:
Amended 2023 Strategic Plan Baseline Programming
Pending July 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	\$ -	\$ -	\$ -	\$ -
		\$ 599,660	\$ 508,842	\$ 434,635	\$ 383,145	\$ 365,741	\$ 343,817	\$ 318,645	\$ 292,934	\$ 262,281	\$ 183,660	\$ 69,966	\$ -	\$ -	\$ -
		\$ 3,099,660	\$ 3,258,842	\$ 3,684,635	\$ 4,383,145	\$ 5,637,929	\$ 5,668,817	\$ 5,729,645	\$ 5,793,934	\$ 5,855,281	\$ 3,433,660	\$ 69,966	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,572,958	\$ 1,498,075	\$ 1,428,001	\$ 1,367,971	\$ 1,302,672	\$ 1,223,448	\$ 1,084,243	\$ 803,102	\$ 546,442	\$ 314,511	\$ 121,572	\$ -	\$ -	\$ -
		\$ 8,572,958	\$ 8,748,075	\$ 9,178,001	\$ 9,867,971	\$ 10,153,591	\$ 10,173,448	\$ 8,084,243	\$ 803,102	\$ 546,442	\$ 314,511	\$ 121,572	\$ -	\$ -	\$ -
219	Curb Ramps	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 141,402	\$ 138,708	\$ 135,019	\$ 130,244	\$ 124,312	\$ 117,140	\$ 108,832	\$ 100,290	\$ 90,003	\$ 47,698	\$ 13,511	\$ -	\$ -	\$ -
		\$ 1,735,374	\$ 1,758,184	\$ 1,780,406	\$ 1,801,957	\$ 1,823,128	\$ 1,843,852	\$ 1,863,970	\$ 1,884,390	\$ 1,903,611	\$ 47,698	\$ 13,511	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 213,714	\$ 209,374	\$ 203,548	\$ 196,109	\$ 186,944	\$ 175,927	\$ 135,155	\$ 98,770	\$ 65,723	\$ 36,049	\$ 11,799	\$ -	\$ -	\$ -
		\$ 1,313,005	\$ 1,326,254	\$ 1,338,298	\$ 1,349,014	\$ 1,358,542	\$ 1,366,764	\$ 135,155	\$ 98,770	\$ 65,723	\$ 36,049	\$ 11,799	\$ -	\$ -	\$ -
III. Freeway Safety and Operational Impr															
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 104,738	\$ 102,590	\$ 99,716	\$ 96,054	\$ 78,392	\$ 61,542	\$ 45,880	\$ 31,988	\$ 19,558	\$ 8,607	\$ 146	\$ -	\$ -	\$ -
		\$ 544,454	\$ 549,342	\$ 553,616	\$ 557,216	\$ 78,392	\$ 61,542	\$ 45,880	\$ 31,988	\$ 19,558	\$ 8,607	\$ 146	\$ -	\$ -	\$ -
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	\$ -	\$ -
		\$ 2,795,768	\$ 2,617,612	\$ 2,456,529	\$ 2,323,483	\$ 2,201,050	\$ 2,056,472	\$ 1,817,672	\$ 1,417,715	\$ 1,043,580	\$ 622,298	\$ 226,257	\$ -	\$ -	\$ -
		\$ 23,893,291	\$ 24,400,695	\$ 25,428,140	\$ 26,986,636	\$ 28,215,870	\$ 28,418,461	\$ 25,304,197	\$ 17,008,109	\$ 16,892,849	\$ 12,956,779	\$ 9,621,101	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 296,569	\$ 290,696	\$ 282,750	\$ 272,551	\$ 259,944	\$ 244,754	\$ 227,210	\$ 209,200	\$ 140,748	\$ 79,095	\$ 28,276	\$ -	\$ -	\$ -
		\$ 2,550,117	\$ 2,580,300	\$ 2,608,988	\$ 2,636,007	\$ 2,661,719	\$ 2,685,968	\$ 2,708,612	\$ 2,731,549	\$ 140,748	\$ 79,095	\$ 28,276	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 58,126	\$ 56,997	\$ 55,460	\$ 53,479	\$ 51,025	\$ 48,062	\$ 44,636	\$ 41,115	\$ 25,459	\$ 11,632	\$ 870	\$ -	\$ -	\$ -
		\$ 607,771	\$ 615,437	\$ 622,835	\$ 629,932	\$ 636,824	\$ 643,480	\$ 649,856	\$ 656,322	\$ 25,459	\$ 11,632	\$ 870	\$ -	\$ -	\$ -
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	\$ 5,003,058	\$ 5,383,396	\$ 5,567,315	\$ 5,670,636	\$ -	\$ -
		\$ 354,695	\$ 347,693	\$ 338,210	\$ 326,031	\$ 310,969	\$ 292,816	\$ 271,845	\$ 250,315	\$ 166,207	\$ 90,728	\$ 29,146	\$ -	\$ -	\$ -
		\$ 7,555,053	\$ 7,663,257	\$ 7,770,822	\$ 7,877,562	\$ 7,984,932	\$ 8,092,794	\$ 8,200,227	\$ 8,309,526	\$ 5,169,266	\$ 5,474,123	\$ 5,596,461	\$ 5,670,636	\$ -	\$ -
TOTAL PROP L STRATEGIC PLAN		\$ 70,578,031	\$ 72,123,277	\$ 73,041,435	\$ 74,222,485	\$ 77,942,033	\$ 78,023,000	\$ 75,487,658	\$ 66,938,075	\$ 69,481,380	\$ 62,850,876	\$ 60,570,700	\$ 59,338,396	\$ -	\$ -
		\$ 18,535,551	\$ 16,786,775	\$ 15,000,194	\$ 13,215,319	\$ 11,434,386	\$ 9,660,717	\$ 7,875,808	\$ 5,977,265	\$ 4,115,040	\$ 2,286,308	\$ 749,221	\$ 6,861	\$ -	\$ -
		\$ 89,113,582	\$ 88,910,052	\$ 88,041,629	\$ 87,437,804	\$ 89,376,419	\$ 87,683,717	\$ 83,363,466	\$ 72,915,340	\$ 73,596,420	\$ 65,137,184	\$ 61,319,921	\$ 59,345,257	\$ -	\$ -
Prop. K Related Programming (since 7/1/22)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 15,065,505	\$ 14,743,630	\$ 14,318,210	\$ 13,780,585	\$ 13,122,768	\$ 12,335,688	\$ 11,431,847	\$ 10,507,139	\$ 9,405,114	\$ 8,121,347	\$ 6,390,184	\$ 1,847,091	\$ -	\$ -
		\$ 15,065,505	\$ 14,743,630	\$ 14,318,210	\$ 13,780,585	\$ 13,122,768	\$ 12,335,688	\$ 11,431,847	\$ 10,507,139	\$ 9,405,114	\$ 8,121,347	\$ 6,390,184	\$ 1,847,091	\$ -	\$ -

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
Pending July 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	\$ 152,116,523	8.45%	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	\$ 12,847,791	\$ -	\$ -	\$ -	\$ 49,432	\$ 138,076	\$ 337,706	\$ 429,827	\$ 420,017	\$ 457,768	\$ 595,710	\$ 605,571	\$ 718,536	\$ 705,281	\$ 713,423	\$ 712,280	\$ 707,416	\$ 701,452	
				Total	\$ 151,280,643	\$ -	\$ -	\$ 3,600,000	\$ 5,465,432	\$ 5,448,076	\$ 5,716,706	\$ 7,007,270	\$ 7,078,698	\$ 5,698,988	\$ 5,918,026	\$ 6,015,851	\$ 6,215,380	\$ 6,290,074	\$ 6,387,572	\$ 6,477,216	\$ 6,564,590	\$ 6,652,340	
202	Muni Rail Core Capacity	\$ 69,143,874	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	\$ 138,287,748	28.45%	Programming	\$ 90,296,000	\$ -	\$ -	\$ -	\$ 27,128,000	\$ 8,168,000	\$ -	\$ -	\$ 55,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ 39,345,569	\$ -	\$ -	\$ -	\$ 495,423	\$ 737,838	\$ 1,054,956	\$ 947,822	\$ 2,548,980	\$ 2,599,343	\$ 3,155,708	\$ 2,984,789	\$ 3,285,094	\$ 2,981,968	\$ 2,779,264	\$ 2,545,581	\$ 2,307,290	\$ 2,074,839	
				Total	\$ 129,641,569	\$ -	\$ -	\$ -	\$ 27,623,423	\$ 8,905,838	\$ 1,054,956	\$ 947,822	\$ 57,548,980	\$ 2,599,343	\$ 3,155,708	\$ 2,984,789	\$ 3,285,094	\$ 2,981,968	\$ 2,779,264	\$ 2,545,581	\$ 2,307,290	\$ 2,074,839	
III. Caltrain																							
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,863,245	28.17%	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ 116,871,442	\$ -	\$ -	\$ -	\$ 144,593	\$ 671,341	\$ 2,403,670	\$ 3,706,326	\$ 4,064,701	\$ 5,355,823	\$ 8,116,266	\$ 8,687,574	\$ 9,539,427	\$ 8,636,541	\$ 9,150,850	\$ 8,446,857	\$ 7,724,868	\$ 7,019,222	
				Total	\$ 416,871,442	\$ -	\$ -	\$ 10,000,000	\$ 15,144,593	\$ 25,671,341	\$ 42,403,670	\$ 43,706,326	\$ 44,064,701	\$ 45,355,823	\$ 48,116,266	\$ 33,687,574	\$ 9,539,427	\$ 8,636,541	\$ 34,150,850	\$ 8,446,857	\$ 7,724,868	\$ 7,019,222	
TOTAL MAJOR CAPITAL PROJECTS		\$ 774,411,390	21.83%	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	\$ 169,064,802	\$ -	\$ -	\$ -	\$ 689,448	\$ 1,547,256	\$ 3,796,332	\$ 5,083,974	\$ 7,033,698	\$ 8,412,934	\$ 11,867,684	\$ 12,277,934	\$ 13,543,057	\$ 12,323,790	\$ 12,643,537	\$ 11,704,719	\$ 10,739,574	\$ 9,795,513	
				Total	\$ 766,824,294	\$ -	\$ -	\$ 14,400,000	\$ 50,061,448	\$ 41,076,256	\$ 50,226,332	\$ 53,969,346	\$111,037,235	\$ 56,036,527	\$ 59,609,234	\$ 45,147,433	\$ 21,538,466	\$ 20,447,125	\$ 45,896,845	\$ 20,090,079	\$ 19,259,100	\$ 18,451,350	
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																							
I. Transit Maintenance, Rehabilitation, and Replacement																							
206	Muni Maintenance	\$ 1,084,175,946	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	\$ 15,456,209	\$ -	\$ -	\$ -	\$ 465,120	\$ 903,465	\$ 1,944,221	\$ 1,935,634	\$ 1,599,698	\$ 1,661,618	\$ 2,033,854	\$ 1,783,159	\$ 1,663,264	\$ 1,182,276	\$ 283,898	\$ -	\$ -	\$ -	
				Total	\$ 803,456,209	\$ -	\$ -	\$ 19,380,000	\$ 50,085,120	\$ 30,903,465	\$ 31,944,221	\$ 33,935,634	\$ 36,599,698	\$ 36,661,618	\$ 37,033,854	\$ 33,783,159	\$ 31,663,264	\$ 31,182,276	\$ 20,283,898	\$ 15,000,000	\$ 20,000,000	\$ 21,000,000	
207	BART Maintenance	\$ 48,400,712	22.43%	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	\$ 10,855,726	\$ -	\$ 98,388	\$ 392,635	\$ 257,187	\$ 278,352	\$ 400,309	\$ 433,464	\$ 370,585	\$ 403,268	\$ 523,985	\$ 531,878	\$ 630,199	\$ 617,726	\$ 624,028	\$ 622,227	\$ 617,205	\$ 611,256	
				Total	\$ 47,371,347	\$ -	\$ 3,360,626	\$ 9,655,397	\$ 257,187	\$ 278,352	\$ 400,309	\$ 2,049,014	\$ 2,011,983	\$ 2,070,929	\$ 2,217,449	\$ 2,253,331	\$ 2,379,195	\$ 2,394,705	\$ 2,429,439	\$ 2,456,524	\$ 2,480,851	\$ 2,504,721	
208	Caltrain Maintenance	\$ 138,287,748	11.95%	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	\$ 16,521,470	\$ -	\$ -	\$ 84,388	\$ 120,846	\$ 231,659	\$ 503,867	\$ 667,826	\$ 582,106	\$ 642,441	\$ 842,675	\$ 859,520	\$ 1,019,184	\$ 996,012	\$ 999,636	\$ 986,989	\$ 966,341	\$ 941,681	
				Total	\$ 131,523,470	\$ -	\$ 1,776,000	\$ 4,910,388	\$ 4,820,846	\$ 5,731,659	\$ 6,203,867	\$ 8,167,826	\$ 5,582,106	\$ 5,642,441	\$ 5,842,675	\$ 5,859,520	\$ 6,019,184	\$ 5,996,012	\$ 5,999,636	\$ 5,986,989	\$ 5,966,341	\$ 5,941,681	
209	Ferry Maintenance	\$ 6,914,387	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	\$ 40,103,447	3.95%	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	\$ 1,582,754	\$ -	\$ -	\$ 16,636	\$ 22,555	\$ 33,850	\$ 39,425	\$ 55,290	\$ 47,501	\$ 51,938	\$ 67,802	\$ 69,133	\$ 82,268	\$ 80,977	\$ 82,133	\$ 82,216	\$ 81,860	\$ 81,369	
				Total	\$ 39,793,368	\$ -	\$ 300,000	\$ 1,408,636	\$ 1,091,055	\$ 929,350	\$ 331,425	\$ 1,685,889	\$ 1,407,517	\$ 1,433,714	\$ 1,470,958	\$ 1,495,479	\$ 1,531,436	\$ 1,553,332	\$ 1,578,045	\$ 1,602,062	\$ 1,626,024	\$ 1,650,239	
211	Bayview Caltrain Station	\$ 37,337,692	16.75%	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	\$ 6,253,614	\$ -	\$ -	\$ 61,636	\$ 80,108	\$ 123,982	\$ 168,574	\$ 216,402	\$ 212,744	\$ 238,839	\$ 310,416	\$ 315,171	\$ 373,523	\$ 366,216	\$ 370,037	\$ 369,051	\$ 366,151	\$ 362,699	
				Total	\$ 36,323,285	\$ -	\$ -	\$ 2,947,636	\$ 2,202,108	\$ 1,845,982	\$ 168,574	\$ 2,262,684	\$ 2,278,965	\$ 1,725,320	\$ 1,616,802	\$ 1,643,149	\$ 1,722,749	\$ 1,737,029	\$ 1,762,783	\$ 1,784,081	\$ 1,803,821	\$ 1,823,371	
212	Mission Bay Ferry Landing	\$ 6,914,387	30.21%	Programming	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,250,000	\$ 2,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Interest Costs	\$ 2,089,066	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,922	\$ 160,828	\$ 129,320	\$ 132,001	\$ 160,426	\$ 151,918	\$ 167,426	\$ 152,204	\$ 142,098	\$ 130,403	\$ 118,461	\$ 106,806
				Total	\$ 6,589,066	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,319,922	\$ 2,410,828	\$ 129,320	\$ 132,001	\$ 160,426	\$ 151,918	\$ 167,426	\$ 152,204	\$ 142,098	\$ 130,403	\$ 118,461	\$ 106,806
213	Next Generation Transit Investments	\$ 30,423,305	3.58%	Programming	\$ 28,968,257	\$ -	\$ -	\$ 675,000	\$ 1,175,000	\$ 1,200,000	\$ 700,000	\$ 1,015,489	\$ 1,031,736	\$ 1,048,244	\$ 1,064,463	\$ 1,082,056	\$ 1,099,369	\$ 1,116,959	\$ 1,134,830	\$ 500,000	\$ 600,000	\$ 700,000	
				Interest Costs	\$ 1,088,829	\$ -	\$ -	\$ -	\$ 11,000	\$ 32,625	\$ 60,045	\$ 65,208	\$ 55,906	\$ 61,005	\$ 79,483	\$ 80,892	\$ 96,088	\$ 94,416	\$ 95,604	\$ 67,521	\$ 43,896	\$ 24,699	
				Total	\$ 30,057,086	\$ -	\$ -	\$ 675,000	\$ 1,186,000	\$ 1,232,625	\$ 760,045	\$ 1,080,696	\$ 1,087,643	\$ 1,109,249	\$ 1,143,947	\$ 1,162,948	\$ 1,195,457	\$ 1,211,374	\$ 1,230,434	\$ 567,521	\$ 643,896	\$ 724,699	
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		\$ 1,39																					

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
Pending July 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	\$ 124,458,973	12.00%	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	\$ 14,936,057	\$ -	\$ -	\$ -	\$ 100,748	\$ 355,415	\$ 676,714	\$ 806,764	\$ 691,694	\$ 752,947	\$ 978,658	\$ 993,711	\$ 1,177,763	\$ 1,154,791	\$ 1,047,957	\$ 928,742	\$ 807,825	\$ 698,999
				Total	\$ 124,040,535	\$ -	\$ 550,000	\$ 2,150,000	\$ 7,311,748	\$ 11,102,415	\$ 5,712,714	\$ 6,708,035	\$ 4,962,434	\$ 5,041,218	\$ 5,333,280	\$ 5,420,304	\$ 5,675,181	\$ 5,724,168	\$ 3,047,957	\$ 2,928,742	\$ 2,807,825	\$ 2,948,999
II. Safer and Complete Streets																						
218	Safer and Complete Streets	\$ 210,197,377	13.64%	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	\$ 28,679,253	\$ -	\$ -	\$ -	\$ 39,027	\$ 177,371	\$ 517,116	\$ 811,206	\$ 891,599	\$ 1,117,546	\$ 1,541,805	\$ 1,607,860	\$ 1,903,543	\$ 1,864,408	\$ 1,823,709	\$ 1,766,903	\$ 1,708,701	\$ 1,645,467
				Total	\$ 209,777,868	\$ -	\$ 150,000	\$ 4,273,000	\$ 6,844,027	\$ 8,276,371	\$ 9,706,116	\$ 13,758,459	\$ 13,728,456	\$ 12,397,794	\$ 10,852,974	\$ 10,040,361	\$ 9,454,964	\$ 9,536,653	\$ 8,323,709	\$ 8,516,903	\$ 8,708,701	\$ 8,645,467
219	Curb Ramps	\$ 40,103,447	6.54%	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	\$ 2,620,771	\$ -	\$ -	\$ -	\$ 4,657	\$ 21,440	\$ 57,553	\$ 99,480	\$ 85,247	\$ 92,977	\$ 121,080	\$ 123,168	\$ 146,241	\$ 143,635	\$ 145,382	\$ 145,235	\$ 144,326	\$ 143,190
				Total	\$ 39,206,904	\$ -	\$ -	\$ 925,000	\$ 1,104,657	\$ 1,226,440	\$ 1,269,553	\$ 2,313,079	\$ 1,445,263	\$ 1,474,753	\$ 1,524,236	\$ 1,549,515	\$ 1,595,409	\$ 1,615,989	\$ 1,641,294	\$ 1,665,082	\$ 1,688,490	\$ 1,712,060
220	Tree Planting	\$ 27,657,550	13.90%	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	\$ 3,845,167	\$ -	\$ -	\$ 14,839	\$ 25,658	\$ 48,462	\$ 105,485	\$ 152,919	\$ 130,808	\$ 142,422	\$ 185,154	\$ 188,040	\$ 222,911	\$ 218,604	\$ 220,937	\$ 220,399	\$ 218,716	\$ 216,701
				Total	\$ 27,248,468	\$ -	\$ 250,000	\$ 1,027,339	\$ 1,088,158	\$ 1,163,462	\$ 1,280,485	\$ 1,991,090	\$ 1,068,750	\$ 1,095,371	\$ 1,152,848	\$ 1,171,727	\$ 1,222,337	\$ 1,234,021	\$ 1,252,601	\$ 1,268,569	\$ 1,283,657	\$ 1,298,681
III. Freeway Safety and Operational Improvements																						
221	Vision Zero Ramps	\$ 11,063,020	16.90%	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	\$ 1,869,417	\$ -	\$ -	\$ 27,765	\$ 37,314	\$ 46,679	\$ 69,369	\$ 75,137	\$ 64,255	\$ 69,942	\$ 90,904	\$ 92,297	\$ 109,387	\$ 107,249	\$ 108,369	\$ 108,081	\$ 107,233	\$ 106,223
				Total	\$ 10,513,764	\$ -	\$ 100,000	\$ 1,052,765	\$ 957,314	\$ 341,679	\$ 169,369	\$ 444,405	\$ 439,432	\$ 451,122	\$ 477,981	\$ 485,772	\$ 509,158	\$ 513,416	\$ 521,034	\$ 527,349	\$ 533,210	\$ 539,015
222	Managed Lanes and Express Bus	\$ 13,828,775	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	\$ 27,657,550	0.00%	Programming	\$ 27,612,256	\$ -	\$ -	\$ 300,000	\$ 624,000	\$ 323,000	\$ 323,000	\$ 1,245,171	\$ 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	\$ 27,612,256	\$ -	\$ -	\$ 300,000	\$ 624,000	\$ 323,000	\$ 323,000	\$ 1,245,171	\$ 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		\$ 626,443,499	8.77%	Programming	\$ 567,957,331	\$ -	\$ 1,710,130	\$ 13,213,761	\$ 20,419,761	\$ 24,984,261	\$ 20,052,261	\$ 32,383,983	\$ 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	\$ 54,937,106			\$ -	\$ -	\$ 50,843	\$ 225,365	\$ 686,101	\$ 1,511,695	\$ 2,061,949	\$ 1,963,246	\$ 2,284,360	\$ 3,058,739	\$ 3,148,462	\$ 3,729,875	\$ 3,655,483	\$ 3,514,981	\$ 3,337,626	\$ 3,153,830	\$ 2,976,114		
Total	\$ 622,894,437			\$ -	\$ 1,710,130	\$ 13,264,604	\$ 20,645,126	\$ 25,670,362	\$ 21,563,955	\$ 34,445,933	\$ 29,666,132	\$ 27,906,492	\$ 26,933,699	\$ 26,385,457	\$ 26,322,660	\$ 26,609,753	\$ 22,899,031	\$ 23,145,820	\$ 23,388,954	\$ 23,641,000		
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																						
I. Transportation Demand Management																						
224	Transportation Demand Management	\$ 24,891,795	0.00%	Programming	\$ 24,851,231	\$ -	\$ 50,000	\$ 516,000	\$ 379,000	\$ 379,000	\$ 379,000	\$ 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	\$ 24,851,231	\$ -	\$ 50,000	\$ 516,000	\$ 379,000	\$ 379,000	\$ 379,000	\$ 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	\$ 56,697,977	10.34%	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	\$ 5,860,005	\$ -	\$ 19,197	\$ 124,818	\$ 117,378	\$ 143,173	\$ 194,405	\$ 210,779	\$ 180,429	\$ 196,583	\$ 255,740	\$ 259,894	\$ 308,285	\$ 302,513	\$ 305,922	\$ 305,351	\$ 303,188	\$ 300,556
				Total	\$ 56,204,023	\$ -	\$ 1,374,197	\$ 4,019,818	\$ 2,242,378	\$ 1,268,173	\$ 394,405	\$ 2,103,280	\$ 2,103,210	\$ 2,150,129	\$ 2,239,512	\$ 2,276,453	\$ 2,357,109	\$ 2,384,118	\$ 2,420,832	\$ 2,454,100	\$ 2,486,316	\$ 2,518,615
226	Equity Priority Transportation Program	\$ 58,080,854	0.00%	Programming	\$ 57,812,538	\$ -	\$ -	\$ 250,000	\$ 1,350,000	\$ 1,450,000	\$ 450,000	\$ 2,238,660	\$ 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	\$ 57,812,538	\$ -	\$ -	\$ 250,000	\$ 1,350,000	\$ 1,450,000	\$ 450,000	\$ 2,238,660	\$ 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	\$ 27,657,550	0.00%	Programming	\$ 27,610,256	\$ -	\$ -	\$ 245,000	\$ 745,000	\$ 480,000	\$ 420,000	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 27,610,256	\$ -	\$ -	\$ 245,000	\$ 745,000	\$ 480,000	\$ 420,000	\$ 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
228	Citywide / Modal Planning	\$ 13,828,775	7.90%	Programming	\$ 12,107,077	\$ -	\$ -	\$ 575,000	\$ 525,000	\$ 425,000	\$ 425,000	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990
				Interest Costs	\$ 1,093,088	\$ -	\$ -	\$ 5,439	\$ 11,295	\$ 18,882	\$ 37,886	\$ 41,100	\$ 35,201	\$ 38,373	\$ 49,946	\$ 50,782	\$ 60,267	\$ 59,166	\$ 59,859	\$ 59,773	\$ 59,375	\$ 58,884
				Total	\$ 13,200,166	\$ -	\$ -	\$ 580,439	\$ 536,295	\$ 443,882	\$ 462,886	\$ 502,686	\$ 504,172	\$ 514,847	\$ 533,793	\$ 542,626	\$ 559,980	\$ 566,874	\$ 575,991	\$ 583,858	\$ 591,845	\$ 599,874
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		\$ 181,156,950	3.84%	Programming	\$ 172,725,120	\$ -	\$ 1,405,000	\$ 5,481,000	\$ 5,124,000	\$ 3,859,000	\$ 1,874,000	\$ 6,346,773	\$ 6,143,521	\$ 6,241,817	\$ 6,338,394	\$ 6,443,152	\$ 6,546,242	\$ 6,650,981	\$ 6,757,396	\$ 6,865,514	\$ 6,975,362	\$ 7,086,967
Interest Costs	\$ 6,953,094			\$ -	\$ 19,197	\$ 130,257	\$ 128,672	\$ 162,055	\$ 232,291	\$ 251,879	\$ 215,630	\$ 234,956	\$ 305,686	\$ 310,677	\$ 368,552	\$ 361,678	\$ 365,781	\$ 365,124	\$ 362,562	\$ 359,440		
Total	\$ 179,678,213			\$ -	\$ 1,424,197	\$ 5,611,257	\$ 5,252,672	\$ 4,021,055	\$ 2,106,291	\$ 6,598,652	\$ 6,359,150	\$ 6,476,772	\$ 6,644,080	\$ 6,753,828	\$ 6,914,794	\$ 7,012,659	\$ 7,123,177	\$ 7,230,638	\$ 7,337,924	\$ 7,446,407		
TOTAL PROP L STRATEGIC PLAN		\$ 3,288,482,652	10.80%	Programming	\$ 2,620,659,191	\$ -	\$ 18,288,368	\$ 85,081,523	\$ 147,515,261	\$ 122,019,761	\$ 122,055,261	\$ 150,994,769	\$ 1									

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
Pending July 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	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 692,315	\$ 678,767	\$ 660,366	\$ 636,692	\$ 607,381	\$ 572,026	\$ 531,157	\$ 489,183	\$ 386,160	\$ 219,583	\$ 81,666	\$ -	\$ -	\$ -
		\$ 6,738,417	\$ 6,821,606	\$ 6,901,491	\$ 6,977,672	\$ 7,051,166	\$ 7,121,626	\$ 7,188,577	\$ 7,256,459	\$ 4,386,160	\$ 219,583	\$ 81,666	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,842,979	\$ 1,610,839	\$ 1,380,543	\$ 1,154,633	\$ 936,058	\$ 728,063	\$ 535,308	\$ 364,746	\$ 213,051	\$ 80,454	\$ -	\$ -	\$ -	\$ -
		\$ 1,842,979	\$ 1,610,839	\$ 1,380,543	\$ 1,154,633	\$ 936,058	\$ 728,063	\$ 535,308	\$ 364,746	\$ 213,051	\$ 80,454	\$ -	\$ -	\$ -	\$ -
III. Caltrain															
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,311,821	\$ 5,598,674	\$ 4,885,680	\$ 4,180,012	\$ 3,490,102	\$ 2,825,218	\$ 2,199,984	\$ 1,640,245	\$ 1,127,893	\$ 663,392	\$ 273,500	\$ 6,861	\$ -	\$ -
		\$ 6,311,821	\$ 5,598,674	\$ 4,885,680	\$ 4,180,012	\$ 3,490,102	\$ 2,825,218	\$ 2,199,984	\$ 1,640,245	\$ 1,127,893	\$ 663,392	\$ 273,500	\$ 6,861	\$ -	\$ -
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	\$ -	\$ -
		\$ 8,847,115	\$ 7,888,280	\$ 6,926,590	\$ 5,971,336	\$ 5,033,541	\$ 4,125,307	\$ 3,266,450	\$ 2,494,173	\$ 1,727,104	\$ 963,430	\$ 355,166	\$ 6,861	\$ -	\$ -
		\$ 17,641,446	\$ 16,823,319	\$ 16,004,589	\$ 15,194,580	\$ 14,406,319	\$ 13,651,998	\$ 12,949,969	\$ 12,337,485	\$ 8,854,016	\$ 4,328,052	\$ 3,834,738	\$ 3,551,008	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 602,578	\$ 590,099	\$ 536,436	\$ 455,368	\$ 376,421	\$ 300,696	\$ 229,870	\$ 166,735	\$ 109,543	\$ 58,360	\$ 16,931	\$ -	\$ -	\$ -
		\$ 2,526,338	\$ 2,544,639	\$ 1,386,436	\$ 455,368	\$ 376,421	\$ 300,696	\$ 229,870	\$ 166,735	\$ 109,543	\$ 58,360	\$ 16,931	\$ -	\$ -	\$ -
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 910,592	\$ 871,976	\$ 825,938	\$ 772,722	\$ 712,735	\$ 646,472	\$ 575,652	\$ 401,826	\$ 246,242	\$ 109,115	\$ 3,029	\$ -	\$ -	\$ -
		\$ 5,910,592	\$ 5,871,976	\$ 5,825,938	\$ 5,772,722	\$ 5,712,735	\$ 5,646,472	\$ 5,575,652	\$ 401,826	\$ 246,242	\$ 109,115	\$ 3,029	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -
		\$ 80,500	\$ 79,108	\$ 77,138	\$ 74,537	\$ 71,264	\$ 67,273	\$ 62,619	\$ 57,815	\$ 51,983	\$ 45,097	\$ 20,466	\$ -	\$ -	\$ -
		\$ 1,674,473	\$ 1,698,584	\$ 1,722,525	\$ 1,746,250	\$ 1,770,080	\$ 1,793,986	\$ 1,817,757	\$ 1,841,915	\$ 1,865,591	\$ 1,996,578	\$ 770,466	\$ -	\$ -	\$ -
211	Bayview Caltrain Station	\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 357,623	\$ 350,287	\$ 340,471	\$ 327,962	\$ 285,015	\$ 226,921	\$ 172,654	\$ 124,327	\$ 80,659	\$ 41,700	\$ 10,448	\$ -	\$ -	\$ -
		\$ 1,841,666	\$ 1,858,075	\$ 1,872,383	\$ 1,884,384	\$ 885,015	\$ 226,921	\$ 172,654	\$ 124,327	\$ 80,659	\$ 41,700	\$ 10,448	\$ -	\$ -	\$ -
212	Mission Bay Ferry Landing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 95,168	\$ 83,496	\$ 71,896	\$ 60,493	\$ 49,432	\$ 38,875	\$ 29,056	\$ 20,343	\$ 12,537	\$ 5,650	\$ 304	\$ -	\$ -	\$ -
		\$ 95,168	\$ 83,496	\$ 71,896	\$ 60,493	\$ 49,432	\$ 38,875	\$ 29,056	\$ 20,343	\$ 12,537	\$ 5,650	\$ 304	\$ -	\$ -	\$ -
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	\$ 200,000	\$ -	\$ -
		\$ 24,591	\$ 24,314	\$ 23,850	\$ 23,178	\$ 22,288	\$ 21,166	\$ 19,824	\$ 18,419	\$ 16,663	\$ 14,547	\$ 11,601	\$ -	\$ -	\$ -
		\$ 1,233,811	\$ 1,252,882	\$ 1,272,074	\$ 1,291,374	\$ 1,311,045	\$ 1,331,086	\$ 1,351,308	\$ 1,371,874	\$ 1,392,504	\$ 1,494,981	\$ 1,542,612	\$ 200,000	\$ -	\$ -
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		\$ 33,485,819	\$ 34,089,591	\$ 33,559,212	\$ 32,784,558	\$ 34,880,472	\$ 34,334,342	\$ 34,389,232	\$ 33,445,159	\$ 41,502,141	\$ 41,768,377	\$ 42,128,969	\$ 40,554,415	\$ -	\$ -
		\$ 2,071,052	\$ 1,999,281	\$ 1,875,728	\$ 1,714,260	\$ 1,517,156	\$ 1,301,402	\$ 1,089,675	\$ 789,464	\$ 517,627	\$ 274,470	\$ 62,778	\$ -	\$ -	\$ -
		\$ 35,556,870	\$ 36,088,872	\$ 35,434,940	\$ 34,498,818	\$ 36,397,628	\$ 35,635,744	\$ 35,478,907	\$ 34,234,623	\$ 42,019,768	\$ 42,042,847	\$ 42,191,747	\$ 40,554,415	\$ -	\$ -
C. PARATRANSIT															
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,466,922	\$ 3,933,909	\$ 3,403,137	\$ 2,880,209	\$ 2,371,670	\$ 1,884,719	\$ 1,430,165	\$ 1,025,597	\$ 660,522	\$ 335,382	\$ 75,873	\$ -	\$ -	\$ -
		\$ 4,466,922	\$ 3,933,909	\$ 3,403,137	\$ 2,880,209	\$ 2,371,670	\$ 1,884,719	\$ 1,430,165	\$ 1,025,597	\$ 660,522	\$ 335,382	\$ 75,873	\$ -	\$ -	\$ -
TOTAL PARATRANSIT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,466,922	\$ 3,933,909	\$ 3,403,137	\$ 2,880,209	\$ 2,371,670	\$ 1,884,719	\$ 1,430,165	\$ 1,025,597	\$ 660,522	\$ 335,382	\$ 75,873	\$ -	\$ -	\$ -
		\$ 4,466,922	\$ 3,933,909	\$ 3,403,137	\$ 2,880,209	\$ 2,371,670	\$ 1,884,719	\$ 1,430,165	\$ 1,025,597	\$ 660,522	\$ 335,382	\$ 75,873	\$ -	\$ -	\$ -
D. STREETS AND FREEWAYS															
I. Maintenance, Rehabilitation, and Repl															
215	Street Resurfacing, Rehabilitation and Maintenance	\$ 5,771,279	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,251,891	\$ 6,354,810	\$ 6,459,673	\$ 6,566,514	\$ 7,065,707	\$ 7,307,101	\$ 7,442,710	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 5,771,279	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,251,891	\$ 6,354,810	\$ 6,459,673	\$ 6,566,514	\$ 7,065,707	\$ 7,307,101	\$ 7,442,710	\$ -	\$ -
216	Pedestrian and Bicycle Facilities Maintenance	\$ 1,044,327	\$ 1,061,036	\$ 1,078,012	\$ 1,095,260	\$ 1,113,017	\$ 1,131,295	\$ 1,149,918	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 163,296	\$ 160,022	\$ 155,610	\$ 149,960	\$ 142,989	\$ 134,598	\$ 124,917	\$ 90,632	\$ 59,573	\$ 31,774	\$ 9,264	\$ -	\$ -	\$ -
		\$ 1,207,623	\$ 1,221,058	\$ 1,233,622	\$ 1,245,221	\$ 1,256,006	\$ 1,265,893	\$ 1,274,834	\$ 90,632	\$ 59,573	\$ 31,774	\$ 9,264	\$ -	\$ -	\$ -

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
Pending July 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	\$ -	\$ -	\$ -	\$ -	
		\$ 599,660	\$ 508,842	\$ 434,635	\$ 383,145	\$ 365,741	\$ 343,817	\$ 318,645	\$ 292,934	\$ 262,281	\$ 183,660	\$ 69,966	\$ -	\$ -	\$ -	\$ -
		\$ 3,099,660	\$ 3,258,842	\$ 3,684,635	\$ 4,383,145	\$ 5,637,929	\$ 5,668,817	\$ 5,729,645	\$ 5,793,934	\$ 5,855,281	\$ 3,433,660	\$ 69,966	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,572,958	\$ 1,498,075	\$ 1,428,001	\$ 1,367,971	\$ 1,302,672	\$ 1,223,448	\$ 1,084,243	\$ 803,102	\$ 546,442	\$ 314,511	\$ 121,572	\$ -	\$ -	\$ -	\$ -
		\$ 8,572,958	\$ 8,748,075	\$ 9,178,001	\$ 9,867,971	\$ 10,153,591	\$ 10,173,448	\$ 8,084,243	\$ 803,102	\$ 546,442	\$ 314,511	\$ 121,572	\$ -	\$ -	\$ -	\$ -
219	Curb Ramps	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 141,402	\$ 138,708	\$ 135,019	\$ 130,244	\$ 124,312	\$ 117,140	\$ 108,832	\$ 100,290	\$ 90,003	\$ 47,698	\$ 13,511	\$ -	\$ -	\$ -	\$ -
		\$ 1,735,374	\$ 1,758,184	\$ 1,780,406	\$ 1,801,957	\$ 1,823,128	\$ 1,843,852	\$ 1,863,970	\$ 1,884,390	\$ 1,903,611	\$ 47,698	\$ 13,511	\$ -	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 213,714	\$ 209,374	\$ 203,548	\$ 196,109	\$ 186,944	\$ 175,927	\$ 135,155	\$ 98,770	\$ 65,723	\$ 36,049	\$ 11,799	\$ -	\$ -	\$ -	\$ -
		\$ 1,313,005	\$ 1,326,254	\$ 1,338,298	\$ 1,349,014	\$ 1,358,542	\$ 1,366,764	\$ 135,155	\$ 98,770	\$ 65,723	\$ 36,049	\$ 11,799	\$ -	\$ -	\$ -	\$ -
III. Freeway Safety and Operational Imp																
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 104,738	\$ 102,590	\$ 99,716	\$ 96,054	\$ 78,392	\$ 61,542	\$ 45,880	\$ 31,988	\$ 19,558	\$ 8,607	\$ 146	\$ -	\$ -	\$ -	\$ -
		\$ 544,454	\$ 549,342	\$ 553,616	\$ 557,216	\$ 78,392	\$ 61,542	\$ 45,880	\$ 31,988	\$ 19,558	\$ 8,607	\$ 146	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	
		\$ 2,795,768	\$ 2,617,612	\$ 2,456,529	\$ 2,323,483	\$ 2,201,050	\$ 2,056,472	\$ 1,817,672	\$ 1,417,715	\$ 1,043,580	\$ 622,298	\$ 226,257	\$ -	\$ -	\$ -	
		\$ 23,893,291	\$ 24,400,695	\$ 25,428,140	\$ 26,986,636	\$ 28,215,870	\$ 28,418,461	\$ 25,304,197	\$ 17,008,109	\$ 16,892,849	\$ 12,956,779	\$ 9,621,101	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 296,569	\$ 290,696	\$ 282,750	\$ 272,551	\$ 259,944	\$ 244,754	\$ 227,210	\$ 209,200	\$ 140,748	\$ 79,095	\$ 28,276	\$ -	\$ -	\$ -	\$ -
		\$ 2,550,117	\$ 2,580,300	\$ 2,608,988	\$ 2,636,007	\$ 2,661,719	\$ 2,685,968	\$ 2,708,612	\$ 2,731,549	\$ 140,748	\$ 79,095	\$ 28,276	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 58,126	\$ 56,997	\$ 55,460	\$ 53,479	\$ 51,025	\$ 48,062	\$ 44,636	\$ 41,115	\$ 25,459	\$ 11,632	\$ 870	\$ -	\$ -	\$ -	\$ -
		\$ 607,771	\$ 615,437	\$ 622,835	\$ 629,932	\$ 636,824	\$ 643,480	\$ 649,856	\$ 656,322	\$ 25,459	\$ 11,632	\$ 870	\$ -	\$ -	\$ -	\$ -
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	\$ 5,003,058	\$ 5,383,396	\$ 5,567,315	\$ 5,670,636	\$ -	\$ -	
		\$ 354,695	\$ 347,693	\$ 338,210	\$ 326,031	\$ 310,969	\$ 292,816	\$ 271,845	\$ 250,315	\$ 166,207	\$ 90,728	\$ 29,146	\$ -	\$ -	\$ -	
		\$ 7,555,053	\$ 7,663,257	\$ 7,770,822	\$ 7,877,562	\$ 7,984,932	\$ 8,092,794	\$ 8,200,227	\$ 8,309,526	\$ 5,169,266	\$ 5,474,123	\$ 5,596,461	\$ 5,670,636	\$ -	\$ -	
TOTAL PROP L STRATEGIC PLAN		\$ 70,578,031	\$ 72,123,277	\$ 73,041,435	\$ 74,222,485	\$ 77,942,033	\$ 78,023,000	\$ 75,487,658	\$ 66,938,075	\$ 69,481,380	\$ 62,850,876	\$ 60,570,700	\$ 59,338,396	\$ -	\$ -	
		\$ 18,535,551	\$ 16,786,775	\$ 15,000,194	\$ 13,215,319	\$ 11,434,386	\$ 9,660,717	\$ 7,875,808	\$ 5,977,265	\$ 4,115,040	\$ 2,286,308	\$ 749,221	\$ 6,861	\$ -	\$ -	
		\$ 89,113,582	\$ 88,910,052	\$ 88,041,629	\$ 87,437,804	\$ 89,376,419	\$ 87,683,717	\$ 83,363,466	\$ 72,915,340	\$ 73,596,420	\$ 65,137,184	\$ 61,319,921	\$ 59,345,257	\$ -	\$ -	
Prop. K Related Cashflow (since 7/1/22)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 15,065,505	\$ 14,743,630	\$ 14,318,210	\$ 13,780,585	\$ 13,122,768	\$ 12,335,688	\$ 11,431,847	\$ 10,507,139	\$ 9,405,114	\$ 8,121,347	\$ 6,390,184	\$ 1,847,091	\$ -	\$ -	
		\$ 15,065,505	\$ 14,743,630	\$ 14,318,210	\$ 13,780,585	\$ 13,122,768	\$ 12,335,688	\$ 11,431,847	\$ 10,507,139	\$ 9,405,114	\$ 8,121,347	\$ 6,390,184	\$ 1,847,091	\$ -	\$ -	

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



Memorandum

AGENDA ITEM 7

DATE: June 20, 2024

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 7/9/2024 Board Meeting: Allocate \$15,006,000 and Appropriate \$800,000 in Prop L Funds, with Conditions, for Five Requests

RECOMMENDATION ☐ Information ☒ Action

Allocate \$13,956,000 in Prop L funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:

1. Paratransit (\$13,506,000)
2. Safe Streets Evaluation Program (\$450,000)

Allocate \$1,050,000 in Prop L funds, with conditions, to San Francisco Public Works (SFPW) for:

3. Tree Planting and Establishment (\$1,050,000)

Appropriate \$800,000 in Prop L funds, with conditions, to Transportation Authority for:

4. Neighborhood Transportation Program Coordination (\$100,000)
5. San Francisco Transportation Plan (SFTP) 2050+ (\$700,000)

SUMMARY

The Board has adopted the prerequisite Prop L 5-Year Prioritization Program (5YPP) for four of the subjects requests for Prop L funds and will consider adoption of the Citywide/Modal Planning 5YPP, a prerequisite for the SFTP 2050+ request, as a separate item on this agenda. Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to

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



answer any questions the Board may have regarding these requests.	
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DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (i.e., stretching Prop L sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop L Expenditure Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for these requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is enclosed, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

FINANCIAL IMPACT

The recommended action would allocate \$15,006,000 and appropriate \$800,000 in Prop L funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the Prop L Fiscal Year 2024/25 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 Transportation Authority's proposed FY 2024/25 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The CAC will consider this item at its June 26, 2024, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop L Allocation Summaries – FY 2024/25
- Enclosure – Allocation Request Forms (5)

Attachment 1: Summary of Requests Received

						Leveraging			
Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
Prop L	14	SFMTA	Paratransit	\$ 13,506,000	\$ 34,743,263	81%	61%	Construction	Citywide
Prop L	18	SFMTA	Safe Streets Evaluation	\$ 450,000	\$ 450,000	83%	0%	Planning	Citywide
Prop L	20	SFPW	Planting and Neighborhood Transportation	\$ 1,050,000	\$ 1,050,000	59%	0%	Construction	10
Prop L	25	SFCTA	San Francisco Transportation	\$ 100,000	\$ 100,000	78%	0%	Planning	Citywide
Prop L	28	SFCTA	San Francisco Transportation	\$ 700,000	\$ 1,497,473	68%	100%	Planning	Citywide
TOTAL				\$ 15,806,000	\$ 37,840,736				

Footnotes

¹

"EP Line No./Category" is either the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline.

²

Acronym: SFCTA (San Francisco County Transportation Authority), SFMTA (San Francisco Municipal Transportation Agency), and SFPW (San Francisco Public Works)

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 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 program, and Prop L should cover only 10%.

⁴

"Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
14	SFMTA	Paratransit	\$ 13,506,000	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 Fiscal Year 2024/25 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.
18	SFMTA	Safe Streets Evaluation Program	\$ 450,000	The SFMTA's Safe Streets Evaluation Program tracks progress and measures performance for key traffic calming, bicycle, and pedestrian safety projects that support Vision Zero. Funds will be used to support pre-and-post data collection and analysis of various safety projects, including quick-builds and programmatic efforts to reduce speeds, to improve traffic safety. More information and evaluation results for each project are available to the public at www.sfmta.com/safe-streets-evaluation-program . Evaluations will be completed by June 2026.
20	SFPW	Tree Planting and Establishment	\$ 1,050,000	Funds will be used to plant approximately 408 trees in the public right-of-way over the next year with these funds. The trees will be added to the weekly watering schedule for 3 years then receive lifetime maintenance care through StreetTreeSF's guaranteed funding. With these Prop L funds, SFPW preliminarily expects to focus on planting in District 10 based on tree census data, low canopy coverage, and geographic equity. A list of priority site locations is included as an attachment to the allocation request form..SFPW expects the project to be open for use by June 2025.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
25	SFCTA	Neighborhood Transportation Program Coordination	\$ 100,000	The Transportation Authority's Neighborhood Program (NTP) funds planning, development, and implementation of community-based, neighborhood-scale transportation improvements. This request provides support for a NTP Coordinator role at the Transportation Authority to support Transportation Authority Board members' efforts to identify potential NTP projects, to develop proposed scope, schedule, budget and funding to support allocation requests, and to conduct project delivery oversight. This request will fund one year of work through June 2025.
28	SFCTA	San Francisco Transportation Plan 2050+	\$ 700,000	The San Francisco Transportation Plan (SFTP) 2050+ is a minor update to SFTP 2050 (adopted 2022). The SFTP is the blueprint for the city's transportation system development and investment over the next 30 years. It also serves as the basis for San Francisco's input to Plan Bay Area (PBA) and positions projects for discretionary funds. SFTP 2050+ will assess progress on implementation of SFTP 2050 and the ConnectSF Streets and Freeways Strategy and Transt Strategy; update key assumptions and inputs consistent with PBA 2050+; reflect policy developments; and guide San Francisco input into PBA 2050+. Staff expect to present the final report to the Board for adoption by March 2026.
TOTAL			\$15,806,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
14	SFMTA	Paratransit	\$ 13,506,000	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 6/30/25). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated mid-July 2025), any remaining unclaimed amounts may be deobligated.
18	SFMTA	Safe Streets Evaluation Program	\$ 450,000	
20	SFPW	Tree Planting and Establishment	\$ 1,050,000	
25	SFCTA	Neighborhood Transportation Program Coordination	\$ 100,000	
28	SFCTA	San Francisco Transportation Plan 2050+	\$ 700,000	Special Condition: The recommended allocation is contingent upon approval of the Prop L Citywide/Modal Planning 5-Year Prioritization Program and amendment of the Prop L Strategic Plan Baseline, which is a separate item on this agenda.
TOTAL			\$ 15,806,000	

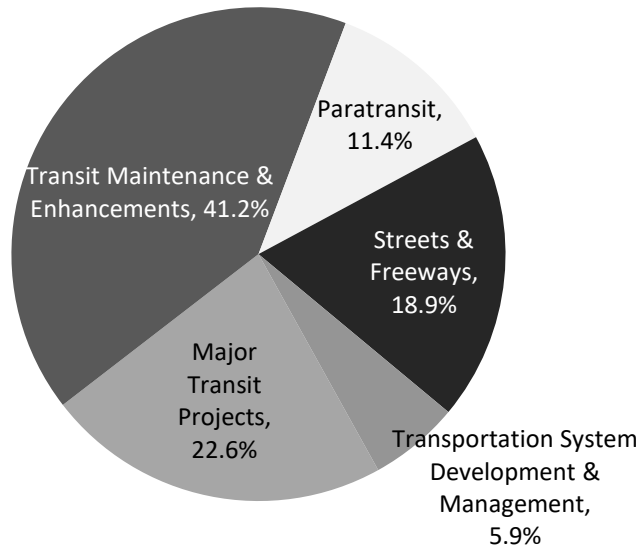
¹ See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2024/25

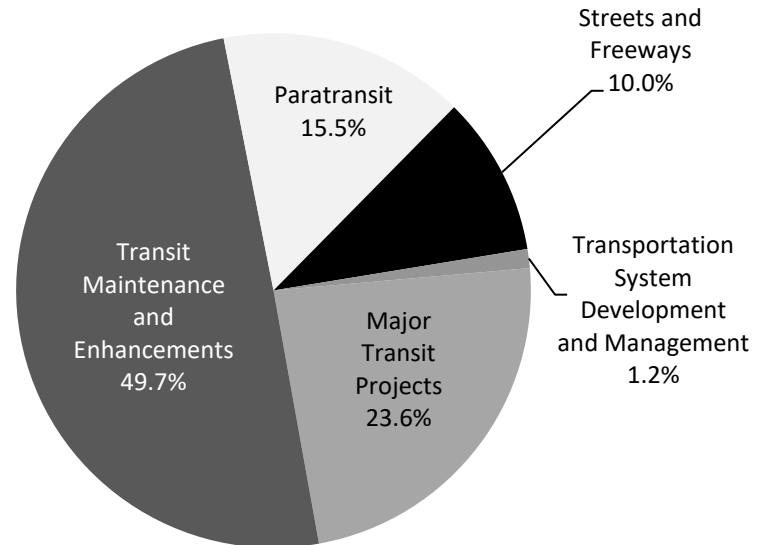
PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 50,111,637	\$ 2,373,000	\$ 27,429,319	\$ 17,504,318	\$ 2,805,000	\$ -
Current Request(s)	\$ 15,806,000	\$ 11,092,500	\$ 4,713,500	\$ -	\$ -	\$ -
New Total Allocations	\$ 65,917,637	\$ 13,465,500	\$ 32,142,819	\$ 17,504,318	\$ 2,805,000	\$ -

The above table shows maximum annual cash flow for all FY 2024/25 allocations and appropriations approved to date, along with the current recommended allocations.

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 8

DATE: June 20, 2024

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 7/09/2024 Board Meeting: Adopt the 2023 Prop L 5-Year Prioritization Program for Managed Lanes and Express Bus, Amend the Prop L Strategic Plan Baseline, and Appropriate \$1,000,000 in Prop L Funds, with Conditions, for the SF Freeway Network Management Study

RECOMMENDATION

☐ Information

☒ Action

Adopt the 2023 Prop L 5-Year Prioritization Program (5YPP) for Managed Lanes and Express Bus

Amend the Prop L Strategic Plan Baseline

Appropriate \$1,000,000 in Prop L funds, with conditions, for the SF Freeway Network Management Study

SUMMARY

The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs, 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. We are recommending adoption of the enclosed 5YPP for Managed Lanes and Express Bus. This 5YPP features one project, the SF Freeway Network Management Study, which will consider managed lane alternatives, including priced lane options, for freeways within San Francisco (i.e., Central Freeway, I-80, US 101, I-280), and a placeholder to fund follow-up activities arising from the study. The recommended 5YPP requires advancement of \$803,827 beyond the current Strategic Plan Baseline, which would result in a 0.2% (\$1.3 million) increase in debt costs compared to the Strategic Plan Baseline as amended, from \$680.2 million to \$681.5 million. We are seeking concurrent appropriation of \$1 million for the SF Freeway Network Management Study as detailed in the attached Allocation Request Form (Attachment 10). Attachment 6 lists the Prop L request, including phase of work and supervisorial district(s). Attachment 7

☐ Fund Allocation

☒ Fund Programming

☐ Policy/Legislation

☐ Plan/Study

☐ Capital Project Oversight/Delivery

☐ Budget/Finance

☐ Contract/Agreement

☐ Other: ____



<p>provides a brief description of the project. Attachment 8 contains the staff recommendations. This request includes an amendment to allow \$679,000 in Prop K funds that are no longer needed for the 101/280 Carpool and Express Lane project to be used for the SF Freeway Network Management Study.</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 Prop L Strategic Plan Baseline. The Baseline establishes the amount of sales tax revenues that will be available on an annual basis to each of the 28 programs, by fiscal year, through 2053 based on their proportional share of available revenues established in the Expenditure Plan. For 23 of the 28 programs, the Baseline set the pay-as-you-go annual funding levels for each program which project sponsors will use to identify their proposed lists of projects to fund in the next five years as part of 5YPP development. Through the 5YPP process, project sponsors can make requests to advance sales tax funds for specific projects, as needed to support project delivery. For five programs (BART Core Capacity, Caltrain Downtown Rail Extension (The Portal), Muni Maintenance, Caltrain Maintenance, and Paratransit) the Baseline advanced cash flow in anticipation of the need to advance funds to accommodate the programming requests in the 5YPP. This approach provides a more realistic picture of financing costs for these five programs, which are among the largest programs in the Prop L Expenditure Plan, while ensuring we can meet other programs' requests for advancing funds.

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

DISCUSSION

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



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

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

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

Strategic Plan Baseline Amendment. Concurrent with Board adoption of the 5YPPs, we make corresponding updates to the Strategic Plan Baseline to reflect the recommended programming and cash flow schedules for the proposed projects. The Strategic Plan model estimates financing costs for programs that advance funds. Consistent with Strategic Plan policies, financing costs are distributed proportionally across those programs that request acceleration of funds. If in future Strategic Plan updates, actual financing costs are lower, the delta is returned to the respective programs and is available for programming to eligible project costs. Adoption of the Managed Lanes and Express Bus 5YPP requires advancement of \$803,827 beyond the current baseline, as amended. This program is one of the smaller programs in Prop L, with only \$10 million (2020 dollars) over 30 years. Advancing funds beyond the baseline amount will invest in planning to identify and prioritize projects as a way this program can guide the use of the remaining Prop L funds and set projects up to be more competitive for discretionary sources. In all, these changes would result in a 0.2% (\$1.4 million) increase in debt costs compared to the Strategic Plan Baseline as amended, from \$680.1 million to \$681.5 million.



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

Prop L Appropriation Request. We are recommending \$1 million in Prop L funds for the SF Freeway Network Management Study. Attachment 6 summarizes the subject requests, including information on proposed leveraging (i.e., stretching Prop L sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop L Expenditure Plan. Attachment 7 includes brief project descriptions. Attachment 8 summarizes the staff recommendations for this request, highlighting special conditions and other items of interest. Attachment 10 is an Allocation Request Form for this project, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

Next Steps. We anticipate bringing the final Prop L Strategic Plan to the Board for adoption this fall.

FINANCIAL IMPACT

The recommended action would appropriate \$1,000,000 in Prop L funds. The appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Form.

Attachment 9 shows the Prop L FY 2024/25 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 Transportation Authority's proposed FY 2024/25 budget, which will be considered for final approval by the Transportation Authority Board on June 25, 2024. 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 will consider this item at its June 26, 2024, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - List of the 28 Programs in the Prop L Expenditure Plan
- Attachment 2 - Managed Lanes and Express Bus 5YPP List of Projects
- Attachment 3 - Managed Lanes and Express Bus 5YPP Program Summary: Fund Leveraging
- Attachment 4 - Prop L Strategic Plan Baseline as Amended Sources and Uses



- Attachment 5 - Strategic Plan Baseline as Amended - Programming & Cash Flow by FY
- Attachment 6 - Summary of Requests
- Attachment 7 - Project Descriptions
- Attachment 8 - Staff Recommendation
- Attachment 9 - Prop L Allocation Summaries - FY2024/25
- Attachment 10 - Allocation Request Form
- Enclosure: Draft 2023 Prop L Managed Lanes and Express Bus 5-Year Prioritization Program

Prop L's 28 Programs

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

Approved

Proposed for approval in July 2024

*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 Street Projects
24. Transportation Demand Management
25. Neighborhood Transportation Program
- 26. Equity Priority Transportation Program**
- 27. Development Oriented Transportation**
- 28. Citywide/Modal Planning**

Attachment 2
5-Year Prioritization Programs - List of Projects

#	Program	Project Name: Sponsor	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
1	Managed Lanes and Express Bus	SF Freeway Network Management Study: SFCTA	The study will consider managed lane alternatives, including priced lane options, for freeways within San Francisco (i.e., Central Freeway, I-80, US 101, I-280) with the goals of reducing vehicle miles travelled and increasing person throughput. This project would consider a facility design that does not increase the overall capacity of the freeway, pricing options, and programmatic elements to reduce transportation barriers and maintain affordability. The study will develop, subject to funding availability, recommendations for a priced managed lanes program on priority segments on San Francisco's freeway network, consisting of facility design, operations plan, and related programmatic elements.	Citywide	Planning	\$1,000,000	FY25
2		SF Freeway Network Management Placeholder: TBD	This is a placeholder to fund projects identified through the SF Freeways Network Management Study, which will include managed lane alternatives, including priced lane and priced facility options, for freeways within San Francisco (Central Freeway, I-80, US 101, I-280) with the goals of reducing vehicle miles travelled and increasing person throughput.	TBD	TBD	\$750,000	FY26

Attachment 3
5-Year Prioritization Programs - Summary

#	Program	Programming Amount Requested in 5YPP	Amount of Prop L Cash Flow Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
1	Managed Lanes and Express Bus	\$1,750,000	\$803,827	95.1%	TBD	<p>We recommend advancing \$803,827 Prop L funds in the Managed Lanes and Express Bus program, an increase of 85% over the baseline amount of \$946,173. Advancing funds beyond the baseline amount will invest in planning to identify and prioritize projects as a way this program can guide the use of the remaining Prop L funds and set projects up to be more competitive for discretionary sources.</p> <p>Leveraging for the SF Freeway Network Management Study has a relatively low leveraging at 22.9% compared to expected leveraging at 95.1% due to a relative lack of sources for such planning efforts. We expect that the SF Freeway Network Management Study will help position priority projects to be competitive for discretionary grants for implementation.</p>

Attachment 4: Prop L Strategic Plan Baseline Amendment Sources and Uses (6.20.24)

SOURCES	(YOE\$)	USES	(YOE\$)
Sales Tax Revenue	\$4,674.6 M	Funds Available for Projects	\$3,022.9 M
Investment Income	\$4.4 M	Long Term Bond Principal	\$982.7 M
Long Term Bond Proceeds	\$774.4 M	Financing Costs	\$681.5 M
Loans - Yerba Buena Island Capital Projects	\$126.8 M	Capital Reserve	\$468.4 M
TOTAL	\$5,580.2 M	Program Administration and Operating Costs	\$304.6 M
		Loans - Yerba Buena Island Capital Projects	\$120.2 M
		TOTAL	\$5,580.2 M

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	\$ 152,115,636	8.45%	Programming	\$ 138,432,852	\$ -	\$ 6,200,000	\$ 3,049,000	\$ 9,152,000	\$ 2,152,000	\$ 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	\$ 12,856,131	\$ -	\$ -	\$ -	\$ 49,339	\$ 138,262	\$ 337,979	\$ 430,131	\$ 420,462	\$ 458,104	\$ 595,971	\$ 605,746	\$ 718,798	\$ 705,581	\$ 713,729	\$ 712,624	\$ 707,787	\$ 701,859	\$ 701,859
				Total	\$ 151,288,983	\$ -	\$ 6,200,000	\$ 3,049,000	\$ 9,201,339	\$ 2,290,262	\$ 2,489,979	\$ 5,507,573	\$ 5,579,144	\$ 5,699,324	\$ 5,918,287	\$ 6,016,026	\$ 6,215,642	\$ 6,290,374	\$ 6,387,878	\$ 6,477,559	\$ 6,564,961	\$ 6,652,748	\$ 6,652,748
202	Muni Rail Core Capacity	\$ 69,143,471	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	\$ 2,704,949
II. BART																							
203	BART Core Capacity	\$ 138,286,942	28.47%	Programming	\$ 90,296,000	\$ -	\$ 35,296,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ 39,370,805	\$ -	\$ -	\$ -	\$ 494,484	\$ 738,823	\$ 1,055,798	\$ 948,494	\$ 2,551,600	\$ 2,601,172	\$ 3,157,015	\$ 2,985,602	\$ 3,286,267	\$ 2,983,249	\$ 2,780,503	\$ 2,546,894	\$ 2,308,624	\$ 2,076,209	\$ 2,076,209
				Total	\$ 129,666,805	\$ -	\$ 35,296,000	\$ -	\$ 494,484	\$ 738,823	\$ 1,055,798	\$ 948,494	\$ 57,551,600	\$ 2,601,172	\$ 3,157,015	\$ 2,985,602	\$ 3,286,267	\$ 2,983,249	\$ 2,780,503	\$ 2,546,894	\$ 2,308,624	\$ 2,076,209	\$ 2,076,209
III. Caltrain																							
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,860,826	28.19%	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	\$ 116,944,331	\$ -	\$ -	\$ -	\$ 144,319	\$ 672,253	\$ 2,405,611	\$ 3,708,920	\$ 4,068,971	\$ 5,359,622	\$ 8,119,526	\$ 8,689,729	\$ 9,542,585	\$ 8,640,011	\$ 9,154,497	\$ 8,450,772	\$ 7,728,881	\$ 7,023,385	\$ 7,023,385
				Total	\$ 416,944,331	\$ -	\$ -	\$ 10,000,000	\$ 15,144,319	\$ 65,672,253	\$ 2,405,611	\$ 43,708,920	\$ 44,068,971	\$ 45,359,622	\$ 48,119,526	\$ 33,689,729	\$ 9,542,585	\$ 8,640,011	\$ 34,154,497	\$ 8,450,772	\$ 7,728,881	\$ 7,023,385	\$ 7,023,385
TOTAL MAJOR CAPITAL PROJECTS		\$ 774,406,876	21.85%	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	\$ 169,171,267	\$ -	\$ -	\$ -	\$ 688,141	\$ 1,549,339	\$ 3,799,388	\$ 5,087,545	\$ 7,041,033	\$ 8,418,898	\$ 11,872,513	\$ 12,281,077	\$ 13,547,650	\$ 12,328,841	\$ 12,648,728	\$ 11,710,290	\$ 10,745,291	\$ 9,801,453	
				Total	\$ 766,930,759	\$ -	\$ 41,496,000	\$ 15,349,000	\$ 27,270,141	\$ 68,701,339	\$ 5,951,388	\$ 52,472,916	\$ 109,544,570	\$ 56,042,491	\$ 59,614,063	\$ 45,150,576	\$ 21,543,059	\$ 20,452,177	\$ 45,902,036	\$ 20,095,651	\$ 19,264,817	\$ 18,457,290	
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																							
I. Transit Maintenance, Rehabilitation, and Replacement																							
206	Muni Maintenance	\$ 1,084,169,626	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	\$ 15,466,031	\$ -	\$ -	\$ -	\$ 464,238	\$ 904,678	\$ 1,945,784	\$ 1,937,012	\$ 1,601,422	\$ 1,662,872	\$ 2,034,805	\$ 1,783,770	\$ 1,664,043	\$ 1,183,013	\$ 284,396	\$ -	\$ -	\$ -	
				Total	\$ 803,466,031	\$ -	\$ 63,808,000	\$ 32,800,000	\$ 14,644,238	\$ 2,081,678	\$ 36,827,784	\$ 33,937,012	\$ 36,601,422	\$ 27,738,872	\$ 36,601,422	\$ 37,783,770	\$ 31,664,043	\$ 31,183,013	\$ 20,284,396	\$ 15,000,000	\$ 20,000,000	\$ 21,000,000	\$ 21,000,000
207	BART Maintenance	\$ 48,400,430	22.44%	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	\$ 10,862,091	\$ -	\$ 98,344	\$ 392,761	\$ 256,701	\$ 278,722	\$ 400,626	\$ 433,767	\$ 370,978	\$ 403,564	\$ 524,215	\$ 532,032	\$ 630,429	\$ 617,989	\$ 624,296	\$ 622,528	\$ 617,529	\$ 611,613	
				Total	\$ 47,377,713	\$ -	\$ 12,623,344	\$ 392,761	\$ 256,701	\$ 278,722	\$ 400,626	\$ 2,049,317	\$ 2,012,376	\$ 2,071,225	\$ 2,217,679	\$ 2,253,485	\$ 2,379,425	\$ 2,394,969	\$ 2,429,707	\$ 2,456,825	\$ 2,481,176	\$ 2,505,077	\$ 2,505,077
208	Caltrain Maintenance	\$ 138,286,942	11.95%	Programming	\$ 115,002,000	\$ -	\$ 5,002,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	
				Interest Costs	\$ 16,531,883	\$ -	\$ -	\$ 84,416	\$ 120,618	\$ 231,971	\$ 504,273	\$ 668,296	\$ 582,725	\$ 642,914	\$ 843,045	\$ 859,770	\$ 1,019,556	\$ 996,438	\$ 1,000,068	\$ 987,470	\$ 966,855	\$ 942,238	\$ 942,238
				Total	\$ 131,533,883	\$ -	\$ 5,002,000	\$ 5,084,416	\$ 5,120,618	\$ 5,231,971	\$ 5,504,273	\$ 5,668,296	\$ 5,582,725	\$ 5,642,914	\$ 5,843,045	\$ 5,859,770	\$ 6,019,556	\$ 5,996,438	\$ 6,000,068	\$ 5,987,470	\$ 5,966,855	\$ 5,942,238	\$ 5,942,238
209	Ferry Maintenance	\$ 6,914,347	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	\$ 40,103,213	3.95%	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	\$ 1,583,799	\$ -	\$ -	\$ 16,641	\$ 22,512	\$ 33,895	\$ 39,457	\$ 55,329	\$ 47,552	\$ 51,976	\$ 67,832	\$ 69,153	\$ 82,298	\$ 81,012	\$ 82,168	\$ 82,255	\$ 81,903	\$ 81,416	
				Total	\$ 39,794,413	\$ -	\$ 1,884,000	\$ 1,496,641	\$ 898,512	\$ 33,895	\$ 39,457	\$ 1,393,928	\$ 1,407,568	\$ 1,433,752	\$ 1,470,988	\$ 1,495,499	\$ 1,531,466	\$ 1,553,366	\$ 1,578,080	\$ 1,602,102	\$ 1,626,067	\$ 1,650,287	\$ 1,650,287
211	Bayview Caltrain Station	\$ 37,337,474	16.76%	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	\$ 6,257,459	\$ -	\$ -	\$ 61,657	\$ 79,956	\$ 124,148	\$ 168,710	\$ 216,555	\$ 212,969	\$ 239,013	\$ 310,550	\$ 315,268	\$ 373,658	\$ 366,371	\$ 370,194	\$ 369,228	\$ 366,342	\$ 362,908	
				Total	\$ 36,327,130	\$ -	\$ 2,086,000	\$ 4,705,657	\$ 79,956	\$ 1,924,148	\$ 168,710	\$ 1,462,836	\$ 1,479,191	\$ 1,525,494	\$ 1,616,937	\$ 1,643,238	\$ 1,722,883	\$ 1,737,184	\$ 1,762,940	\$ 1,784,257	\$ 1,804,012	\$ 1,823,581	\$ 1,823,581
212	Mission Bay Ferry Landing	\$ 6,914,347	30.23%	Programming	\$ 4,500,000	\$ -	\$ -	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ 2,090,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,978	\$ 160,938	\$ 129,456	\$ 132,098	\$ 160,497	\$ 151,964	\$ 167,491	\$ 152,275	\$ 142,167	\$ 130,475	\$ 118,534	\$ 106,881
				Total	\$ 6,590,550	\$ -	\$ -	\$ 4,500,000	\$ -	\$ -	\$ -	\$ 69,978	\$ 160,938	\$ 129,456	\$ 132,098	\$ 160,497	\$ 151,964	\$ 167,491	\$ 152,275	\$ 142,167	\$ 130,475	\$ 118,534	\$ 106,881
213	Next Generation Transit Investments	\$ 30,423,127	3.58%	Programming	\$ 28,968,257	\$ -	\$ -	\$ 2,250,000	\$ 1,500,000	\$ -	\$ -	\$ 1,015,489	\$ 1,031,736	\$ 1,048,244	\$ 1,064,463	\$ 1,082,056	\$ 1,099,369	\$ 1,116,959	\$ 1,134,830	\$ 500,000	\$ 600,000	\$ 700,000	
				Interest Costs	\$ 1,089,665	\$ -	\$ -	\$ -	\$ 10,979	\$ 32,669	\$ 60,093	\$ 65,254	\$ 55,967	\$ 61,051	\$ 79,520	\$ 80,917	\$ 96,125	\$ 94,458	\$ 95,647	\$ 67,560	\$ 43,930	\$ 24,727	
				Total	\$ 30,057,922	\$ -	\$ -	\$ 2,250,000	\$ 1,510,979	\$ 32,669	\$ 60,093	\$ 1,080,743	\$ 1,087,703	\$ 1,109,295	\$ 1,143,983	\$ 1,162,973	\$ 1,195,493	\$ 1,211,416	\$ 1,230,477	\$ 567,560	\$ 643,930	\$ 724,727	\$ 724,727
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		\$ 1,392,549,507	3.87%	Programming	\$ 1,048,169,228	\$ -	\$ 85,305,000	\$ 51,147,000	\$ 21,556,000	\$ 7,977,000	\$ 39,882,000	\$ 42,446,711	\$ 45,533,858	\$ 36,698,400	\$ 36,786,393	\$ 42,803,755	\$ 40,896,615	\$ 40,990,960	\$ 31,086,815	\$ 25,531,216	\$ 30,711,716	\$ 31,893,503	
				Interest Costs	\$ 53,881,478	\$ -	\$ 98,344	\$ 555,474	\$ 955,004	\$ 1,606,083	\$ 3,198,922	\$ 3,537,151	\$ 3,001,068	\$ 3,193,487	\$ 4,020,464	\$ 3,972,864	\$ 4,033,600	\$ 3,491,555	\$ 2,598,935	\$ 2,259,515	\$ 1,715,092	\$ 1,219,784	
				Total	\$ 1,102,050,706	\$ -	\$ 85,403,344	\$ 51,702,474	\$ 22,511,004	\$ 9,583,083	\$ 43,070,922	\$ 45,983,862	\$ 48,534,926	\$ 39,891,887	\$ 40,806,857	\$ 46,596,619	\$ 44,930,214	\$ 44,482,515	\$ 33,685,750	\$ 27,790,732	\$ 32,906,809	\$ 34,023,286	
C. PARATRANSIT																							
214	Paratransit	\$ 313,911,359	22.42%	Programming	\$ 234,048,020	\$ -	\$ 13,113,000	\$ 13,506,000	\$ 13,911,000	\$ 14,329,000	\$ 14,758,000	\$ 15,201,241	\$ 15,657,278	\$ 16,126,997	\$ 16,610,806	\$ 17,109,131	\$ 17,622,405	\$ 18,151,077	\$ 18,695,609	\$ 19,256,477	\$ 10,000,000	\$ -	
				Interest Costs	\$ 70,369,616	\$ -	\$ 197,056	\$ 489															

Attachment 5A:
Amended 2023 Strategic Plan Baseline Programming
Pending July 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	\$ 124,458,248	12.01%	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	\$ 14,946,825	\$ -	\$ -	\$ -	\$ 100,557	\$ 355,896	\$ 677,265	\$ 807,340	\$ 692,440	\$ 753,511	\$ 979,103	\$ 994,015	\$ 1,178,212	\$ 1,155,302	\$ 1,048,444	\$ 929,247	\$ 808,326	\$ 699,501
				Total	\$ 124,051,304	\$ -	\$ 11,204,000	\$ 7,875,000	\$ 2,904,557	\$ 3,159,896	\$ 3,481,265	\$ 4,961,612	\$ 4,913,179	\$ 5,041,782	\$ 5,333,725	\$ 5,420,607	\$ 5,675,630	\$ 5,724,679	\$ 3,048,444	\$ 2,929,247	\$ 2,808,326	\$ 2,949,501
II. Safer and Complete Streets																						
218	Safer and Complete Streets	\$ 210,196,152	13.65%	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	\$ 28,697,021	\$ -	\$ -	\$ -	\$ 38,953	\$ 177,611	\$ 517,535	\$ 811,775	\$ 892,536	\$ 1,118,343	\$ 1,542,442	\$ 1,608,280	\$ 1,904,184	\$ 1,865,151	\$ 1,824,448	\$ 1,767,723	\$ 1,709,573	\$ 1,646,409
				Total	\$ 209,795,636	\$ -	\$ 8,080,000	\$ 15,593,000	\$ 9,174,953	\$ 8,178,611	\$ 7,025,535	\$ 7,787,028	\$ 7,979,394	\$ 8,318,591	\$ 8,853,610	\$ 9,040,781	\$ 9,455,605	\$ 9,537,396	\$ 8,324,448	\$ 8,517,723	\$ 8,709,573	\$ 8,646,409
219	Curb Ramps	\$ 40,103,213	6.54%	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	\$ 2,622,474	\$ -	\$ -	\$ -	\$ 4,649	\$ 21,469	\$ 57,600	\$ 99,550	\$ 85,338	\$ 93,045	\$ 121,133	\$ 123,204	\$ 146,294	\$ 143,696	\$ 145,444	\$ 145,305	\$ 144,402	\$ 143,273
				Total	\$ 39,208,607	\$ -	\$ 575,000	\$ 1,100,000	\$ 1,159,649	\$ 1,233,469	\$ 1,332,600	\$ 1,438,149	\$ 1,445,354	\$ 1,474,821	\$ 1,524,289	\$ 1,549,551	\$ 1,595,462	\$ 1,616,050	\$ 1,641,356	\$ 1,665,152	\$ 1,688,566	\$ 1,712,144
220	Tree Planting	\$ 27,657,388	13.91%	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	\$ 3,847,603	\$ -	\$ -	\$ 14,844	\$ 25,609	\$ 48,527	\$ 105,569	\$ 153,026	\$ 130,947	\$ 142,526	\$ 185,235	\$ 188,094	\$ 222,992	\$ 218,697	\$ 221,032	\$ 220,506	\$ 218,832	\$ 216,828
				Total	\$ 27,250,904	\$ -	\$ 1,000,000	\$ 1,064,844	\$ 1,125,609	\$ 1,208,527	\$ 1,325,569	\$ 1,076,197	\$ 1,068,889	\$ 1,095,475	\$ 1,152,929	\$ 1,171,782	\$ 1,222,419	\$ 1,234,114	\$ 1,252,696	\$ 1,268,676	\$ 1,283,772	\$ 1,298,807
III. Freeway Safety and Operational Improvements																						
221	Vision Zero Ramps	\$ 11,062,955	16.91%	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	\$ 1,870,550	\$ -	\$ -	\$ 27,774	\$ 37,244	\$ 46,741	\$ 69,425	\$ 75,190	\$ 64,324	\$ 69,994	\$ 90,944	\$ 92,324	\$ 109,428	\$ 107,295	\$ 108,416	\$ 108,134	\$ 107,290	\$ 106,286
				Total	\$ 10,514,897	\$ -	\$ 2,000,000	\$ 27,774	\$ 127,244	\$ 396,741	\$ 69,425	\$ 444,458	\$ 439,501	\$ 451,173	\$ 478,021	\$ 485,799	\$ 509,198	\$ 513,462	\$ 521,081	\$ 527,402	\$ 533,266	\$ 539,077
222	Managed Lanes and Express Bus	\$ 13,828,694	6.59%	Programming	\$ 12,532,460	\$ -	\$ -	\$ 1,000,000	\$ 750,000	\$ -	\$ -	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990
				Interest Costs	\$ 911,905	\$ -	\$ -	\$ 2,799	\$ 17,742	\$ 25,082	\$ 30,206	\$ 32,788	\$ 28,112	\$ 30,655	\$ 39,915	\$ 40,603	\$ 48,219	\$ 47,368	\$ 47,951	\$ 47,911	\$ 47,618	\$ 47,251
				Total	\$ 13,444,365	\$ -	\$ -	\$ 1,002,799	\$ 767,742	\$ 25,082	\$ 30,206	\$ 494,374	\$ 497,083	\$ 507,129	\$ 523,762	\$ 532,446	\$ 547,932	\$ 555,077	\$ 563,782	\$ 571,996	\$ 580,089	\$ 588,241
223	Transformative Freeway and Major Street Projects	\$ 27,657,388	0.00%	Programming	\$ 27,612,256	\$ -	\$ -	\$ 601,000	\$ 646,000	\$ -	\$ 645,000	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 27,612,256	\$ -	\$ -	\$ 601,000	\$ 646,000	\$ -	\$ 645,000	\$ 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
TOTAL STREETS AND FREEWAYS		\$ 626,439,848	8.92%	Programming	\$ 566,683,490	\$ -	\$ 25,816,000	\$ 30,005,000	\$ 18,526,000	\$ 16,854,000	\$ 15,078,000	\$ 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	\$ 55,884,720	\$ -	\$ -	\$ 53,659	\$ 242,680	\$ 712,111	\$ 1,543,126	\$ 2,096,194	\$ 1,993,444	\$ 2,316,681	\$ 3,099,972	\$ 3,189,947	\$ 3,779,421	\$ 3,704,378	\$ 3,564,436	\$ 3,387,173	\$ 3,203,157	\$ 3,025,178
				Total	\$ 622,568,210	\$ -	\$ 25,816,000	\$ 30,058,659	\$ 18,768,680	\$ 17,566,111	\$ 16,621,126	\$ 22,965,177	\$ 23,196,331	\$ 23,858,813	\$ 24,974,932	\$ 25,426,941	\$ 26,372,207	\$ 26,658,648	\$ 22,948,486	\$ 23,195,367	\$ 23,438,282	\$ 23,690,064
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																						
I. Transportation Demand Management																						
224	Transportation Demand Management	\$ 24,891,650	0.00%	Programming	\$ 24,851,231	\$ -	\$ 148,000	\$ 1,555,000	\$ -	\$ -	\$ -	\$ 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	\$ 24,851,231	\$ -	\$ 148,000	\$ 1,555,000	\$ -	\$ -	\$ -	\$ 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	\$ 56,697,646	10.34%	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	\$ 5,863,555	\$ -	\$ 19,189	\$ 124,858	\$ 117,156	\$ 143,364	\$ 194,560	\$ 210,927	\$ 180,621	\$ 196,728	\$ 255,853	\$ 259,970	\$ 308,399	\$ 302,643	\$ 306,054	\$ 305,499	\$ 303,348	\$ 300,732
				Total	\$ 56,207,572	\$ -	\$ 4,069,189	\$ 2,324,858	\$ 2,167,156	\$ 343,364	\$ 394,560	\$ 2,103,428	\$ 2,103,402	\$ 2,150,274	\$ 2,239,625	\$ 2,276,529	\$ 2,357,222	\$ 2,384,247	\$ 2,420,964	\$ 2,454,248	\$ 2,486,476	\$ 2,518,791
226	Equity Priority Transportation Program	\$ 58,080,516	0.00%	Programming	\$ 57,812,538	\$ -	\$ -	\$ 800,000	\$ 2,300,000	\$ 700,000	\$ -	\$ 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	\$ 57,812,538	\$ -	\$ -	\$ 800,000	\$ 2,300,000	\$ 700,000	\$ -	\$ 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	\$ 27,657,388	0.00%	Programming	\$ 27,610,256	\$ -	\$ -	\$ 490,000	\$ 1,400,000	\$ -	\$ -	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 27,610,256	\$ -	\$ -	\$ 490,000	\$ 1,400,000	\$ -	\$ -	\$ 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
228	Citywide / Modal Planning	\$ 13,828,694	7.91%	Programming	\$ 12,107,077	\$ -	\$ -	\$ 1,100,000	\$ 150,000	\$ 700,000	\$ -	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990
				Interest Costs	\$ 1,093,773	\$ -	\$ -	\$ 5,441	\$ 11,273	\$ 18,907	\$ 37,917	\$ 41,129	\$ 35,239	\$ 38,401	\$ 49,968	\$ 50,798	\$ 60,289	\$ 59,191	\$ 59,885	\$ 59,803	\$ 59,407	\$ 58,918
				Total	\$ 13,200,851	\$ -	\$ -	\$ 1,105,441	\$ 161,273	\$ 718,907	\$ 37,917	\$ 502,715	\$ 504,210	\$ 514,876	\$ 533,815	\$ 542,641	\$ 560,002	\$ 566,900	\$ 575,717	\$ 583,888	\$ 591,877	\$ 599,908
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		\$ 181,155,894	3.84%	Programming	\$ 172,725,120	\$ -	\$ 4,198,000	\$ 6,145,000	\$ 5,900,000	\$ 1,600,000	\$ 200,000	\$ 6,046,773	\$ 6,143,521	\$ 6,241,817	\$ 6,338,394	\$ 6,443,152	\$ 6,546,242	\$ 6,650,981	\$ 6,757,396	\$ 6,865,514	\$ 6,975,362	\$ 7,086,967
				Interest Costs	\$ 6,957,328	\$ -	\$ 19,189	\$ 130,299	\$ 128,429	\$ 162,271	\$ 232,477	\$ 252,056	\$ 215,859	\$ 235,129	\$ 305,821	\$ 310,768	\$ 368,688	\$ 361,834	\$ 365,939	\$ 365,302	\$ 362,754	\$ 359,651
				Total	\$ 179,682,447	\$ -	\$ 4,217,189	\$ 6,275,299	\$ 6,028,429	\$ 1,762,271	\$ 432,477	\$ 6,298,829	\$ 6,359,380	\$ 6,476,946	\$ 6,644,215	\$ 6,753,920	\$ 6,914,929					

Attachment 5A:
Amended 2023 Strategic Plan Baseline Programming
Pending July 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	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 692,763	\$ 679,267	\$ 660,832	\$ 637,121	\$ 607,782	\$ 572,401	\$ 531,516	\$ 489,522	\$ 386,461	\$ 220,049	\$ 82,046	\$ -	\$ -	\$ -
		\$ 6,738,865	\$ 6,822,106	\$ 6,901,956	\$ 6,978,101	\$ 7,051,568	\$ 7,122,001	\$ 7,188,935	\$ 7,256,798	\$ 4,386,461	\$ 220,049	\$ 82,046	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,844,373	\$ 1,612,268	\$ 1,381,795	\$ 1,155,725	\$ 937,016	\$ 728,903	\$ 536,046	\$ 365,384	\$ 213,590	\$ 80,973	\$ -	\$ -	\$ -	\$ -
		\$ 1,844,373	\$ 1,612,268	\$ 1,381,795	\$ 1,155,725	\$ 937,016	\$ 728,903	\$ 536,046	\$ 365,384	\$ 213,590	\$ 80,973	\$ -	\$ -	\$ -	\$ -
III. Caltrain															
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,316,108	\$ 5,603,134	\$ 4,889,580	\$ 4,183,405	\$ 3,493,079	\$ 2,827,826	\$ 2,202,288	\$ 1,642,249	\$ 1,129,609	\$ 665,509	\$ 275,296	\$ 7,166	\$ -	\$ -
		\$ 6,316,108	\$ 5,603,134	\$ 4,889,580	\$ 4,183,405	\$ 3,493,079	\$ 2,827,826	\$ 2,202,288	\$ 1,642,249	\$ 1,129,609	\$ 665,509	\$ 275,296	\$ 7,166	\$ -	\$ -
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	\$ -	\$ -
		\$ 8,853,243	\$ 7,894,669	\$ 6,932,206	\$ 5,976,251	\$ 5,037,878	\$ 4,129,129	\$ 3,269,850	\$ 2,497,155	\$ 1,729,660	\$ 966,530	\$ 357,342	\$ 7,166	\$ -	\$ -
		\$ 17,647,574	\$ 16,829,708	\$ 16,010,206	\$ 15,199,495	\$ 14,410,656	\$ 13,655,820	\$ 12,953,369	\$ 12,340,466	\$ 8,856,572	\$ 4,331,152	\$ 3,836,914	\$ 3,551,313	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 602,968	\$ 590,535	\$ 536,824	\$ 455,700	\$ 376,708	\$ 300,944	\$ 230,086	\$ 166,920	\$ 109,699	\$ 58,548	\$ 17,066	\$ -	\$ -	\$ -
		\$ 2,526,728	\$ 2,545,075	\$ 1,386,824	\$ 455,700	\$ 376,708	\$ 300,944	\$ 230,086	\$ 166,920	\$ 109,699	\$ 58,548	\$ 17,066	\$ -	\$ -	\$ -
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 911,195	\$ 872,637	\$ 826,543	\$ 773,272	\$ 713,238	\$ 646,933	\$ 576,081	\$ 402,182	\$ 246,530	\$ 109,448	\$ 3,172	\$ -	\$ -	\$ -
		\$ 5,911,195	\$ 5,872,637	\$ 5,826,543	\$ 5,773,272	\$ 5,713,238	\$ 5,646,933	\$ 5,576,081	\$ 402,182	\$ 246,530	\$ 109,448	\$ 3,172	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -
		\$ 80,552	\$ 79,166	\$ 77,192	\$ 74,587	\$ 71,311	\$ 67,318	\$ 62,662	\$ 57,856	\$ 52,022	\$ 45,183	\$ 20,549	\$ -	\$ -	\$ -
		\$ 1,674,525	\$ 1,698,642	\$ 1,722,579	\$ 1,746,300	\$ 1,770,127	\$ 1,794,030	\$ 1,817,800	\$ 1,841,956	\$ 1,865,631	\$ 1,996,664	\$ 770,549	\$ -	\$ -	\$ -
211	Bayview Caltrain Station	\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 357,852	\$ 350,544	\$ 340,709	\$ 328,182	\$ 285,209	\$ 227,086	\$ 172,797	\$ 124,448	\$ 80,759	\$ 41,823	\$ 10,531	\$ -	\$ -	\$ -
		\$ 1,841,896	\$ 1,858,332	\$ 1,872,622	\$ 1,884,604	\$ 885,209	\$ 227,086	\$ 172,797	\$ 124,448	\$ 80,759	\$ 41,823	\$ 10,531	\$ -	\$ -	\$ -
212	Mission Bay Ferry Landing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 95,244	\$ 83,575	\$ 71,965	\$ 60,554	\$ 49,486	\$ 38,922	\$ 29,098	\$ 20,379	\$ 12,568	\$ 5,682	\$ 323	\$ -	\$ -	\$ -
		\$ 95,244	\$ 83,575	\$ 71,965	\$ 60,554	\$ 49,486	\$ 38,922	\$ 29,098	\$ 20,379	\$ 12,568	\$ 5,682	\$ 323	\$ -	\$ -	\$ -
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	\$ 200,000	\$ -	\$ -
		\$ 24,620	\$ 24,345	\$ 23,879	\$ 23,206	\$ 22,315	\$ 21,192	\$ 19,849	\$ 18,442	\$ 16,685	\$ 14,584	\$ 11,651	\$ -	\$ -	\$ -
		\$ 1,233,841	\$ 1,252,913	\$ 1,272,104	\$ 1,291,402	\$ 1,311,072	\$ 1,331,112	\$ 1,351,333	\$ 1,371,897	\$ 1,392,526	\$ 1,495,018	\$ 1,542,663	\$ 200,000	\$ -	\$ -
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		\$ 33,485,819	\$ 34,089,591	\$ 33,559,212	\$ 32,784,558	\$ 34,880,472	\$ 34,334,342	\$ 34,389,232	\$ 33,445,159	\$ 41,502,141	\$ 41,768,377	\$ 42,128,969	\$ 40,554,415	\$ -	\$ -
		\$ 2,072,432	\$ 2,000,802	\$ 1,877,112	\$ 1,715,501	\$ 1,518,268	\$ 1,302,394	\$ 1,090,574	\$ 790,227	\$ 518,264	\$ 275,268	\$ 63,292	\$ -	\$ -	\$ -
		\$ 35,558,251	\$ 36,090,394	\$ 35,436,325	\$ 34,500,059	\$ 36,398,741	\$ 35,636,736	\$ 35,479,805	\$ 34,235,386	\$ 42,020,404	\$ 42,043,645	\$ 42,192,261	\$ 40,554,415	\$ -	\$ -
C. PARATRANSIT															
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,469,713	\$ 3,936,813	\$ 3,405,640	\$ 2,882,354	\$ 2,373,525	\$ 1,886,321	\$ 1,431,561	\$ 1,026,791	\$ 661,525	\$ 336,540	\$ 76,643	\$ -	\$ -	\$ -
		\$ 4,469,713	\$ 3,936,813	\$ 3,405,640	\$ 2,882,354	\$ 2,373,525	\$ 1,886,321	\$ 1,431,561	\$ 1,026,791	\$ 661,525	\$ 336,540	\$ 76,643	\$ -	\$ -	\$ -
TOTAL PARATRANSIT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,469,713	\$ 3,936,813	\$ 3,405,640	\$ 2,882,354	\$ 2,373,525	\$ 1,886,321	\$ 1,431,561	\$ 1,026,791	\$ 661,525	\$ 336,540	\$ 76,643	\$ -	\$ -	\$ -
D. STREETS AND FREEWAYS															
I. Maintenance, Rehabilitation, and Repla															
215	Street Resurfacing, Rehabilitation and Maintenance	\$ 5,771,279	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,251,891	\$ 6,354,810	\$ 6,459,673	\$ 6,566,514	\$ 7,065,707	\$ 7,307,101	\$ 7,442,710	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 5,771,279	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,251,891	\$ 6,354,810	\$ 6,459,673	\$ 6,566,514	\$ 7,065,707	\$ 7,307,101	\$ 7,442,710	\$ -	\$ -
216	Pedestrian and Bicycle Facilities Maintenance	\$ 1,044,327	\$ 1,061,036	\$ 1,078,012	\$ 1,095,260	\$ 1,113,017	\$ 1,131,295	\$ 1,149,918	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 163,403	\$ 160,141	\$ 155,720	\$ 150,062	\$ 143,084	\$ 134,687	\$ 125,001	\$ 90,703	\$ 59,631	\$ 31,852	\$ 9,319	\$ -	\$ -	\$ -
		\$ 1,207,729	\$ 1,221,177	\$ 1,233,732	\$ 1,245,322	\$ 1,256,101	\$ 1,265,981	\$ 1,274,919	\$ 90,703	\$ 59,631	\$ 31,852	\$ 9,319	\$ -	\$ -	\$ -

Attachment 5A:
Amended 2023 Strategic Plan Baseline Programming
Pending July 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	\$ -	\$ -	\$ -	\$ -
		\$ 600,160	\$ 509,345	\$ 435,080	\$ 383,547	\$ 366,119	\$ 344,171	\$ 318,980	\$ 293,248	\$ 262,574	\$ 184,107	\$ 70,334	\$ -	\$ -	\$ -
		\$ 3,100,160	\$ 3,259,345	\$ 3,685,080	\$ 4,383,547	\$ 5,638,307	\$ 5,669,171	\$ 5,729,980	\$ 5,794,248	\$ 5,855,574	\$ 3,434,107	\$ 70,334	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,573,970	\$ 1,499,184	\$ 1,429,020	\$ 1,368,908	\$ 1,303,545	\$ 1,224,261	\$ 1,084,998	\$ 803,738	\$ 546,971	\$ 315,265	\$ 122,199	\$ -	\$ -	\$ -
		\$ 8,573,970	\$ 8,749,184	\$ 9,179,020	\$ 9,868,908	\$ 10,154,464	\$ 10,174,261	\$ 8,084,998	\$ 803,738	\$ 546,971	\$ 315,265	\$ 122,199	\$ -	\$ -	\$ -
219	Curb Ramps	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 141,493	\$ 138,811	\$ 135,114	\$ 130,332	\$ 124,394	\$ 117,216	\$ 108,906	\$ 100,360	\$ 90,069	\$ 47,798	\$ 13,578	\$ -	\$ -	\$ -
		\$ 1,735,466	\$ 1,758,286	\$ 1,780,501	\$ 1,802,045	\$ 1,823,211	\$ 1,843,929	\$ 1,864,044	\$ 1,884,460	\$ 1,903,678	\$ 47,798	\$ 13,578	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 213,853	\$ 209,529	\$ 203,692	\$ 196,242	\$ 187,068	\$ 176,043	\$ 135,254	\$ 98,854	\$ 65,792	\$ 36,142	\$ 11,869	\$ -	\$ -	\$ -
		\$ 1,313,144	\$ 1,326,409	\$ 1,338,442	\$ 1,349,147	\$ 1,358,666	\$ 1,366,879	\$ 135,254	\$ 98,854	\$ 65,792	\$ 36,142	\$ 11,869	\$ -	\$ -	\$ -
III. Freeway Safety and Operational Impr															
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 104,806	\$ 102,666	\$ 99,787	\$ 96,119	\$ 78,448	\$ 61,589	\$ 45,921	\$ 32,022	\$ 19,586	\$ 8,638	\$ 161	\$ -	\$ -	\$ -
		\$ 544,522	\$ 549,418	\$ 553,687	\$ 557,281	\$ 78,448	\$ 61,589	\$ 45,921	\$ 32,022	\$ 19,586	\$ 8,638	\$ 161	\$ -	\$ -	\$ -
222	Managed Lanes and Express Bus	\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 46,669	\$ 45,790	\$ 44,575	\$ 43,002	\$ 41,047	\$ 38,683	\$ 35,944	\$ 33,127	\$ 29,734	\$ 15,337	\$ 3,780	\$ -	\$ -	\$ -
		\$ 596,315	\$ 604,229	\$ 611,950	\$ 619,454	\$ 626,846	\$ 634,101	\$ 641,164	\$ 648,334	\$ 655,116	\$ 15,337	\$ 3,780	\$ -	\$ -	\$ -
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	\$ 11,661,556	\$ 8,698,930	\$ 8,860,369	\$ -	\$ -
		\$ 2,844,354	\$ 2,665,466	\$ 2,502,987	\$ 2,368,211	\$ 2,243,705	\$ 2,096,650	\$ 1,855,004	\$ 1,452,051	\$ 1,074,357	\$ 639,138	\$ 231,240	\$ -	\$ -	\$ -
		\$ 23,941,878	\$ 24,448,549	\$ 25,474,599	\$ 27,031,364	\$ 28,258,524	\$ 28,458,639	\$ 25,341,529	\$ 17,042,445	\$ 16,923,627	\$ 12,300,694	\$ 8,930,170	\$ 8,860,369	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 296,762	\$ 290,912	\$ 282,950	\$ 272,736	\$ 260,117	\$ 244,915	\$ 227,364	\$ 209,345	\$ 140,867	\$ 79,271	\$ 28,416	\$ -	\$ -	\$ -
		\$ 2,550,309	\$ 2,580,516	\$ 2,609,188	\$ 2,636,192	\$ 2,661,891	\$ 2,686,129	\$ 2,708,765	\$ 2,731,694	\$ 140,867	\$ 79,271	\$ 28,416	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 58,164	\$ 57,039	\$ 55,500	\$ 53,516	\$ 51,059	\$ 48,094	\$ 44,666	\$ 41,144	\$ 25,482	\$ 11,661	\$ 882	\$ -	\$ -	\$ -
		\$ 607,809	\$ 615,479	\$ 622,874	\$ 629,969	\$ 636,858	\$ 643,512	\$ 649,886	\$ 656,351	\$ 25,482	\$ 11,661	\$ 882	\$ -	\$ -	\$ -
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	\$ 5,003,058	\$ 5,383,396	\$ 5,567,315	\$ 5,670,636	\$ -	\$ -
		\$ 354,926	\$ 347,951	\$ 338,450	\$ 326,252	\$ 311,176	\$ 293,009	\$ 272,030	\$ 250,489	\$ 166,349	\$ 90,933	\$ 29,298	\$ -	\$ -	\$ -
		\$ 7,555,284	\$ 7,663,514	\$ 7,771,062	\$ 7,877,783	\$ 7,985,138	\$ 8,092,987	\$ 8,200,411	\$ 8,309,700	\$ 5,169,407	\$ 5,474,328	\$ 5,596,613	\$ 5,670,636	\$ -	\$ -
TOTAL PROP L STRATEGIC PLAN		\$ 70,578,031	\$ 72,123,277	\$ 73,041,435	\$ 74,222,485	\$ 77,942,033	\$ 78,023,000	\$ 75,487,658	\$ 66,938,075	\$ 69,481,380	\$ 62,177,951	\$ 59,874,786	\$ 58,629,567	\$ -	\$ -
		\$ 18,594,668	\$ 16,845,701	\$ 15,056,396	\$ 13,268,570	\$ 11,484,552	\$ 9,707,504	\$ 7,919,018	\$ 6,016,714	\$ 4,150,155	\$ 2,308,408	\$ 757,814	\$ 7,166	\$ -	\$ -
		\$ 89,172,698	\$ 88,968,978	\$ 88,097,831	\$ 87,491,054	\$ 89,426,585	\$ 87,730,504	\$ 83,406,676	\$ 72,954,789	\$ 73,631,535	\$ 64,486,359	\$ 60,632,599	\$ 58,636,733	\$ -	\$ -
Prop. K Related Programming (since 7/1/22)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 15,075,284	\$ 14,754,544	\$ 14,328,349	\$ 13,789,925	\$ 13,131,443	\$ 12,343,741	\$ 11,439,477	\$ 10,514,281	\$ 9,411,840	\$ 8,136,337	\$ 6,413,681	\$ 1,860,207	\$ -	\$ -
		\$ 15,075,284	\$ 14,754,544	\$ 14,328,349	\$ 13,789,925	\$ 13,131,443	\$ 12,343,741	\$ 11,439,477	\$ 10,514,281	\$ 9,411,840	\$ 8,136,337	\$ 6,413,681	\$ 1,860,207	\$ -	\$ -

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
Pending July 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	\$ 152,115,636	8.45%	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	\$ 12,856,131	\$ -	\$ -	\$ -	\$ 49,339	\$ 138,262	\$ 337,979	\$ 430,131	\$ 420,462	\$ 458,104	\$ 595,971	\$ 605,746	\$ 718,798	\$ 705,581	\$ 713,729	\$ 712,624	\$ 707,787	\$ 701,859	
				Total	\$ 151,288,983	\$ -	\$ -	\$ 3,600,000	\$ 5,465,339	\$ 5,448,262	\$ 5,716,979	\$ 7,007,573	\$ 7,079,144	\$ 5,699,324	\$ 5,918,287	\$ 6,016,026	\$ 6,215,642	\$ 6,290,374	\$ 6,387,878	\$ 6,477,559	\$ 6,564,961	\$ 6,652,748	
202	Muni Rail Core Capacity	\$ 69,143,471	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	\$ 138,286,942	28.47%	Programming	\$ 90,296,000	\$ -	\$ -	\$ -	\$ 27,128,000	\$ 8,168,000	\$ -	\$ -	\$ 55,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ 39,370,805	\$ -	\$ -	\$ -	\$ 494,484	\$ 738,823	\$ 1,055,798	\$ 948,494	\$ 2,551,600	\$ 2,601,172	\$ 3,157,015	\$ 2,985,602	\$ 3,286,267	\$ 2,983,249	\$ 2,780,503	\$ 2,546,894	\$ 2,308,624	\$ 2,076,209	
				Total	\$ 129,666,805	\$ -	\$ -	\$ -	\$ 27,622,484	\$ 8,906,823	\$ 1,055,798	\$ 948,494	\$ 57,551,600	\$ 2,601,172	\$ 3,157,015	\$ 2,985,602	\$ 3,286,267	\$ 2,983,249	\$ 2,780,503	\$ 2,546,894	\$ 2,308,624	\$ 2,076,209	
III. Caltrain																							
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	#DIV/0!	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ 414,860,826	28.19%	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	\$ 116,944,331	\$ -	\$ -	\$ -	\$ 144,319	\$ 672,253	\$ 2,405,611	\$ 3,708,920	\$ 4,068,971	\$ 5,359,622	\$ 8,119,526	\$ 8,689,729	\$ 9,542,585	\$ 8,640,011	\$ 9,154,497	\$ 8,450,772	\$ 7,728,881	\$ 7,023,385	
				Total	\$ 416,944,331	\$ -	\$ -	\$ 10,000,000	\$ 15,144,319	\$ 25,672,253	\$ 42,405,611	\$ 43,708,920	\$ 44,068,971	\$ 45,359,622	\$ 48,119,526	\$ 33,689,729	\$ 9,542,585	\$ 8,640,011	\$ 34,154,497	\$ 8,450,772	\$ 7,728,881	\$ 7,023,385	
TOTAL MAJOR CAPITAL PROJECTS		\$ 774,406,876	21.85%	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	\$ 169,171,267	\$ -	\$ -	\$ -	\$ 688,141	\$ 1,549,339	\$ 3,799,388	\$ 5,087,545	\$ 7,041,033	\$ 8,418,898	\$ 11,872,513	\$ 12,281,077	\$ 13,547,650	\$ 12,328,841	\$ 12,648,728	\$ 11,710,290	\$ 10,745,291	\$ 9,801,453	
				Total	\$ 766,930,759	\$ -	\$ -	\$ 14,400,000	\$ 50,060,141	\$ 41,078,339	\$ 50,229,388	\$ 53,972,916	\$111,044,570	\$ 56,042,491	\$ 59,614,063	\$ 45,150,576	\$ 21,543,059	\$ 20,452,177	\$ 45,902,036	\$ 20,095,651	\$ 19,264,817	\$ 18,457,290	
B. TRANSIT MAINTENANCE AND ENHANCEMENTS																							
I. Transit Maintenance, Rehabilitation, and Replacement																							
206	Muni Maintenance	\$ 1,084,169,626	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	\$ 15,466,031	\$ -	\$ -	\$ -	\$ 464,238	\$ 904,678	\$ 1,945,784	\$ 1,937,012	\$ 1,601,422	\$ 1,662,872	\$ 2,034,805	\$ 1,783,770	\$ 1,664,043	\$ 1,183,013	\$ 284,396	\$ -	\$ -	\$ -	
				Total	\$ 803,466,031	\$ -	\$ -	\$ 19,380,000	\$ 50,084,238	\$ 30,904,678	\$ 31,945,784	\$ 33,937,012	\$ 36,601,422	\$ 36,662,872	\$ 37,034,805	\$ 33,783,770	\$ 31,664,043	\$ 31,183,013	\$ 20,284,396	\$ 15,000,000	\$ 20,000,000	\$ 21,000,000	
207	BART Maintenance	\$ 48,400,430	22.44%	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	\$ 10,862,091	\$ -	\$ 98,344	\$ 392,761	\$ 256,701	\$ 278,722	\$ 400,626	\$ 433,767	\$ 370,978	\$ 403,564	\$ 524,215	\$ 532,032	\$ 630,429	\$ 617,989	\$ 624,296	\$ 622,528	\$ 617,529	\$ 611,613	
				Total	\$ 47,377,713	\$ -	\$ 3,360,582	\$ 9,655,523	\$ 256,701	\$ 278,722	\$ 400,626	\$ 2,049,317	\$ 2,012,376	\$ 2,071,225	\$ 2,217,679	\$ 2,253,485	\$ 2,379,425	\$ 2,394,969	\$ 2,429,707	\$ 2,456,825	\$ 2,481,176	\$ 2,505,077	
208	Caltrain Maintenance	\$ 138,286,942	11.95%	Programming	\$ 115,002,000	\$ -	\$ 1,776,000	\$ 4,826,000	\$ 4,700,000	\$ 5,500,000	\$ 5,700,000	\$ 7,500,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	
				Interest Costs	\$ 16,531,883	\$ -	\$ -	\$ 84,416	\$ 120,618	\$ 231,971	\$ 504,273	\$ 668,296	\$ 582,725	\$ 642,914	\$ 843,045	\$ 859,770	\$ 1,019,556	\$ 996,438	\$ 1,000,068	\$ 987,470	\$ 966,855	\$ 942,238	
				Total	\$ 131,533,883	\$ -	\$ 1,776,000	\$ 4,910,416	\$ 4,820,618	\$ 5,731,971	\$ 6,204,273	\$ 8,168,296	\$ 5,582,725	\$ 5,642,914	\$ 5,843,045	\$ 5,859,770	\$ 6,019,556	\$ 5,996,438	\$ 6,000,068	\$ 5,987,470	\$ 5,966,855	\$ 5,942,238	
209	Ferry Maintenance	\$ 6,914,347	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	\$ 40,103,213	3.95%	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	\$ 1,583,799	\$ -	\$ -	\$ 16,641	\$ 22,512	\$ 33,895	\$ 39,457	\$ 55,329	\$ 47,552	\$ 51,976	\$ 67,832	\$ 69,153	\$ 82,298	\$ 81,012	\$ 82,168	\$ 82,255	\$ 81,903	\$ 81,416	
				Total	\$ 39,794,413	\$ -	\$ 300,000	\$ 1,408,641	\$ 1,091,012	\$ 929,395	\$ 331,457	\$ 1,685,928	\$ 1,407,568	\$ 1,433,752	\$ 1,470,988	\$ 1,495,499	\$ 1,531,466	\$ 1,553,366	\$ 1,578,080	\$ 1,602,102	\$ 1,626,067	\$ 1,650,287	
211	Bayview Caltrain Station	\$ 37,337,474	16.76%	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	\$ 6,257,459	\$ -	\$ -	\$ 61,657	\$ 79,956	\$ 124,148	\$ 168,710	\$ 216,555	\$ 212,969	\$ 239,013	\$ 310,550	\$ 312,560	\$ 373,658	\$ 366,371	\$ 370,194	\$ 369,228	\$ 366,342	\$ 362,908	
				Total	\$ 36,327,130	\$ -	\$ -	\$ 2,947,657	\$ 2,201,956	\$ 1,846,148	\$ 168,710	\$ 2,262,836	\$ 2,279,191	\$ 1,725,494	\$ 1,616,937	\$ 1,643,238	\$ 1,722,883	\$ 1,737,184	\$ 1,762,940	\$ 1,784,257	\$ 1,804,012	\$ 1,823,581	
212	Mission Bay Ferry Landing	\$ 6,914,347	30.23%	Programming	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,250,000	\$ 2,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Interest Costs	\$ 2,090,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,978	\$ 160,938	\$ 129,456	\$ 132,098	\$ 160,497	\$ 151,964	\$ 167,491	\$ 152,275	\$ 142,167	\$ 130,475	\$ 118,534	\$ 106,881
				Total	\$ 6,590,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,319,978	\$ 2,410,938	\$ 129,456	\$ 132,098	\$ 160,497	\$ 151,964	\$ 167,491	\$ 152,275	\$ 142,167	\$ 130,475	\$ 118,534	\$ 106,881
213	Next Generation Transit Investments	\$ 30,423,127	3.58%	Programming	\$ 28,968,257	\$ -	\$ -	\$ 675,000	\$ 1,175,000	\$ 1,200,000	\$ 700,000	\$ 1,015,489	\$ 1,031,736	\$ 1,048,244	\$ 1,064,463	\$ 1,082,056	\$ 1,099,369	\$ 1,116,959	\$ 1,134,830	\$ 500,000	\$ 600,000	\$ 700,000	
				Interest Costs	\$ 1,089,665	\$ -	\$ -	\$ -	\$ 10,979	\$ 32,669	\$ 60,093	\$ 65,254	\$ 55,967	\$ 61,051	\$ 79,520	\$ 80,917	\$ 96,125	\$ 94,458	\$ 95,647	\$ 67,560	\$ 43,930	\$ 24,727	
				Total	\$ 30,057,922	\$ -	\$ -	\$ 675,000	\$ 1,185,979	\$ 1,232,669	\$ 760,093	\$ 1,080,743	\$ 1,087,703	\$ 1,109,295	\$ 1,143,983	\$ 1,162,973	\$ 1,195,493	\$ 1,211,416	\$ 1,230,477	\$ 567,			

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
Pending July 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	\$ 124,458,248	12.01%	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	\$ 14,946,825	\$ -	\$ -	\$ -	\$ 100,557	\$ 355,896	\$ 677,265	\$ 807,340	\$ 692,440	\$ 753,511	\$ 979,103	\$ 994,015	\$ 1,178,212	\$ 1,155,302	\$ 1,048,444	\$ 929,247	\$ 808,326	\$ 699,501
				Total	\$ 124,051,304	\$ -	\$ 550,000	\$ 2,150,000	\$ 7,311,557	\$ 11,102,896	\$ 5,713,265	\$ 6,708,612	\$ 4,963,179	\$ 5,041,782	\$ 5,333,725	\$ 5,420,607	\$ 5,675,630	\$ 5,724,679	\$ 3,048,444	\$ 2,929,247	\$ 2,808,326	\$ 2,949,501
II. Safer and Complete Streets																						
218	Safer and Complete Streets	\$ 210,196,152	13.65%	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	\$ 28,697,021	\$ -	\$ -	\$ -	\$ 38,953	\$ 177,611	\$ 517,535	\$ 811,775	\$ 892,536	\$ 1,118,343	\$ 1,542,442	\$ 1,608,280	\$ 1,904,184	\$ 1,865,151	\$ 1,824,448	\$ 1,767,723	\$ 1,709,573	\$ 1,646,409
				Total	\$ 209,795,636	\$ -	\$ 150,000	\$ 4,273,000	\$ 6,843,953	\$ 8,276,611	\$ 9,706,535	\$ 13,759,028	\$ 13,729,394	\$ 12,398,591	\$ 10,853,610	\$ 10,040,781	\$ 9,455,605	\$ 9,537,396	\$ 8,324,448	\$ 8,517,723	\$ 8,709,573	\$ 8,646,409
219	Curb Ramps	\$ 40,103,213	6.54%	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	\$ 2,622,474	\$ -	\$ -	\$ -	\$ 4,649	\$ 21,469	\$ 57,600	\$ 99,550	\$ 85,338	\$ 93,045	\$ 121,133	\$ 123,204	\$ 146,294	\$ 143,696	\$ 145,444	\$ 145,305	\$ 144,402	\$ 143,273
				Total	\$ 39,208,607	\$ -	\$ -	\$ 925,000	\$ 1,104,649	\$ 1,226,469	\$ 1,269,600	\$ 2,313,149	\$ 1,445,354	\$ 1,474,821	\$ 1,524,289	\$ 1,549,551	\$ 1,595,462	\$ 1,616,050	\$ 1,641,356	\$ 1,665,152	\$ 1,688,566	\$ 1,712,144
220	Tree Planting	\$ 27,657,388	13.91%	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	\$ 3,847,603	\$ -	\$ -	\$ 14,844	\$ 25,609	\$ 48,527	\$ 105,569	\$ 153,026	\$ 130,947	\$ 142,526	\$ 185,235	\$ 188,094	\$ 222,992	\$ 218,697	\$ 221,032	\$ 220,506	\$ 218,832	\$ 216,828
				Total	\$ 27,250,904	\$ -	\$ 250,000	\$ 1,027,344	\$ 1,088,109	\$ 1,163,527	\$ 1,280,569	\$ 1,991,197	\$ 1,068,889	\$ 1,095,475	\$ 1,152,929	\$ 1,171,782	\$ 1,222,419	\$ 1,234,114	\$ 1,252,696	\$ 1,268,676	\$ 1,283,772	\$ 1,298,807
III. Freeway Safety and Operational Improvements																						
221	Vision Zero Ramps	\$ 11,062,955	16.91%	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	\$ 1,870,550	\$ -	\$ -	\$ 27,774	\$ 37,244	\$ 46,741	\$ 69,425	\$ 75,190	\$ 64,324	\$ 69,994	\$ 90,944	\$ 92,324	\$ 109,428	\$ 107,295	\$ 108,416	\$ 108,134	\$ 107,290	\$ 106,286
				Total	\$ 10,514,897	\$ -	\$ 100,000	\$ 1,052,774	\$ 957,244	\$ 341,741	\$ 169,425	\$ 444,458	\$ 439,501	\$ 451,173	\$ 478,021	\$ 485,799	\$ 509,198	\$ 513,462	\$ 521,081	\$ 527,402	\$ 533,266	\$ 539,077
222	Managed Lanes and Express Bus	\$ 13,828,694	6.59%	Programming	\$ 12,532,460	\$ -	\$ -	\$ 500,000	\$ 875,000	\$ 375,000	\$ -	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990
				Interest Costs	\$ 911,905	\$ -	\$ -	\$ 2,799	\$ 17,742	\$ 25,082	\$ 30,206	\$ 32,788	\$ 28,112	\$ 30,655	\$ 39,915	\$ 40,603	\$ 48,219	\$ 47,368	\$ 47,951	\$ 47,911	\$ 47,618	\$ 47,251
				Total	\$ 13,444,365	\$ -	\$ -	\$ 502,799	\$ 892,742	\$ 400,082	\$ 30,206	\$ 494,374	\$ 497,083	\$ 507,129	\$ 523,762	\$ 532,446	\$ 547,932	\$ 555,077	\$ 563,782	\$ 571,996	\$ 580,089	\$ 588,241
223	Transformative Freeway and Major Street Projects	\$ 27,657,388	0.00%	Programming	\$ 27,612,256	\$ -	\$ -	\$ 300,000	\$ 624,000	\$ 323,000	\$ 323,000	\$ 1,245,171	\$ 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	\$ 27,612,256	\$ -	\$ -	\$ 300,000	\$ 624,000	\$ 323,000	\$ 323,000	\$ 1,245,171	\$ 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		\$ 626,439,848	8.92%	Programming	\$ 566,683,490	\$ -	\$ 1,605,000	\$ 13,503,500	\$ 21,084,500	\$ 25,149,000	\$ 19,842,000	\$ 32,383,983	\$ 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	\$ 55,884,720	\$ -	\$ -	\$ 53,659	\$ 242,680	\$ 712,111	\$ 1,543,126	\$ 2,096,194	\$ 1,993,444	\$ 2,316,681	\$ 3,099,972	\$ 3,189,947	\$ 3,779,421	\$ 3,704,378	\$ 3,564,436	\$ 3,387,173	\$ 3,203,157	\$ 3,025,178
				Total	\$ 622,568,210	\$ -	\$ 1,605,000	\$ 13,557,159	\$ 21,327,180	\$ 25,861,111	\$ 21,385,126	\$ 34,480,177	\$ 29,696,331	\$ 27,938,813	\$ 26,974,932	\$ 26,426,941	\$ 26,372,207	\$ 26,658,648	\$ 22,948,486	\$ 23,195,367	\$ 23,438,282	\$ 23,690,064
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																						
I. Transportation Demand Management																						
224	Transportation Demand Management	\$ 24,891,650	0.00%	Programming	\$ 24,851,231	\$ -	\$ 50,000	\$ 516,000	\$ 379,000	\$ 379,000	\$ 379,000	\$ 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	\$ 24,851,231	\$ -	\$ 50,000	\$ 516,000	\$ 379,000	\$ 379,000	\$ 379,000	\$ 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	\$ 56,697,646	10.34%	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	\$ 5,863,555	\$ -	\$ 19,189	\$ 124,858	\$ 117,156	\$ 143,364	\$ 194,560	\$ 210,927	\$ 180,621	\$ 196,728	\$ 255,853	\$ 259,970	\$ 308,399	\$ 302,643	\$ 306,054	\$ 305,499	\$ 303,348	\$ 300,732
				Total	\$ 56,207,572	\$ -	\$ 1,374,189	\$ 4,019,858	\$ 2,242,156	\$ 1,268,364	\$ 394,560	\$ 2,103,428	\$ 2,103,402	\$ 2,150,274	\$ 2,239,625	\$ 2,276,529	\$ 2,357,222	\$ 2,384,247	\$ 2,420,964	\$ 2,454,248	\$ 2,486,476	\$ 2,518,791
226	Equity Priority Transportation Program	\$ 58,080,516	0.00%	Programming	\$ 57,812,538	\$ -	\$ -	\$ 250,000	\$ 1,350,000	\$ 1,450,000	\$ 450,000	\$ 2,238,660	\$ 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	\$ 57,812,538	\$ -	\$ -	\$ 250,000	\$ 1,350,000	\$ 1,450,000	\$ 450,000	\$ 2,238,660	\$ 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	\$ 27,657,388	0.00%	Programming	\$ 27,610,256	\$ -	\$ -	\$ 245,000	\$ 745,000	\$ 480,000	\$ 420,000	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 27,610,256	\$ -	\$ -	\$ 245,000	\$ 745,000	\$ 480,000	\$ 420,000	\$ 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
228	Citywide / Modal Planning	\$ 13,828,694	7.91%	Programming	\$ 12,107,077	\$ -	\$ -	\$ 575,000	\$ 525,000	\$ 425,000	\$ 425,000	\$ 461,586	\$ 468,971	\$ 476,475	\$ 483,847	\$ 491,844	\$ 499,713	\$ 507,708	\$ 515,832	\$ 524,085	\$ 532,470	\$ 540,990
				Interest Costs	\$ 1,093,773	\$ -	\$ -	\$ 5,441	\$ 11,273	\$ 18,907	\$ 37,917	\$ 41,129	\$ 35,239	\$ 38,401	\$ 49,968	\$ 50,798	\$ 60,289	\$ 59,191	\$ 59,885	\$ 59,803	\$ 59,407	\$ 58,918
				Total	\$ 13,200,851	\$ -	\$ -	\$ 580,441	\$ 536,273	\$ 443,907	\$ 462,917	\$ 502,715	\$ 504,210	\$ 514,876	\$ 533,815	\$ 542,641	\$ 560,002	\$ 566,900	\$ 575,717	\$ 583,888	\$ 591,877	\$ 599,908
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		\$ 181,155,894	3.84%	Programming	\$ 172,725,120	\$ -	\$ 1,405,000	\$ 5,481,000	\$ 5,124,000	\$ 3,859,000	\$ 1,874,000	\$ 6,346,773	\$ 6,143,521	\$ 6,241,817	\$ 6,338,394	\$ 6,443,152	\$ 6,546,242	\$ 6,650,981	\$ 6,757,396	\$ 6,865,514	\$ 6,975,362	\$ 7,086,967
				Interest Costs	\$ 6,957,328	\$ -	\$ 19,189	\$ 130,299	\$ 128,429	\$ 162,271	\$ 232,477	\$ 252,056	\$ 215,859	\$ 235,129	\$ 305,821	\$ 310,768	\$ 368,688	\$ 361,834	\$ 365,939	\$ 365,302	\$ 362,754	\$ 359,651
				Total	\$ 179,682,447	\$ -	\$ 1,424,189	\$ 5,611,299	\$ 5,252,429	\$ 4,021,271	\$ 2,106,477	\$ 6,598,829	\$ 6,359,380	\$ 6,476,946	\$ 6,644,215	\$ 6,753,920	\$ 6,914,929	\$ 7,012,815	\$ 7,123,335	\$ 7,230,816	\$ 7,338,116	\$ 7,446,618
TOTAL PROP L STRATEGIC PLAN		\$ 3,288,463,483	10.83%	Programming	\$ 2,619,385,350	\$ -	\$ 18,183,238	\$ 85,371,262	\$ 148,180,000	\$ 122,184,500	\$ 121,845,000	\$ 150,994,769	\$ 199,727,071	\$ 141,319,058	\$ 140							

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
Pending July 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	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 692,763	\$ 679,267	\$ 660,832	\$ 637,121	\$ 607,782	\$ 572,401	\$ 531,516	\$ 489,522	\$ 386,461	\$ 220,049	\$ 82,046	\$ -	\$ -	\$ -
		\$ 6,738,865	\$ 6,822,106	\$ 6,901,956	\$ 6,978,101	\$ 7,051,568	\$ 7,122,001	\$ 7,188,935	\$ 7,256,798	\$ 4,386,461	\$ 220,049	\$ 82,046	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,844,373	\$ 1,612,268	\$ 1,381,795	\$ 1,155,725	\$ 937,016	\$ 728,903	\$ 536,046	\$ 365,384	\$ 213,590	\$ 80,973	\$ -	\$ -	\$ -	\$ -
		\$ 1,844,373	\$ 1,612,268	\$ 1,381,795	\$ 1,155,725	\$ 937,016	\$ 728,903	\$ 536,046	\$ 365,384	\$ 213,590	\$ 80,973	\$ -	\$ -	\$ -	\$ -
III. Caltrain															
204	Caltrain Service Vision: Capital System Capacity Investments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
205	Caltrain Downtown Rail Extension and Pennsylvania Alignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 6,316,108	\$ 5,603,134	\$ 4,889,580	\$ 4,183,405	\$ 3,493,079	\$ 2,827,826	\$ 2,202,288	\$ 1,642,249	\$ 1,129,609	\$ 665,509	\$ 275,296	\$ 7,166	\$ -	\$ -
		\$ 6,316,108	\$ 5,603,134	\$ 4,889,580	\$ 4,183,405	\$ 3,493,079	\$ 2,827,826	\$ 2,202,288	\$ 1,642,249	\$ 1,129,609	\$ 665,509	\$ 275,296	\$ 7,166	\$ -	\$ -
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	\$ -	\$ -
		\$ 8,853,243	\$ 7,894,669	\$ 6,932,206	\$ 5,976,251	\$ 5,037,878	\$ 4,129,129	\$ 3,269,850	\$ 2,497,155	\$ 1,729,660	\$ 966,530	\$ 357,342	\$ 7,166	\$ -	\$ -
		\$ 17,647,574	\$ 16,829,708	\$ 16,010,206	\$ 15,199,495	\$ 14,410,656	\$ 13,655,820	\$ 12,953,369	\$ 12,340,466	\$ 8,856,572	\$ 4,331,152	\$ 3,836,914	\$ 3,551,313	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 602,968	\$ 590,535	\$ 536,824	\$ 455,700	\$ 376,708	\$ 300,944	\$ 230,086	\$ 166,920	\$ 109,699	\$ 58,548	\$ 17,066	\$ -	\$ -	\$ -
		\$ 2,526,728	\$ 2,545,075	\$ 1,386,824	\$ 455,700	\$ 376,708	\$ 300,944	\$ 230,086	\$ 166,920	\$ 109,699	\$ 58,548	\$ 17,066	\$ -	\$ -	\$ -
208	Caltrain Maintenance	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 911,195	\$ 872,637	\$ 826,543	\$ 773,272	\$ 713,238	\$ 646,933	\$ 576,081	\$ 402,182	\$ 246,530	\$ 109,448	\$ 3,172	\$ -	\$ -	\$ -
		\$ 5,911,195	\$ 5,872,637	\$ 5,826,543	\$ 5,773,272	\$ 5,713,238	\$ 5,646,933	\$ 5,576,081	\$ 402,182	\$ 246,530	\$ 109,448	\$ 3,172	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -
		\$ 80,552	\$ 79,166	\$ 77,192	\$ 74,587	\$ 71,311	\$ 67,318	\$ 62,662	\$ 57,856	\$ 52,022	\$ 45,183	\$ 20,549	\$ -	\$ -	\$ -
		\$ 1,674,525	\$ 1,698,642	\$ 1,722,579	\$ 1,746,300	\$ 1,770,127	\$ 1,794,030	\$ 1,817,800	\$ 1,841,956	\$ 1,865,631	\$ 1,996,664	\$ 770,549	\$ -	\$ -	\$ -
211	Bayview Caltrain Station	\$ 1,484,043	\$ 1,507,788	\$ 1,531,912	\$ 1,556,422	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 357,852	\$ 350,544	\$ 340,709	\$ 328,182	\$ 285,209	\$ 227,086	\$ 172,797	\$ 124,448	\$ 80,759	\$ 41,823	\$ 10,531	\$ -	\$ -	\$ -
		\$ 1,841,896	\$ 1,858,332	\$ 1,872,622	\$ 1,884,604	\$ 885,209	\$ 227,086	\$ 172,797	\$ 124,448	\$ 80,759	\$ 41,823	\$ 10,531	\$ -	\$ -	\$ -
212	Mission Bay Ferry Landing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 95,244	\$ 83,575	\$ 71,965	\$ 60,554	\$ 49,486	\$ 38,922	\$ 29,098	\$ 20,379	\$ 12,568	\$ 5,682	\$ 323	\$ -	\$ -	\$ -
		\$ 95,244	\$ 83,575	\$ 71,965	\$ 60,554	\$ 49,486	\$ 38,922	\$ 29,098	\$ 20,379	\$ 12,568	\$ 5,682	\$ 323	\$ -	\$ -	\$ -
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	\$ 200,000	\$ -	\$ -
		\$ 24,620	\$ 24,345	\$ 23,879	\$ 23,206	\$ 22,315	\$ 21,192	\$ 19,849	\$ 18,442	\$ 16,685	\$ 14,584	\$ 11,651	\$ -	\$ -	\$ -
		\$ 1,233,841	\$ 1,252,913	\$ 1,272,104	\$ 1,291,402	\$ 1,311,072	\$ 1,331,112	\$ 1,351,333	\$ 1,371,897	\$ 1,392,526	\$ 1,495,018	\$ 1,542,663	\$ 200,000	\$ -	\$ -
TOTAL TRANSIT MAINTENANCE AND ENHANCEMENTS		\$ 33,485,819	\$ 34,089,591	\$ 33,559,212	\$ 32,784,558	\$ 34,880,472	\$ 34,334,342	\$ 34,389,232	\$ 33,445,159	\$ 41,502,141	\$ 41,768,377	\$ 42,128,969	\$ 40,554,415	\$ -	\$ -
		\$ 2,072,432	\$ 2,000,802	\$ 1,877,112	\$ 1,715,501	\$ 1,518,268	\$ 1,302,394	\$ 1,090,574	\$ 790,227	\$ 518,264	\$ 275,268	\$ 63,292	\$ -	\$ -	\$ -
		\$ 35,558,251	\$ 36,090,394	\$ 35,436,325	\$ 34,500,059	\$ 36,398,741	\$ 35,636,736	\$ 35,479,805	\$ 34,235,386	\$ 42,020,404	\$ 42,043,645	\$ 42,192,261	\$ 40,554,415	\$ -	\$ -
C. PARATRANSIT															
214	Paratransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,469,713	\$ 3,936,813	\$ 3,405,640	\$ 2,882,354	\$ 2,373,525	\$ 1,886,321	\$ 1,431,561	\$ 1,026,791	\$ 661,525	\$ 336,540	\$ 76,643	\$ -	\$ -	\$ -
		\$ 4,469,713	\$ 3,936,813	\$ 3,405,640	\$ 2,882,354	\$ 2,373,525	\$ 1,886,321	\$ 1,431,561	\$ 1,026,791	\$ 661,525	\$ 336,540	\$ 76,643	\$ -	\$ -	\$ -
TOTAL PARATRANSIT		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 4,469,713	\$ 3,936,813	\$ 3,405,640	\$ 2,882,354	\$ 2,373,525	\$ 1,886,321	\$ 1,431,561	\$ 1,026,791	\$ 661,525	\$ 336,540	\$ 76,643	\$ -	\$ -	\$ -
D. STREETS AND FREEWAYS															
I. Maintenance, Rehabilitation, and Repl															
215	Street Resurfacing, Rehabilitation and Maintenance	\$ 5,771,279	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,251,891	\$ 6,354,810	\$ 6,459,673	\$ 6,566,514	\$ 7,065,707	\$ 7,307,101	\$ 7,442,710	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 5,771,279	\$ 5,863,619	\$ 5,957,437	\$ 6,052,754	\$ 6,150,886	\$ 6,251,891	\$ 6,354,810	\$ 6,459,673	\$ 6,566,514	\$ 7,065,707	\$ 7,307,101	\$ 7,442,710	\$ -	\$ -
216	Pedestrian and Bicycle Facilities Maintenance	\$ 1,044,327	\$ 1,061,036	\$ 1,078,012	\$ 1,095,260	\$ 1,113,017	\$ 1,131,295	\$ 1,149,918	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 163,403	\$ 160,141	\$ 155,720	\$ 150,062	\$ 143,084	\$ 134,687	\$ 125,001	\$ 90,703	\$ 59,631	\$ 31,852	\$ 9,319	\$ -	\$ -	\$ -
		\$ 1,207,729	\$ 1,221,177	\$ 1,233,732	\$ 1,245,322	\$ 1,256,101	\$ 1,265,981	\$ 1,274,919	\$ 90,703	\$ 59,631	\$ 31,852	\$ 9,319	\$ -	\$ -	\$ -

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
Pending July 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	\$ -	\$ -	\$ -	\$ -
		\$ 600,160	\$ 509,345	\$ 435,080	\$ 383,547	\$ 366,119	\$ 344,171	\$ 318,980	\$ 293,248	\$ 262,574	\$ 184,107	\$ 70,334	\$ -	\$ -	\$ -
		\$ 3,100,160	\$ 3,259,345	\$ 3,685,080	\$ 4,383,547	\$ 5,638,307	\$ 5,669,171	\$ 5,729,980	\$ 5,794,248	\$ 5,855,574	\$ 3,434,107	\$ 70,334	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,573,970	\$ 1,499,184	\$ 1,429,020	\$ 1,368,908	\$ 1,303,545	\$ 1,224,261	\$ 1,084,998	\$ 803,738	\$ 546,971	\$ 315,265	\$ 122,199	\$ -	\$ -	\$ -
		\$ 8,573,970	\$ 8,749,184	\$ 9,179,020	\$ 9,868,908	\$ 10,154,464	\$ 10,174,261	\$ 8,084,998	\$ 803,738	\$ 546,971	\$ 315,265	\$ 122,199	\$ -	\$ -	\$ -
219	Curb Ramps	\$ 1,593,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 141,493	\$ 138,811	\$ 135,114	\$ 130,332	\$ 124,394	\$ 117,216	\$ 108,906	\$ 100,360	\$ 90,069	\$ 47,798	\$ 13,578	\$ -	\$ -	\$ -
		\$ 1,735,466	\$ 1,758,286	\$ 1,780,501	\$ 1,802,045	\$ 1,823,211	\$ 1,843,929	\$ 1,864,044	\$ 1,884,460	\$ 1,903,678	\$ 47,798	\$ 13,578	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 213,853	\$ 209,529	\$ 203,692	\$ 196,242	\$ 187,068	\$ 176,043	\$ 135,254	\$ 98,854	\$ 65,792	\$ 36,142	\$ 11,869	\$ -	\$ -	\$ -
		\$ 1,313,144	\$ 1,326,409	\$ 1,338,442	\$ 1,349,147	\$ 1,358,666	\$ 1,366,879	\$ 135,254	\$ 98,854	\$ 65,792	\$ 36,142	\$ 11,869	\$ -	\$ -	\$ -
III. Freeway Safety and Operational Imp															
221	Vision Zero Ramps	\$ 439,717	\$ 446,752	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 104,806	\$ 102,666	\$ 99,787	\$ 96,119	\$ 78,448	\$ 61,589	\$ 45,921	\$ 32,022	\$ 19,586	\$ 8,638	\$ 161	\$ -	\$ -	\$ -
		\$ 544,522	\$ 549,418	\$ 553,687	\$ 557,281	\$ 78,448	\$ 61,589	\$ 45,921	\$ 32,022	\$ 19,586	\$ 8,638	\$ 161	\$ -	\$ -	\$ -
222	Managed Lanes and Express Bus	\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 46,669	\$ 45,790	\$ 44,575	\$ 43,002	\$ 41,047	\$ 38,683	\$ 35,944	\$ 33,127	\$ 29,734	\$ 15,337	\$ 3,780	\$ -	\$ -	\$ -
		\$ 596,315	\$ 604,229	\$ 611,950	\$ 619,454	\$ 626,846	\$ 634,101	\$ 641,164	\$ 648,334	\$ 655,116	\$ 15,337	\$ 3,780	\$ -	\$ -	\$ -
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	\$ 11,661,556	\$ 8,698,930	\$ 8,860,369	\$ -	\$ -
		\$ 2,844,354	\$ 2,665,466	\$ 2,502,987	\$ 2,368,211	\$ 2,243,705	\$ 2,096,650	\$ 1,855,004	\$ 1,452,051	\$ 1,074,357	\$ 639,138	\$ 231,240	\$ -	\$ -	\$ -
		\$ 23,941,878	\$ 24,448,549	\$ 25,474,599	\$ 27,031,364	\$ 28,258,524	\$ 28,458,639	\$ 25,341,529	\$ 17,042,445	\$ 16,923,627	\$ 12,300,694	\$ 8,930,170	\$ 8,860,369	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 296,762	\$ 290,912	\$ 282,950	\$ 272,736	\$ 260,117	\$ 244,915	\$ 227,364	\$ 209,345	\$ 140,867	\$ 79,271	\$ 28,416	\$ -	\$ -	\$ -
		\$ 2,550,309	\$ 2,580,516	\$ 2,609,188	\$ 2,636,192	\$ 2,661,891	\$ 2,686,129	\$ 2,708,765	\$ 2,731,694	\$ 140,867	\$ 79,271	\$ 28,416	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 58,164	\$ 57,039	\$ 55,500	\$ 53,516	\$ 51,059	\$ 48,094	\$ 44,666	\$ 41,144	\$ 25,482	\$ 11,661	\$ 882	\$ -	\$ -	\$ -
		\$ 607,809	\$ 615,479	\$ 622,874	\$ 629,969	\$ 636,858	\$ 643,512	\$ 649,886	\$ 656,351	\$ 25,482	\$ 11,661	\$ 882	\$ -	\$ -	\$ -
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	\$ 5,003,058	\$ 5,383,396	\$ 5,567,315	\$ 5,670,636	\$ -	\$ -
		\$ 354,926	\$ 347,951	\$ 338,450	\$ 326,252	\$ 311,176	\$ 293,009	\$ 272,030	\$ 250,489	\$ 166,349	\$ 90,933	\$ 29,298	\$ -	\$ -	\$ -
		\$ 7,555,284	\$ 7,663,514	\$ 7,771,062	\$ 7,877,783	\$ 7,985,138	\$ 8,092,987	\$ 8,200,411	\$ 8,309,700	\$ 5,169,407	\$ 5,474,328	\$ 5,596,613	\$ 5,670,636	\$ -	\$ -
TOTAL PROP L STRATEGIC PLAN		\$ 70,578,031	\$ 72,123,277	\$ 73,041,435	\$ 74,222,485	\$ 77,942,033	\$ 78,023,000	\$ 75,487,658	\$ 66,938,075	\$ 69,481,380	\$ 62,177,951	\$ 59,874,786	\$ 58,629,567	\$ -	\$ -
		\$ 18,594,668	\$ 16,845,701	\$ 15,056,396	\$ 13,268,570	\$ 11,484,552	\$ 9,707,504	\$ 7,919,018	\$ 6,016,714	\$ 4,150,155	\$ 2,308,408	\$ 757,814	\$ 7,166	\$ -	\$ -
		\$ 89,172,698	\$ 88,968,978	\$ 88,097,831	\$ 87,491,054	\$ 89,426,585	\$ 87,730,504	\$ 83,406,676	\$ 72,954,789	\$ 73,631,535	\$ 64,486,359	\$ 60,632,599	\$ 58,636,733	\$ -	\$ -
Prop. K Related Cashflow (since 7/1/22)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 15,075,284	\$ 14,754,544	\$ 14,328,349	\$ 13,789,925	\$ 13,131,443	\$ 12,343,741	\$ 11,439,477	\$ 10,514,281	\$ 9,411,840	\$ 8,136,337	\$ 6,413,681	\$ 1,860,207	\$ -	\$ -
		\$ 15,075,284	\$ 14,754,544	\$ 14,328,349	\$ 13,789,925	\$ 13,131,443	\$ 12,343,741	\$ 11,439,477	\$ 10,514,281	\$ 9,411,840	\$ 8,136,337	\$ 6,413,681	\$ 1,860,207	\$ -	\$ -

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.

Attachment 6: Summary of Requests Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Prop L 2024/25	Prop L 2025/26	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
Prop L	22	SFCTA	SF Freeway Network Management Study	\$ 1,000,000	500,000	500,000	\$ 2,179,000	95%	23%	Construction	Citywide
TOTAL				\$ 1,000,000	\$ 500,000	\$ 500,000	\$ 2,179,000				

Footnotes

¹

"EP Line No./Category" is either the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline.

²

Acronym: SFCTA (San Francisco County Transportation Authority)

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 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 program, and Prop L should cover only 10%.

⁴

"Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 7: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
22	SFCTA	SF Freeway Network Management Study	\$ 1,000,000	<p>Requested funds, along with \$679,000 in Prop K funds, will be used for a study to consider managed lane alternatives, including priced lane options, for freeways within San Francisco (i.e., Central Freeway, I-80, US 101, I-280), with the goals of reducing vehicle miles travelled and increasing person throughput. This project would consider a facility design that does not increase the overall capacity of the freeway, and programs to reduce transportation barriers and maintain affordability. The study will develop recommendations for a priced managed lanes program on priority segments on San Francisco's freeway network, consisting of facility design, operations plan, and related programmatic elements.</p> <p>We are proposing to advance this project in two parts. In March 2025, staff will present an update to the Board to seek guidance and feedback on the study purpose, goals and objectives, and the priority segments that will advance for future study in Part 2. At that time, SFCTA will know whether it was successful in obtaining a Caltrans Planning Grant for this project. If we are not successful, staff will recommend scope adjustments or request additional Prop L funds to fully fund the scope of work. We anticipate that the final study could be presented to the Board for approval by December 2026, subject to funding available.</p>
TOTAL			\$1,000,000	

¹ See Attachment 6 for footnotes.

Attachment 8: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
22	SFCTA	SF Freeway Network Management Study	\$ 1,000,000	<p>Special Condition: The recommended allocation is contingent upon concurrent approval of the Prop L Managed Lanes and Express Bus 5-Year Prioritization Program and amendment of the Prop L Strategic Plan Baseline.</p> <p>Special Condition: The recommendation is contingent upon an amendment to the Prop K 101/280 Carpool and Express Lane project to allow SFCTA to use \$679,000 in remaining Prop K funds for the SF Freeway Network Management Study. Prop K funds remains because the environmental work for the 101/280 Carpool and Express Lane project will not be completed due to community feedback; thus we are recommending applying the remaining balance toward the subject project, which reduces the Prop L request.</p> <p>Special Condition: Upon completion of Part 1 (Tasks 2 and 3), anticipated by March 2025, staff will present an update to the Board to seek guidance and feedback on the study purpose, goals and objectives, and the priority segments that will advance to Part 2.</p>
TOTAL			\$ 1,000,000	

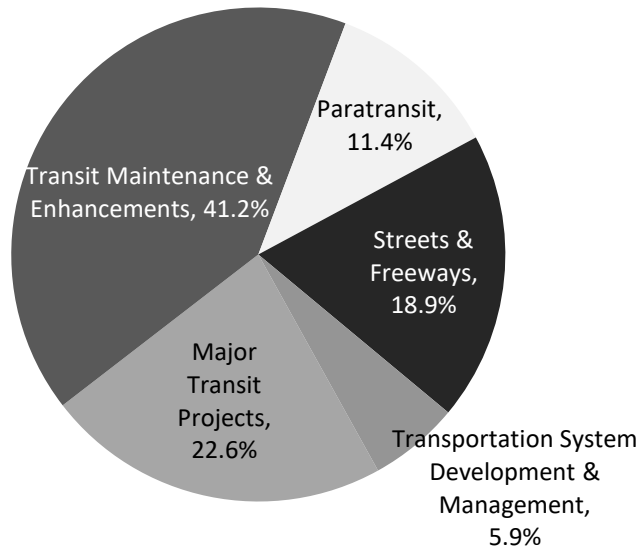
¹ See Attachment 6 for footnotes.

Attachment 9
Prop L Summary - FY2024/25

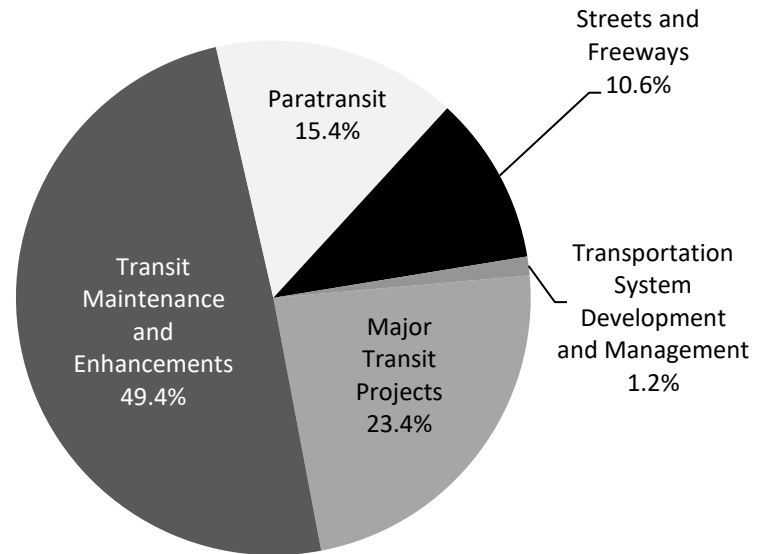
PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 65,917,637	\$ 13,465,500	\$ 32,142,819	\$ 17,504,318	\$ 2,805,000	\$ -
Current Request(s)	\$ 1,000,000	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 66,917,637	\$ 13,965,500	\$ 32,642,819	\$ 17,504,318	\$ 2,805,000	\$ -

The above table shows maximum annual cash flow for all FY 2024/25 allocations and appropriations approved to date, along with the current recommended allocations.

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	SF Freeway Network Management Study
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Managed Lanes and Express Bus
Current PROP L Request:	\$1,000,000
Supervisory District	Citywide

REQUEST

Brief Project Description

This study will consider managed lane alternatives, including priced lane and priced facility options, for freeways within San Francisco (Central Freeway, I-80, US 101, I-280) with the goals of reducing vehicle miles travelled and increasing person throughput. The study will consider a facility design that does not increase overall capacity, and programs to reduce transportation barriers and maintain affordability. It will develop recommendations for a priced managed lanes program on priority freeway segments, consisting of facility design, operations plan, and programmatic elements.

Detailed Scope, Project Benefits and Community Outreach

The SF Freeway Network Management Study responds to March 2023 Transportation Authority Board feedback to resume consideration of pricing as a tool to improve the overall efficiency of the freeway and reduce vehicle miles traveled within San Francisco.

Background

The Transportation Authority completed the Freeway Corridor Management Study (FCMS) Phase 2 in November 2018 which included analysis of four managed lanes options:

1. No Build: The configuration of freeways remains as it is today
2. High occupancy vehicle (HOV) 2+: High Occupancy Vehicle (carpool) with a two-person minimum requirement.
3. HOV3+: High Occupancy Vehicle (carpool) with a three-person minimum requirement.
4. High occupancy toll (HOT) 3+: Express Lane with a three-person minimum carpool requirement

A recommendation of the FCMS was to further study equity impacts of managed lanes and develop programs to address the impacts.

Following the FCMS, the Transportation Authority began the 101/280 Express Lanes and Bus Project "Project Study Report" (PSR) process with Caltrans, which focused on implementation of the HOT3+ option. The PSR identified alternatives to implement the HOT3+ option but did not provide a recommendation.

Caltrans approved the PSR for the 101/280 Express Lanes and Bus Project in October of 2019, and project work was anticipated to move into the environmental clearance (PAED) phase in 2021. During this time, the MTC adopted its Managed Lanes Strategic Plan that included a facility for 101/280 in SF, and the Transportation Authority conducted pre-environmental scoping work for both the HOT3+ option studied in the PSR, and the HOV3+ lane option, as part of a comprehensive program package.

In November 2019, the Transportation Authority Board appropriated \$4.1 million in Prop K to partially fund the PAED phase for 101/280 Express Lanes and Bus Project. The adopted Scope associated with this appropriation would have delivered the milestone of the Draft Environmental Documents for the study area included in the PSR. In November 2020, Transportation Authority staff removed the consideration of an express lane option from the scope based on feedback from the SFCTA Board.

In February 2021, the Transportation Authority deobligated \$1.3 million of the original total in order to fund the I-280 Northbound Geneva Avenue Off-ramp Modification Feasibility Study and I-280 Southbound Ocean Avenue Off-ramp design projects, resulting in a total project budget of \$2.8 million. The corresponding reduction in scope included limiting and pausing the environmental and engineering work for all alternatives in the southbound direction of travel (in addition to the prior removal of any express lanes alternatives from analysis).

In a parallel effort, San Mateo County has been working to implement the US-101 Mobility Action Plan (MAP) which was completed in Spring 2021 and identifies near-term policies, programs, and technological solutions to address impacts of their managed lanes project.

In 2022, Transportation Authority staff began traffic and other environmental analyses for the northbound direction of travel. In November 2023, the Transportation Authority initiated a round of outreach for the Northbound I-280 Transit and Carpool Lane Study. This work focused on two main transit/carpool lane design options under consideration for the relatively short segment (<1 mile) at the northern terminus of I-280N from the 18th Street overcrossing to King/5th Streets:

- Option 1: I-280N Left-side Traffic Lane Conversion – Changing the existing (left side) #1 general purpose lane to transit/carpool use only, with #2 (right side) lane remaining a general purpose lane
- Option 2: I-280N Shoulder Conversion – Changing the existing left side freeway shoulder to transit/carpool lane use via striping (not physical widening of the roadway), leaving the #1 and #2 freeway traffic lanes for general purpose traffic use.

The scope also considered the possibility of extending either of the above configurations onto King Street to further prioritize public transit and carpools as they continue on local streets.

Some issues that community members raised during these outreach meetings include:

- The potential to increase delay to general (non HOV) traffic on the freeway (with long queues resulting from Option 1: Left Side Traffic Lane Conversion)
- The potential to generate more traffic (increased vehicle trips and vehicle miles of travel) in the area or cause traffic to divert to other exits (e.g. 6th Street) or surface street routes
- The potential impacts of the project (negative and positive) on pedestrian safety and neighborhood livability
- The challenge of enforcing transit/carpool lane violations
- The benefits to transit riders and carpools and potential to attract new riders/carpoolers resulting in moving people more efficiently through the corridor.

At the April 23, 2024 meeting of the Transportation Authority Board, MTC staff presented an update on their ongoing Next Generation Bay Area Freeways Study (NGFS). The NGFS is an early and immediate action in response to Plan Bay Area 2050's Strategy T5, which called for the implementation of per-mile tolling on congested freeways with transit alternatives in support of a reduction in regional VMT and resultant GHG emissions to meet the region's state-mandated GHG reduction targets. The NGFS is exploring whether there are equitable as well as technically and politically feasible pathways towards implementing Strategy T5 in the medium to long term. Transportation Authority staff recognize that all-lane tolling is a bold, new strategy that was added out of necessity to close the GHG reduction gaps in Plan Bay Area 2050.

SF Freeway Network Management Study

Community/CAC feedback and the NGFS shaped the current scope for this proposed SF Freeway Network Management Study, which will take a comprehensive look at San Francisco's Freeway Network and use new travel data to understand where a managed lane program will best support transportation goals, including a reduction in vehicle miles traveled. The project scope is consistent with the Managed Lanes and Express Bus program in the Prop L Expenditure Plan.

At the March 29, 2023 meeting of the Transportation Authority Board, staff presented an informational update on Express Lanes in the Bay Area. At that meeting, Board members Chair Mandelman, Vice Chair Melgar, and Commissioner Peskin requested that staff develop a proposed scope of work for considering a priced managed lane in further evaluation of the design of freeways through/ within San Francisco.

The SF Freeway Network Management Study responds to that Board feedback and to outreach feedback, and advances the ConnectSF Streets and Freeways Strategy and SFTP 2050, which both recognize the need for managed lanes on the San Francisco Freeway Network, and supports the regional effort around Managed Lanes by filling a gap in the managed lane network between San Mateo County and the East Bay.

Part 1 of this project includes Tasks 2 and 3 below, an overall scan of the freeway network, identification of priority segments for further study, and development of a purpose statement and goals. This part is expected to take approximately 8 months. The team will present the findings from Part 1 to the board for review and direction before proceeding with the remaining tasks.

The recommendation is contingent upon an amendment to the Prop K 101/280 Carpool and Express Lane project (SGA 134-901033) to allow SFCTA to use \$679,000 in remaining Prop K funds for the SF Freeway Network Management Study. The project budget assumes the use of remaining Prop K funds for the 101/280 Carpool and Express Lane study. Prop K funding remains because the environmental work for the 101/280 Carpool and Express Lane project was not completed due to community feedback.

On behalf of the Transportation Authority, the MTC submitted a Caltrans Planning Grant, which would fund a portion of this study, in Winter 2023/24 for potential award in Summer 2024. If we do not receive the Caltrans Planning Grant in this cycle, we will apply again in the next cycle and pursue other funding options including potentially requesting additional Prop L funds from the SF Freeway Network Management Placeholder. We will also assess the budget and evaluate whether some scope can be adjusted.

Task 1: Project management

The Transportation Authority will conduct ongoing management of the project, including consultant

procurement and coordination with city and regional agency staff.

Deliverables: Consultant procurement, regular reporting on project status

Task 2: Identify Priority Managed Lane Segments for Future Study

Using available data and considerations developed in prior phases of work, a high level design and operations assessment will be conducted to identify a prioritized set of feasible segments for managed lane implementation and further study. The process will consider two primary questions to assess feasibility—1. which freeway segments can support a physical design that does not require increasing capacity and/or the physical footprint of the freeway infrastructure, and 2. is there an option to incorporate pricing that is operationally sound and supports study purposes? Question 1 will be answered by developing a high level design that considers right of way and existing pinch points on the corridor. This may include conceptual civil engineering drawings at up to three locations including freeway interchanges and along I-80 where there are left and right side exits. As part of this task, as built diagrams, freeway striping plans, and other necessary documents will be requested from Caltrans or other relevant agencies. Question 2 will be answered by updating previous SF-CHAMP model estimates to screen priced lane options for operations, VMT impacts, and financial feasibility. This task includes up to 20 CHAMP runs and summaries with documentation. Answering these questions will allow for the priority segments to be identified based on the high level screening of benefits and feasibility. The final outcome of this Task will be a set of up to five locations on the freeway network to further study a managed lane or managed facility program.

A working group will be established during this process composed of community representatives and SFCTA Community Advisory Committee (CAC) members; the group will convene up to 3 times during this task to advise staff on the project teams' analysis process, findings, and ultimate selection of segments for further study.

A risk and mitigations matrix will also be developed as part of this task and will serve as a living document to determine risk levels throughout the study.

Deliverables: Priority segment selection, Risk assessment

Task 3: Purpose Statement and Goals

The project team will develop a purpose statement, project goals, and objectives to guide the development of concepts and evaluation. The purpose and goals will also consider public and stakeholder engagement, ConnectSF/the SFTP/Streets and Freeways Study, the Climate Action Plan, 101 Mobility Action Plan, and other relevant plans or past studies.

Deliverables: Draft and final memo of study purpose, goals, and objectives

Task 4: Technical Advisory Committee

The project team will establish a Technical Advisory Committee (TAC) to collect feedback on the outreach process, technical analysis, design alternatives, and programmatic elements. The TAC will also be valuable in providing lessons learned from other Bay Area managed lane projects. The TAC will be made up of representatives from SFMTA, Planning Department, Department of Public Works, MTC, San Mateo (C/CAG and SMCTA), and Caltrans (District 4 and HQ). The TAC is estimated to meet up to six times throughout the project.

Through the TAC, interagency Deputy and Director level meetings will be held at key project milestones to ensure alignment with city and regional agencies.

Deliverables: Draft and final TAC meeting materials, meeting notes

Cost/ staffing notes for budget: Assume TA lead development + meetings with consultant support and attendance

Task 5: Travel modeling

Evaluation metrics and criteria will be developed based on 101/280 Managed Lane Project 1 Study, Streets and Freeways Strategy Analysis, and input from the TAC, and building on criteria from Task 2 and and Goals/Objectives identified in Task 3.

Subtask 5a: Existing Conditions

This subtask will include required and optional data collection to support analysis. Household travel survey diary data will be used to create traveler profiles for all freeway segments. Required data collection also includes traffic counts and conditions on ramps, the freeway mainline, and on adjacent corridors that provide freeway access. This subtask will also include analysis of crash data, greenhouse gas emissions data, and other relevant data on freeway mainline and freeway adjacent corridors. “Big data” sources (e.g. Streetlight) may also be used to conduct origin-destination analysis and pre- vs. post-pandemic travel pattern analysis. To the extent possible, this task will use work and analysis completed from the Streets and Freeways Study and Connect SF.

Subtask 5b: Travel modeling

Travel modeling will be conducted of the priority segments identified in Task 2 using SF-CHAMP for the following scenarios: :

- Current year
- Opening year and future year no project
- Opening year and future year for two geometric alternatives
- Opening year and future year for two pricing structure alternatives

To the extent possible, the modeling definitions will align with new PBA 2050+ and SFTP 2050+ land use allocations and transportation network assumptions, and reflect pricing and ramp/ lane configuration changes.

Deliverables: Existing conditions report, Model output data tables and summaries, Memo of analysis findings, raw data from data collection

Task 6: Geometric Design / 5% Engineering Drawings

Using the feasibility design assessment developed in task 2, the consultant will refine the proof of concept and develop both cross sections and plan views at 5% designs for segments selected in Task 2 for managed lanes on freeways within San Francisco. Each design will be technically feasible with considerations of right of way, current conditions, transit routes, and other core functions of the freeway and corridor, as well as findings from public outreach, as applicable. All designs will assume the conversion of an existing general purpose lane into the managed lane and will not include lane additions, mainline shoulder conversions, or freeway widening. However, designs that consider shoulder conversion/lane addition within the existing physical footprint at the county line may be needed to create lane connections, in the Baseline and/or the Build alternatives. A brief memo outlining key features, benefits, tradeoffs, constraints, risks, and planning level cost estimates will accompany the design alternatives.

Deliverables: conceptual drawings for 5 alternatives, memo of design alternatives

Task 7: Program Development

In addition to managed lane alternatives, the project team will develop up to five sets of program alternatives to increase transportation options that reduce transportation barriers for non-driving modes and ensure affordability. These alternatives will support goals to reduce VMT and increase the use of non-drive alone options. The alternatives will also be based on community outreach findings and known transportation needs along freeway corridors in SF. The alternatives will include implementation costs and tied to managed lane alternatives to ensure feasibility and overall financial sustainability.

Deliverables: Memo of Program Alternatives

Task 8: Alternatives Evaluation

Each of the physical freeway managed lanes designs will include benefits and tradeoffs. The physical designs will be paired with program alternatives to be evaluated against project goals and metrics. Economic and operational analysis will be conducted (see Subtask 9b) to provide system and operational elements of the overall cost estimate for each alternative, as well as gross and net revenue findings for each alternative. The alternatives and staff evaluation will be brought to the public for feedback to guide refinement and the ultimate selection design for up to two preferred segments.

Deliverables: Memo of alternatives evaluation

Task 9: Detailed Design, Economic Analysis, and Toll System Operational Analysis (Optional) Subtask 9a: Detailed Design

The preferred design(s) will be advanced to 10% design. The project team will develop 10% design of up to 2 leading scenarios and define the associated programmatic elements.

Subtask 9b: Economic and Toll System Operational Analysis

Further refinement of the economic and operation analysis from Task 8 will develop managed lane program alternatives to support the evaluation and next phases of design. This analysis will identify ongoing operational costs and potential for net revenue/ cost recovery. The analysis will include creating a planning level operation analysis, including operational variations and benefits and constraints of each, guidance on pricing structure, affordability, and transportation option improvements, and sketch level implementation, operational cost, and revenue assumptions. The analysis will outline the operations of the corridor including, but not limited to, payment collection, enforcement, and planning level cost estimates to build and operate the program. The cost analysis will also consider how revenues for the program could be used to fund the programmatic elements of the preferred managed lane program.

Subtask Task 9c: Funding and Implementation Plan

Building off of the sketch level implementation, operational cost, and revenue assumptions developed in this task, the project team will identify potential funding sources and define next steps for implementation. The implementation plan will also include an institutional analysis of governance options for any recommended designs.

Deliverables: (optional) detailed design, draft and final economic and operations analysis, Funding and Implementation Plan

Task 10: Outreach

Project outreach will take place in multiple phases and will develop a co-creation approach with the working group to allow the community to have a significant role in selecting the ultimate recommendation for a managed lane program. All outreach will be conducted in multiple languages and will include in person outreach events.

The first round of outreach would include surveys and in-person events to establish goals, evaluation metrics, and needs and challenges for travel on freeways within/through San Francisco.

The second round of outreach would focus on the corridor design and pricing strategies. In this second round, model results around congestion and affordability would be shared with the public to have informed discussions about benefits and tradeoffs. The ultimate goals of round two would be to gain insights to determine preferred pricing and roadway design elements to guide revisions to concepts and initial planning for related transportation programs, which would be brought to the third round of outreach.

The third round of outreach would bring forward revised design and pricing concepts that reflect findings from the previous round of outreach and program scenarios to complement scenarios. The outreach round would focus on defining various programs, including relative level of importance between programmatic elements (e.g. TDM, transit service, etc.).

The outreach process may also include a statistically significant survey effort to understand preferences, concerns, and support for a managed lanes program, representing all supervisorial districts in San Francisco.

Deliverables: Draft and final outreach materials, draft and final outreach report

Task 11: Final Deliverables

A draft and final report will be prepared and brought to the Transportation Authority Board for approval. The plan will document alternatives and final recommendations and include next steps to advance the recommended segments into the next stages of design and program development.

Deliverables: Draft and final plan, presentation and memorandums for board presentations

Project Location

San Francisco

Is this project in an Equity Priority Community?	Yes
Does this project benefit disadvantaged populations?	Yes

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$1,000,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	SF Freeway Network Management Study
Primary Sponsor:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Task 1 Project Management: July 2024 - December 2026

Task 2 Resolve key questions: July 2024 - March 2025

Task 3 Purpose Statement and Goals: August 2024 - March 2025

Task 4 Technical Advisory Committee: September 2024 - October 2026

Task 5 Travel modeling: September 2024 - June 2025

Task 6 Geometric Design / 5% Engineering Drawings: October 2024 - June 2025

Task 7 Program Development: March 2025 - August 2025

Task 8 Evaluation: August 2025 - March 2026

Task 9 Detailed Economic and Toll System Operations Analysis: December 2025 - May 2026

Task 10 Outreach: February 2025 - October 2026

Task 11 Final Deliverables: June 2026 - December 2026

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	SF Freeway Network Management Study
Primary Sponsor:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-144: Transportation/Land Use Coordination	\$0	\$0	\$679,000	\$679,000
EP-222: Managed Lanes and Express Bus	\$1,000,000	\$0	\$0	\$1,000,000
Caltrans Planning Grant	\$500,000	\$0	\$0	\$500,000
Phases In Current Request Total:	\$1,500,000	\$0	\$679,000	\$2,179,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$2,179,000	\$1,000,000	based on costs for 101/280 project
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$2,179,000	\$1,000,000	

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

**San Francisco County Transportation Authority
Prop L/Prop AA/TNC Tax Allocation Request Form**

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY

Agency	Task 1 - Project Management	Task 2 - Identify Priority Segments	Task 3 - Purpose Statement and Goals	Task 4 - Technical Advisory Committee	Task 5 - Travel Modeling	Task 6 - Geometric Design/ 5% Alt Drawings	Task 7 - Program Development	Task 8 - Evaluation	Task 9 - Detailed Design, Economic/Operation Analysis	Task 10 - Outreach	Task 11 - Final Deliverables	Total
SFCTA	\$ 88,084	\$ 101,249	\$ 16,282	\$ 63,247	\$ 140,559	\$ 33,344	\$ 29,870	\$ 174,920	\$ 23,315	\$ 95,218	\$ 22,912	\$ 789,000
Consultant	\$ 52,000	\$ 62,500	\$ 12,000	\$ 57,000	\$ 642,500	\$ 95,000	\$ 40,000	\$ 50,000	\$ 37,500	\$ 118,500	\$ 25,000	\$ 1,192,000
Contingency (10%)	\$ 198,000											\$ 198,000
Optional Direct Costs *	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
Total	\$ 338,084	\$ 163,749	\$ 28,282	\$ 120,247	\$ 783,059	\$ 128,344	\$ 69,870	\$ 224,920	\$ 60,815	\$ 213,718	\$ 47,912	\$ 2,179,000

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

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	430	\$ 106.56	\$ 2.42	\$ 257.88	0.19	\$ 110,886.34
Principal Planner	2382	\$ 77.85	\$ 2.42	\$ 188.40	1.04	\$ 448,761.65
Transportation Planner	784	\$ 57.88	\$ 2.42	\$ 140.07	0.34	\$ 109,789.35
Communications	442	\$ 68.93	\$ 2.42	\$ 166.81	0.19	\$ 73,730.29
Senior Engineer	242	\$ 78.26	\$ 2.42	\$ 189.39	0.11	\$ 45,832.19
Total	4279.82				1.88	\$ 789,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	SF Freeway Network Management Study
Primary Sponsor:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

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

SGA Project Number:	222-901001	Name:	SF Freeway Network Management Study
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	06/30/2027
Phase:	Planning/Conceptual Engineering	Fundshare:	45.9%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-222	\$500,000	\$500,000	\$1,000,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Task 2: Upon completion (anticipated March 2025), provide list of identified priority segments and the risk and mitigations matrix.
3. Task 3: Upon completion (anticipated March 2025), provide memo of study purpose, goals, and objectives.
4. Task 5: Upon completion (anticipated June 2025), provide memo of analysis findings.
5. Task 6: Upon completion (anticipated June 2025), provide memo of design alternatives and conceptual drawings.
6. Task 7: Upon completion (anticipated August 2025), provide memo of program alternatives.
7. Task 8: Upon completion (anticipated March 2026), provide memo of alternatives evaluation.
8. Task 9: Upon completion (anticipated May 2026), provide draft economic and operations analysis and draft funding and implementation plans.
9. Task 10: Upon completion (anticipated October 2026), provide final outreach report.
10. Upon completion of project (anticipated December 2026), provide final plan. Final plan shall include recommendations and next steps to advance the recommended segments, including preliminary funding and implementation plans. Staff shall present the final report to the CAC and Board for approval.

Special Conditions

1. The recommendation is contingent upon approval of the Prop L Managed Lanes and Express Bus 5-Year Prioritization Program and amendment of the Prop L Strategic Plan Baseline.

2. The recommendation is contingent upon an amendment to the Prop K 101/280 Carpool and Express Lane project (SGA 134-901033) to allow SFCTA to use \$679,000 in remaining Prop K funds for the SF Freeway Network Management Study. See scope for details.

3. Upon completion of Part 1 (Tasks 2 and 3), anticipated by March 2025, staff will present an update to the Board to seek guidance and feedback on the study purpose, goals and objectives, and the priority segments that will advance to Part 2.

Notes

1. Previously allocated Prop K funds shall be spent prior to requested Prop L funds.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	54.11%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	54.11%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	SF Freeway Network Management Study
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$1,000,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

AP

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Aliza Paz	Aliza Paz
Title:	Senior Planner	Senior Planner
Phone:	(415) 522-4803	(415) 522-4803
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Memorandum

AGENDA ITEM 9

DATE: June 20, 2024

TO: Transportation Authority Board

FROM: Cynthia Fong – Deputy Director for Finance and Administration

SUBJECT: 07/09/24 Board Meeting: Authorize Borrowing of up to \$65,000,000 under the Revolving Credit Agreement with U.S. Bank National Association; the Extension of Such Agreement for up to Six Months; the Execution and Delivery of Related Legal Documents; and the Taking of All Other Actions Necessary or Desirable in Connection Therewith

RECOMMENDATION ☐ Information ☒ Action

- Authorize Borrowing of up to \$65,000,000 from the Revolving Credit Agreement with U.S. Bank National Association and an up to Six-Month Extension to Revolving Credit Agreement with U.S. Bank National Association
- Authorize the Execution and Delivery of Related Legal Documents; and the Taking of All Other Actions Necessary or Desirable in Connection Therewith

SUMMARY

The purpose of this memo is to brief the Board on our debt management strategy for the sales tax program and to request authorization to borrow up to \$65,000,000, from our \$125,000,000 Revolver Credit Agreement (Revolver) with U.S. Bank National Association (U.S. Bank) and to extend the term of the Revolver for up to six months. We need to draw down these funds to meet the anticipated capital reimbursement requests for the sales tax program. The Revolver is a short-term variable rate financing method and is basically a loan directly from a commercial bank. As of June 20, 2024, \$125,000,000 was available to draw upon to fund upcoming sales tax capital expenditures. Through ongoing discussions with our sponsors (particularly San Francisco Municipal

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



<p>Transportation Agency (SFMTA)) and financial advisor, KNN Public Finance, we have conducted cash flow analyses and anticipate the need to borrow \$65 million over the next few months from the Revolver to meet our financial commitments. We have been tracking some of the largest sales tax projects and programs in terms of the amount of funds allocated and remaining to be reimbursed, most of which are in active construction phases or reaching other milestones that will trigger large sales tax reimbursement requests. Among the major cash driver projects are the purchase of new SFMTA Light Rail Vehicles, Motor Coaches, L-Taraval Transit Enhancements, Signals and Signs, Van Ness Bus Rapid Transit, Paratransit; TJPA's The Portal; and BART's next generation fare gates. Consistent with our debt management approach, we would use the Revolver to meet short-term cash needs, providing time for us to prepare to issue long-term debt (e.g., bonds) over the next few years, if needed.</p>	
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BACKGROUND

We receive revenues from the one-half of one percent sales tax which are dedicated toward financing transportation improvements in the voter approved sales tax Expenditure Plan (Prop L, approved in 2022, which superseded Prop K, approved in 2003). In Fiscal Year (FY) 2022/23 our sales tax revenues were \$111.5 million, and we projected FY 2023/24 sales tax revenue collections at \$106.2 million in FY 2023/24 and \$108.3 million in FY 2024/25. To fund transportation projects under the Expenditure Plans, we have historically relied on pay-go sales tax revenues and interim financing under the Revolving Credit Agreement Loan (Revolver) program to fund transportation projects under the Expenditure Plans. The Revolver is an alternative variable rate financing method to traditional commercial paper notes and is a loan directly from a commercial bank. From time to time, we have utilized available funding under our interim borrowing program to fund peak capital expenditures that could not be met with available sales tax revenues.

In 2017, we issued our first and only long-term bond issuance to date - the Senior Sales Tax Revenue Bond, Series 2017, which provided approximately \$200 million in bond proceeds for projects as well as repaying amounts previously drawn under a prior revolving credit agreement and paying related costs. Following the issuance of the 2017 Senior Bonds, we have had no further long-term or short-term borrowing needs. As of June 20, 2024, \$179,640,000 of the Senior Lien Bonds were outstanding



and we will pay approximately \$21.9 million of principal and interest payments through FY 2033/34.

DISCUSSION

We anticipate drawing on the funding available under the Revolver as soon as August 2024 to meet the anticipated capital reimbursement requests for the sales tax program. Through ongoing discussions with our sponsors (particularly the San Francisco Municipal Transportation Agency or SFMTA) and analysis conducted with our financial advisor, KNN Public Finance, we have conducted the necessary cash flow review that confirms our budget assumption of needing to borrow \$65 million over the next few months from the Revolver. Further, if the pace of project delivery and reimbursements ramp up as anticipated, we may return to the Board for permission to drawdown more funds over the next 18 months.

This need to address a rapid peaking in reimbursement requests is precisely why we have a flexible debt instrument like the Revolver in place and it is why we have been closely tracking some of the largest projects (largest in terms of the amount of sales tax funds allocated and remaining to be reimbursed), most of which are in active construction phases or reaching other milestones that will trigger large sales tax reimbursement requests. Among the major cash driver projects for FYs 2023/24 and 2024/25 are the SFMTA's Light Rail Vehicles procurement, Motor Coaches procurement, Paratransit, L-Taraval Transit Enhancements, various signals and signs projects, and Van Ness Bus Rapid Transit; the Transbay Joint Powers Authority's The Portal/Caltrain Downtown Extension; and BART's Next Generation Fare Gates. Attachment 1 shows that in aggregate, if these projects were to seek the maximum reimbursement allowable per the grant agreement as amended, reimbursements could total up to an additional \$107.2 million just for these projects by the end of FY 2024/25. While we do not anticipate that this full amount is likely to be requested for reimbursement in FY2024/25, we are expecting to see a significant portion requested for reimbursement in the next six months, particularly since we are seeing more regular reimbursement requests for the SFMTA vehicle procurements.

We have begun to receive requests for third quarter reimbursements this month. Typically, capital reimbursements from sponsors ramp up over the course of the fiscal year, with the fourth quarter resulting in the highest level of capital reimbursements paid by our agency.



The Revolver expires in fall 2024 and therefore, we are in the process of procuring a replacement interim borrowing facility and anticipate bringing this item before the Community Advisory Committee (CAC) and Board in September and October 2024, respectively. Should staff need more time to finalize the replacement interim borrowing facility beyond the current Revolver stated expiration date of October 4, 2024, then the recommended authorization provides the authority for the Executive Director or Chief Deputy Director of our agency to extend the current Revolver under substantially the same terms for a period of up to six months. We expect to continue to utilize an interim borrowing program in tandem with pay-go sales tax revenues to meet our near-term transportation expenditure needs. Concurrently, we are working on a schedule that calls for our agency to be ready to potentially issue our second long-term bond within the next several years. The intrinsic flexibility of the Revolver, in combination with a long-term bond, supports our long-term financing plan to advance funds for projects to deliver the benefits sooner to the public, while minimizing financing costs. We will continue to monitor sales tax revenues and capital spending closely through a combination of cash flow needs for allocation reimbursements, progress reports, and conversations with project sponsors, particularly for our largest grant recipient, the SFMTA.

FINANCIAL IMPACT

The proposed FY 2024/25 budget already incorporates the need to borrow \$65 million under the Revolver to help pay for anticipated capital project reimbursement requests. The amount borrowed under the Revolver is assumed to bear a rate of interest equal to the sum of Securities Industry and Financial Markets Association Index (SIFMA, a tax-exempt variable rate index) plus a fixed credit spread (subject to adjustment if our credit rating changes). As of June 18th, 2024, our cost of borrowing (interest rate) under the current Revolver facility is 3.78% and its cost of maintaining the facility on an unutilized basis is 0.20%. If we identify the need for additional borrowing from the Revolver, we would seek Board approval to do so and would reflect the additional amount in the mid-year Fiscal Year 2024/25 budget amendment as well as the budget for future fiscal years, as appropriate. The outstanding loan balance is required to be paid off or transferred to a replacement interim borrowing facility at the expiration date of the current Revolver, October 4, 2024, unless certain conditions are met. The interest rate on amounts not paid by October 4, 2024 would be substantially higher.



PUBLIC NOTICE – GOVERNMENT CODE, SECTION 5852.1

The following information is made available in accordance with Government Code, Section 5852.1 to provide certain public disclosures related to the proposed borrowing. All figures represent good faith estimates based on the current U.S. Bank Revolver terms and assume i) a drawn facility up to the proposed amount of \$65 million, ii) a variable rate of interest based on the current U.S. Bank Revolver rate, iii) our current credit ratings, and iv) a borrowing term beginning in July 2024 and extending through the term of the current Revolver facility of October 4, 2024.

- 1)** True Interest Cost of the Revolver. Based on the current SIFMA variable rate index, a good faith estimate of the true interest cost of borrowing \$65,000,000 under the Revolver is 3.78%. The unutilized cost of the remaining \$60,000,000 undrawn on the Revolver is 0.20%. On a weighted average basis, the True Interest Cost of the Revolver is 1.49%.
- 2)** Finance Charge of the Revolver. The sum of all fees and charges paid to third parties (or costs associated with the issuance of the Bank Note), is \$5,250.
- 3)** Revolver Proceeds to be Received. The amount of proceeds expected to be received by the Transportation Authority for borrowings under the Revolver less the finance charge to third parties described in 2 above and any reserves or capitalized interest paid or funded with proceeds of the Revolver, is \$65,000,000. The finance charge to third parties described in #2 above is not expected to be paid from Revolver proceeds.
- 4)** Total Payment Amount. Assuming an aggregate principal amount of \$65,000,000 of borrowings under the Revolver and based on an assumed current variable rate of interest over the remaining term of the current Revolver, a good faith estimate of the total payment amount, which means the sum total of all payments the Transportation Authority will make to pay debt service on the Revolver plus the unutilized cost associated with the \$60,000,000 remaining undrawn amount, calculated to the term of the current Revolver, is \$470,500.

CAC POSITION

The CAC will consider this item at its June 26, 2024 meeting.



SUPPLEMENTAL MATERIALS

- Attachment 1 - Largest Cash Flow Drivers FY23/24 - FY 24/25

Transportation Sales Tax Capital Expenditures - Largest Cash Flow Drivers FY 2023/24-FY 2024/25

	A	B	C	D	E	F	G
Name	Remaining Balance as of May 31, 2024 (Assumes Pending Invoices Paid)	Reimbursed from July 1, 2023 - May 31, 2024	Pending Invoices as of May 31, 2024	Reimbursed and Pending Invoices for FY 2023/24 as of May 31, 2024 (B + C)	Maximum Remaining Reimbursement Through FY 2024/25	Maximum FY23/24- FY24/25 Reimbursements (D + E)	Bond Eligible (for reference only)
Muni Light Rail Vehicles	\$18,680,174	\$56,066,415	\$22,885,490	\$78,951,905	\$18,680,174	\$97,632,079	Yes
Muni Motor Coaches	\$12,982,711	\$7,164,682	\$460,179	\$7,624,861	\$12,982,711	\$20,607,572	Yes
Paratransit	\$15,752,372	\$2,308,674	\$0	\$2,308,674	\$15,752,372	\$18,061,046	No
The Portal/Caltrain Downtown Extension	\$13,684,637	\$3,414,966	\$661	\$3,415,627	\$13,684,637	\$17,100,264	Not Recommended (design phase)
Signals and Signs	\$10,381,665	\$4,442,295	\$141,181	\$4,583,476	\$9,669,629	\$14,253,105	Yes
L-Taraval Transit Enhancements	\$12,473,256	\$0	\$2,822,107	\$2,822,107	\$10,855,513	\$13,677,620	Yes
Van Ness BRT	\$13,347,173	\$0	\$0	\$0	\$13,347,173	\$13,347,173	Yes
BART Fare Gates	\$12,234,736	\$0	\$290,264	\$290,264	\$12,234,736	\$12,525,000	Yes
Totals	\$109,536,724	\$73,397,033	\$26,599,882	\$99,996,915	\$107,206,945	\$207,203,860	

As of 5/31/2024

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 10

DATE: June 20, 2024

TO: Transportation Authority Board

FROM: Cynthia Fong - Deputy Director for Finance and Administration

SUBJECT: 07/09/24 Board Meeting: Approve a New Declaration of Official Intent to Reimburse Certain Expenditures from the Proceeds of Indebtedness

RECOMMENDATION ☐ Information ☒ Action

Approve a new Declaration of Official Intent to Reimburse Certain Expenditures from the Proceeds of Indebtedness

SUMMARY

A Declaration of Official Intent to Reimburse Certain Expenditures from the Proceeds of Indebtedness (also called a Reimbursement Resolution) is adopted when a government anticipates financing projects with debt and wishes to preserve the option to use debt (including, for example, bonds, commercial paper and borrowings under credit facilities) to cover expenditures paid prior to issuing debt. This helps us to size debt appropriately and to ensure compliance with requirements to spend down proceeds of the debt within three years of the issue date. Adoption of a Reimbursement Resolution does not obligate our agency to issue additional debt. The general description of projects to be covered by the recommended Reimbursement Resolution includes but is not limited to the construction, acquisition, and improvement of certain transit, street, freeway, traffic and transportation system facilities, and similar expenditures as more fully described in the 2022 Transportation Expenditure Plan (Prop L). Issuing debt facilitates delivery of projects and benefits to the public sooner than would be possible using pay-as-you-go funding.

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



BACKGROUND

The reimbursement with debt of amounts that were not borrowed and that were used to pay costs of eligible projects is governed by U.S. Treasury Regulations Section 1.150-2. To be effective, a Reimbursement Resolution must have, among other things, two parts: 1) a general, functional description of the project(s) to be financed; and 2) a statement of the maximum dollar amount of anticipated borrowing for the projects. Adoption of a Reimbursement Resolution does not obligate the adopting government agency to issue additional debt. It simply provides administrative flexibility to use tax-exempt debt to reimburse expenditures paid prior to issuing debt (including, without limitation, by drawing funds under a bank facility).

DISCUSSION

Plan of Finance. Based on our analysis of the major cash flow drivers (e.g. projects like the San Francisco Municipal Transportation Agency's Light Rail Vehicles procurement, Motor Coaches procurement, Paratransit, L-Taraval Transit; the Transbay Joint Powers Authority's The Portal/Caltrain Downtown Extension; and BART's Next Generation Fare Gates), we are allowed to borrow an amount not to exceed \$1,910,000,000, as indicated in the 2022 Transportation Expenditure Plan, but we do not anticipate this maximum amount to be borrowed. Issuing debt facilitates delivery of projects and benefits to the public sooner than would be possible using pay-as-you-go funding.

The general description of projects to be covered by the Reimbursement Resolution includes but is not limited to the construction, acquisition, and improvement of certain transit, street, freeway, traffic and transportation system facilities, and similar expenditures as more fully described in the 2022 Transportation Expenditure Plan (Prop L). Additionally, this reimbursement resolution does not supersede any prior adopted reimbursement resolutions such as Resolution 18-15 (September 26, 2017), with respect to the projects described therein, and such prior reimbursement resolutions remain in full force and effect.

FINANCIAL IMPACT

Adoption of the new Reimbursement Resolution does not obligate the Transportation Authority to issue additional debt and has no impact on the agency's proposed FY 2024/25 budget, which is scheduled for final approval on June 25, 2024. As noted above, a Reimbursement Resolution provides the administrative flexibility to use tax-exempt debt to reimburse expenditures paid prior to raising



funds. Further, it helps to size debt appropriately and facilitates compliance with requirements to spend down bond proceeds within three years of the issuance date.

CAC POSITION

The CAC will consider this item at its June 26, 2024 meeting.

SUPPLEMENTAL MATERIALS

None.

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 11

DATE: June 18, 2024

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 7/9/24 Board Meeting: Approve the Jane Warner Plaza [NTIP Planning] Final Report

RECOMMENDATION ☐ Information ☒ Action

Approve the Jane Warner Plaza [NTIP Planning] Final Report

SUMMARY

Requested by District 8 Supervisor and Transportation Authority Board Chair Rafael Mandelman, the Jane Warner Plaza Neighborhood Program project developed plans to enhance safety of the intersection at Castro and Market streets and to allow the plaza and space to better serve the community. San Francisco Public Works, in coordination with the San Francisco Municipal Transportation Agency (SFMTA), conducted site walks and held community meetings to determine desires and needs for the plaza as well as to receive iterative input on two concept alternatives. The final report (Attachment 1) identifies a preferred concept with draft cost estimates.

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

BACKGROUND

Jane Warner Plaza, located on the intersection of Castro, 17th, and Market streets, was created in 2009 as a temporary public square through the City's Pavement to Parks program. The space was embraced by the community, and temporary bollards were switched out for more permanent landscaping features and movable barriers and seating. The Plaza is named for the late Jane Warner, a San Francisco Patrol Special Police Officer who walked a police beat in the Castro for 20 years.



DISCUSSION

The Jane Warner Plaza final report (attached) details two concept alternatives and identifies a preferred concept to enhance the safety of people passing through the plaza and to improve the longevity and appearance of plaza features. These concepts were developed in consultation with community stakeholders, the District 8 office, and the SFMTA. The final report includes analyses of the project area's multi-modal circulation patterns, and identifies site opportunities and constraints. The central plaza area is envisioned to be a flexible space for community gatherings. The longer-term vision is to improve the existing wide sidewalk area along Market Street and to form a gateway to the Castro and Upper Market Street. Any changes to the space will need to accommodate operations of the SFMTA F Line and preserve the emergency tracks that run east-west along 17th Street.

Outreach. Outreach included a site walk with project partners and community stakeholders to determine needs and desires for the study. SFPW held two stakeholder meetings to develop concept alternatives and receive input on preferred concepts. The design team also held a meeting with local business owners. Concepts were vetted with SFMTA staff for their feedback on transit infrastructure and operations needs, as well as bicycle and pedestrian circulation. The final preferred concept vision was presented to the community in March 2024.

FINANCIAL IMPACT

The recommended action would not have any impact on the Transportation Authority's proposed Fiscal Year 2024/25 annual budget.

CAC POSITION

The CAC will consider this item at its June 26, 2024 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Jane Warner Plaza Preferred Concept Vision

Attachment 1

JANE WARNER PLAZA

PREFERRED CONCEPT VISION

CONCEPTUAL DESIGN PLAN
JUNE 2024

SFMTA

San Francisco
County Transportation
Authority**JANE WARNER PLAZA**

PREFERRED CONCEPT VISION: MARCH 2024

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This project was funded through the San Francisco County Transportation Authority's Neighborhood Transportation Program at the request of Commissioner Rafael Mandelman

Project Goals

Programming

- Celebrate the leadership and community activism of Jane Warner.
- A flexible place for celebrations, for protest, for grieving.
- Focal entry feature to Upper Market.

Environment

- Provide relief from extremes of hot and cold weather.
- More greenery!

Circulation

- Keep existing traffic patterns.
- Pedestrian safety.
- Need to manage large crowds at large events. Streetcar is closed 3 times/year. Other events occur while streetcar running.
- Bike access: keep permeable for bike connection to 17th street to east.

Site Furnishings

- More seating needed. Movable tables and chairs provide flexibility.
- Physical separation at streetcar tracks especially for small group events.
- Furnishings that can be moved with a forklift can be installed over emergency tracks.

Place Making

- Unify with Harvey Milk Plaza so it feels like one continuous design.
- Graphics or art on the ground.
- Representation of underrepresented people of the LGBTQIA+ community.

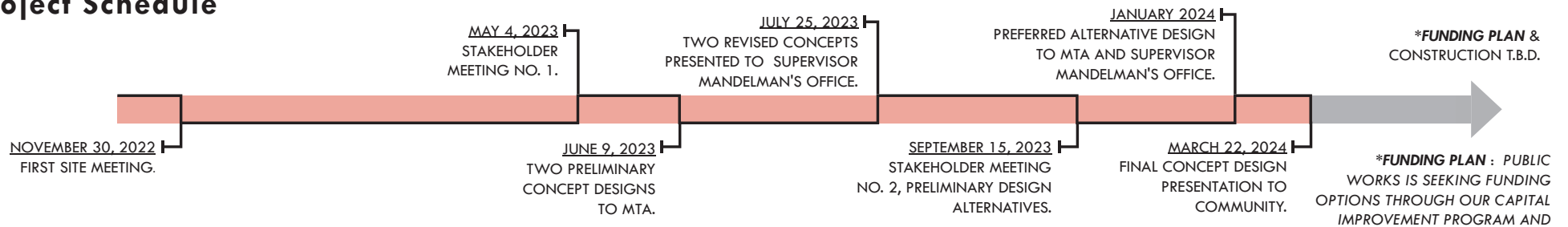
Materials

- Durable materials.
- Repeat paving materials between Harvey Milk Plaza and Jane Warner Plaza.

Existing Conditions Plan



Project Schedule

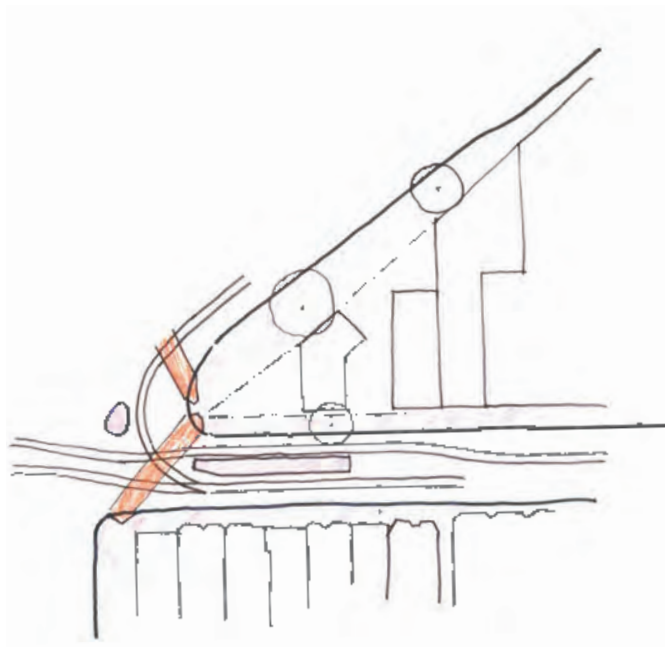


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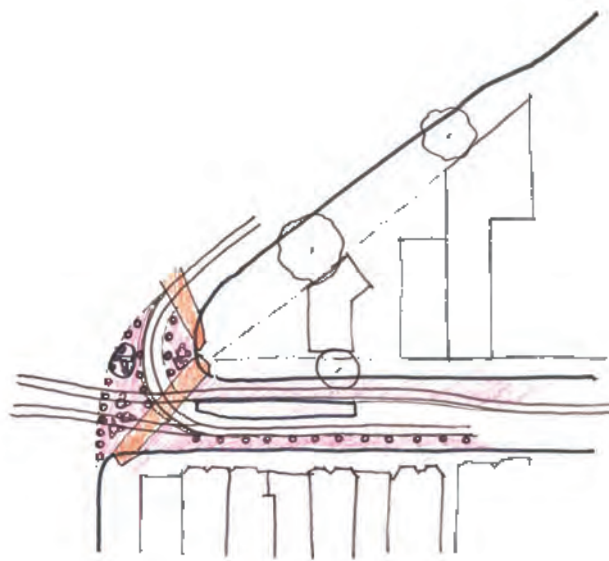
JANE WARNER PLAZA

PREFERRED CONCEPT VISION: MARCH 2024 -3-

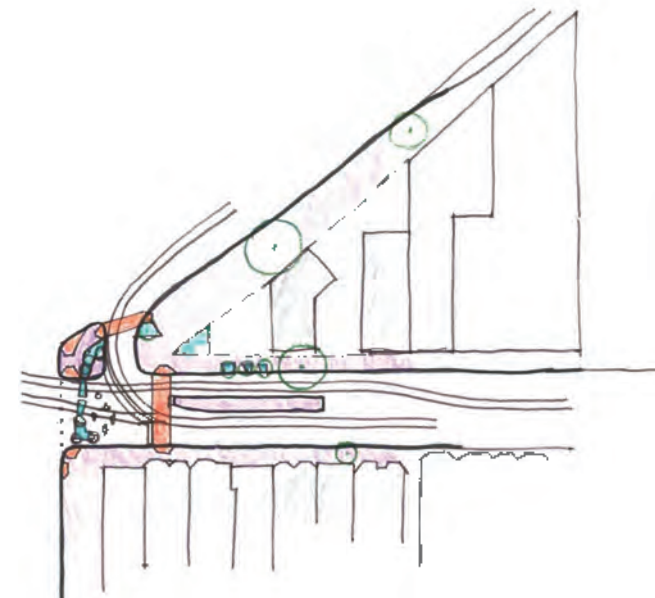
The Evolution of Jane Warner Plaza



BEFORE JANE WARNER PLAZA, 2008



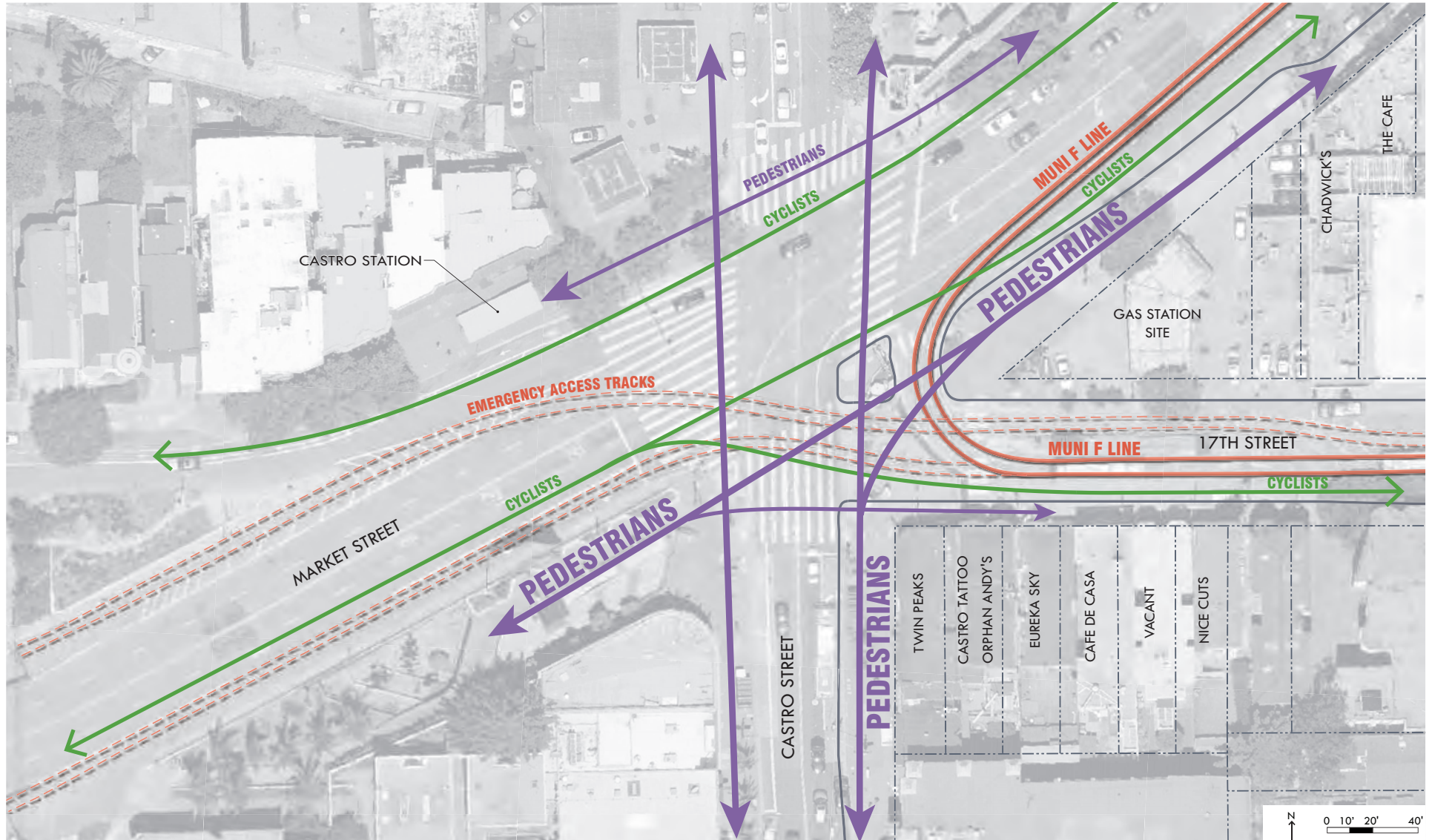
TACTICAL URBANISM, 2009



JANE WARNER PLAZA TODAY



Site Circulation

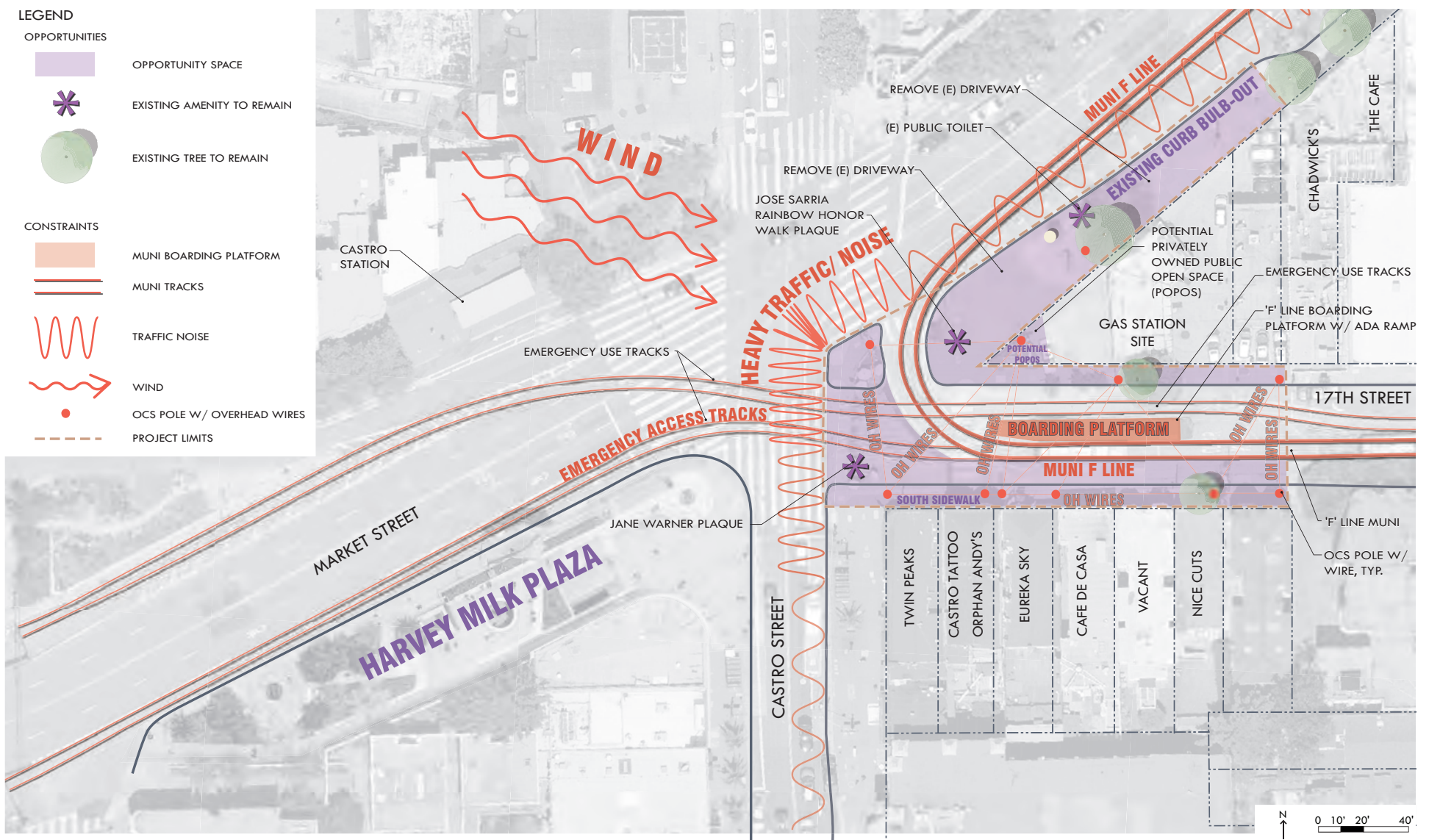


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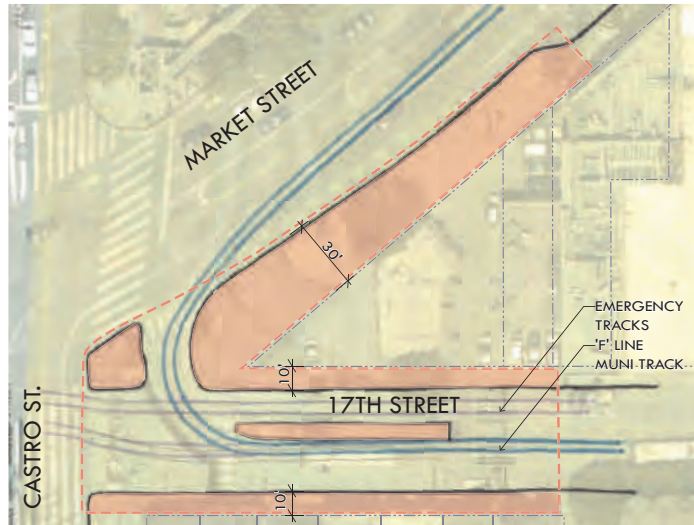
JANE WARNER PLAZA

PREFERRED CONCEPT VISION: MARCH 2024 -5-

Site Opportunities & Constraints

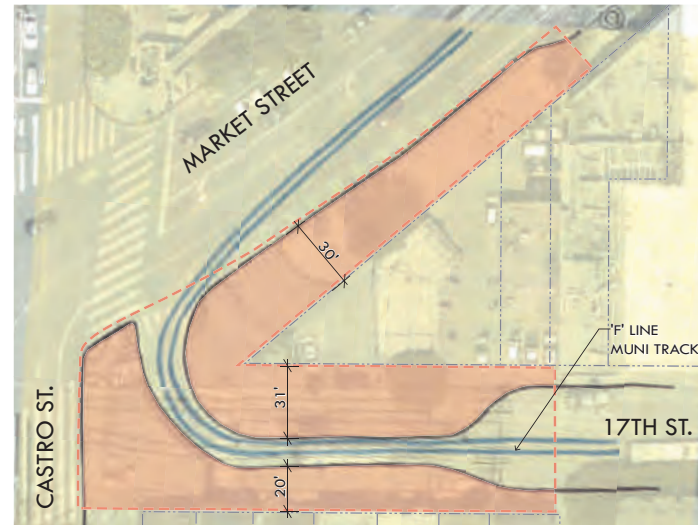


Curb Configuration Studies



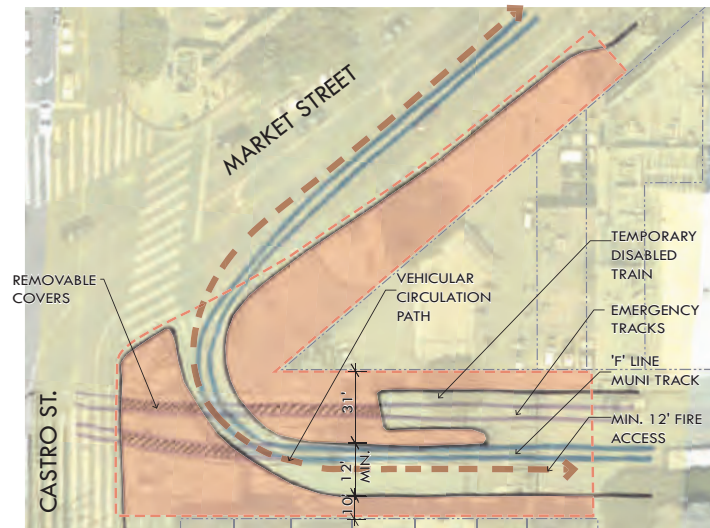
1.) EXISTING CURBS

9,600 S.F.



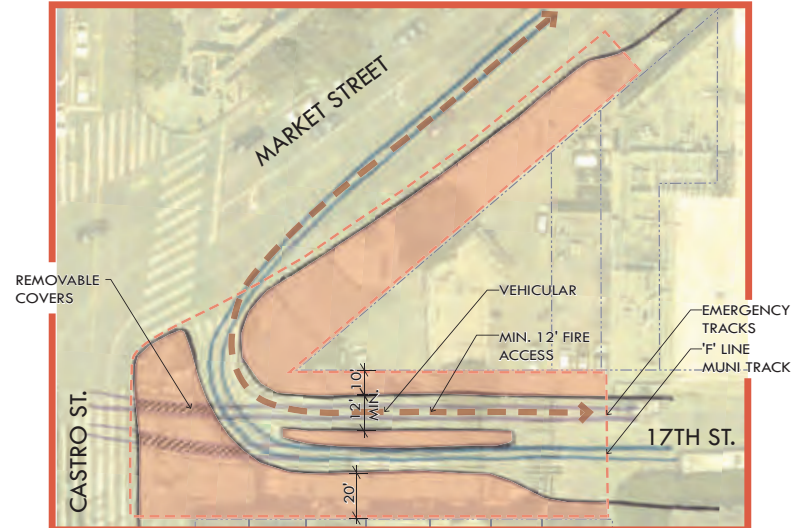
2.) PRELIMINARY CURB PROPOSAL

15,300 S.F.



3.) ALTERNATIVE 1: NORTH PLAZA CONNECTION

13,182 S.F.

4.) ALTERNATIVE 2: SOUTH BULB-OUT **(PREFERRED)**

13,070 S.F.

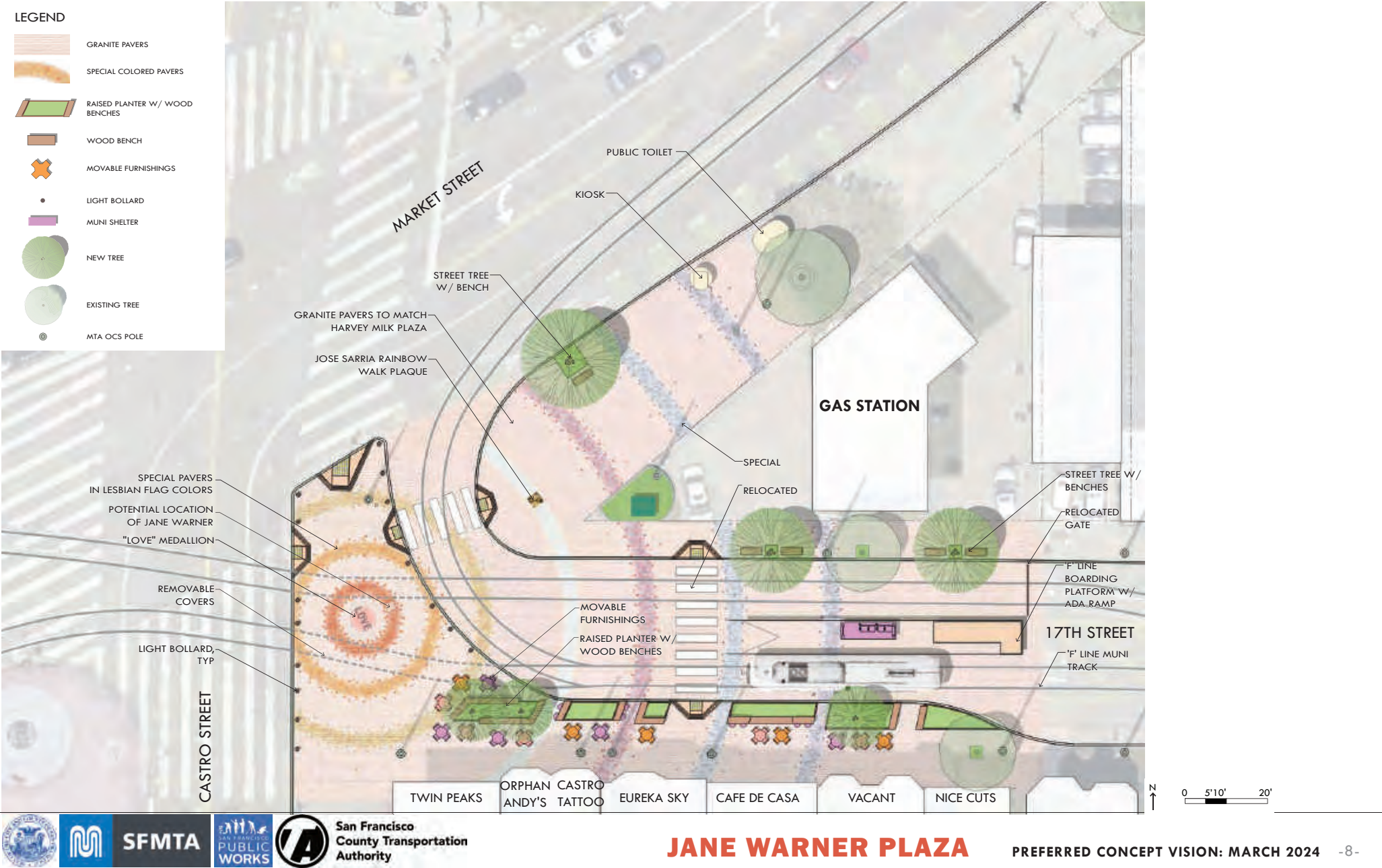


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JANE WARNER PLAZA

PREFERRED CONCEPT VISION: MARCH 2024 -7-

Preliminary Concept Alternative : Love Is Action



CONCEPT NARRATIVE

- **MAXIMIZE MAIN PLAZA SPACE** - WIDEN SOUTH SIDEWALK AND PLAZA TO CREATE A CONTINUOUS OPEN SPACE FOR BOTH LARGE AND SMALL, PLANNED AND UNPLANNED EVENTS AND GATHERINGS.
- **LOVE MEDALLION AT THE HEART OF THE PLAZA** – COMMEMORATING OFFICER JANE, THE LOVE MEDALLION IS A STEEL PLAQUE INSET INTO THE PAVING AT THE CENTER OF THE PLAZA. THE MEDALLION SYMBOLIZES OFFICER JANE'S LOVE FOR HER COMMUNITY AND THE ACTIONS THAT SHE TOOK TO SERVE HER COMMUNITY.
- **SPECIAL PAVERS IN CIRCULAR PATTERN** – SPECIAL PAVERS IN THE COLORS OF THE LESBIAN FLAG DISPERSE IN GRADIATED CIRCLES WITH PIXELATED EDGES. THE EXISTING JANE WARNER PLAQUE IS INCORPORATED INTO THESE CIRCULAR BANDS OF PAVERS.
- **FLEXIBLE SPACES AT SOUTH BULB-OUT** – SEATING AREAS WITH RAISED PLANTERS AND A VARIETY OF SEATING AND LOUNGING OPTIONS POPULATE THE STOREFRONTS OF THE BUSINESSES ON 17TH STREET.
- **CONTINUE PAVERS** FROM THE SOUTH PLAZA INTO THE STREET TO CREATE A CONTINUOUS SPACE.

- **RELOCATE THE MUNI BOARDING PLATFORM** TO THE EAST TO OPEN UP THE MAIN PLAZA. UPGRADE THE BOARDING PLATFORM AND ADA RAMP.
- **RELOCATE TWO CROSSWALKS** TO ACCOMMODATE PEDESTRIAN TRAFFIC FROM THE 'F' LINE PLATFORM AND HEAVY PEDESTRIAN TRAFFIC FROM MARKET STREET.
- **CONTINUE PAVERS AND AMENITIES INTO NORTH SIDEWALK** ALONG MARKET AND 17TH STREETS.
- **PRESERVE RAINBOW WALK OF HONOR** BY INCORPORATING EXISTING JOSE SARRIA PLAQUE INTO CIRCULAR BAND OF SPECIAL PAVERS.
- **INFILL STREET TREES** ALONG MARKET AND 17TH STREETS.
- **SHORTEN NORTH CURB ALIGNMENT** AT CORNER TO ACCOMMODATE WIDE TRUCK TURNING RADII.



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JANE WARNER PLAZA

PREFERRED CONCEPT VISION: MARCH 2024 -9-

Preliminary Concept Imagery : Love Is Action



SPECIAL PAVERS IN GRADIENT PATTERN



SPECIAL PAVERS IN GRADIENT



BOLLARDS W/ CHAIN



LIGHT BOLLARD



"LOVE" MEDALLION



RAISED STEEL PLANTER W/ WOOD



MULTIPLE SEATING HEIGHTS AND OPTIONS



RAISED PLANTER W/ WOOD SEATING AND MOVABLE FURNISHINGS



SPECIAL PAVERS IN CIRCULAR BANDS

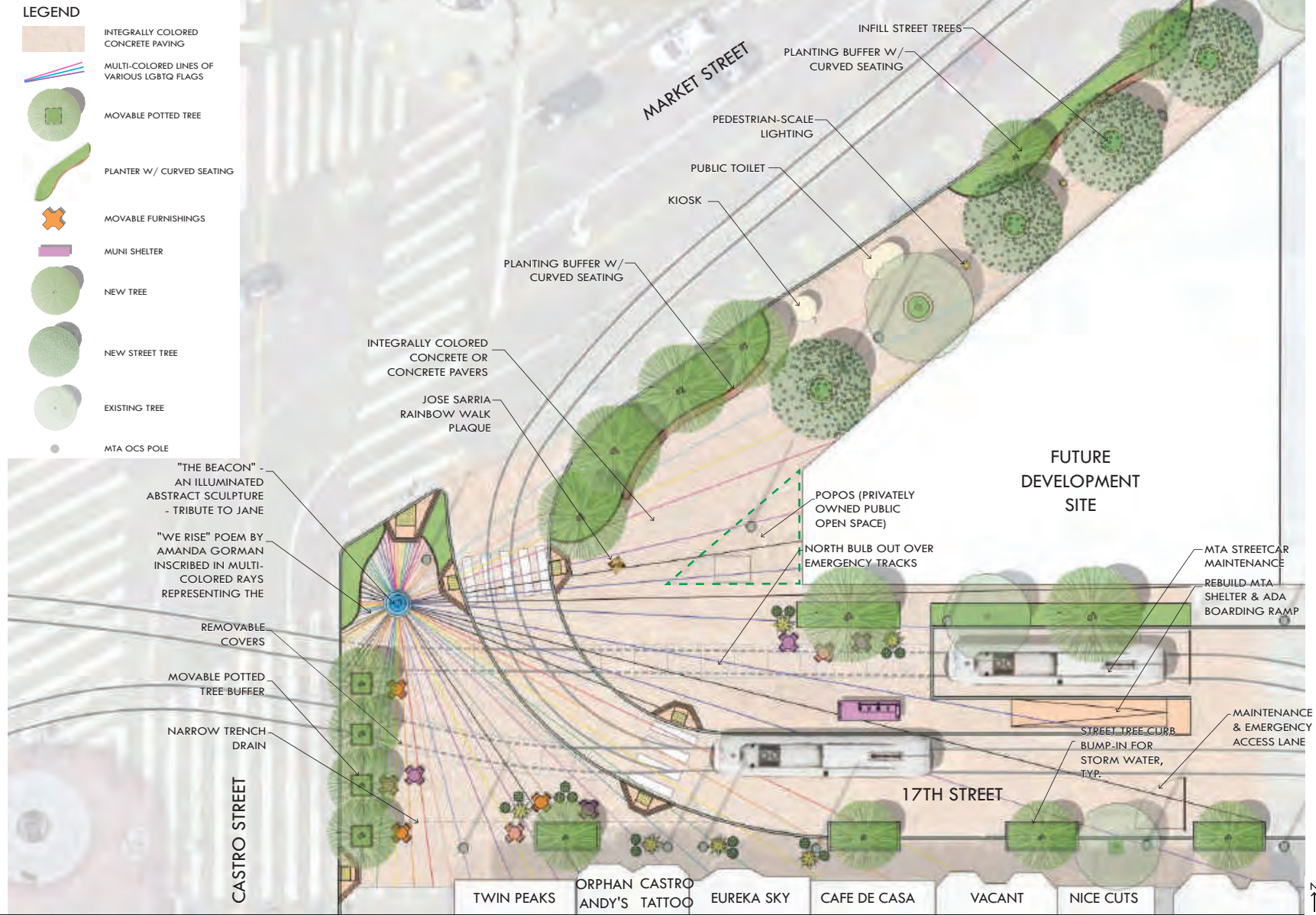


"RADIANT RED" GRANITE PAVERS TO MATCH HARVEY MILK PLAZA



WOOD BENCH

Preliminary Concept Alternative: The Green Embrace



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JANE WARNER PLAZA

PREFERRED CONCEPT VISION: MARCH 2024 -11-

CONCEPT NARRATIVE

- **MORE GREENERY** - EMPLOY PLANTING MATERIAL AS A BUFFER FROM BUSY CASTRO AND MARKET STREETS. WRAP PLAZA IN A GREEN EMBRACE LEAVING A CENTRAL FLEXIBLE PLAZA AREA. USE SIDEWALK PLANTINGS, NEW STREET TREES, AND POTTED PLANTS.
- **FOCAL ENTRY FEATURE TO UPPER MARKET** – AN ILLUMINATED SCULPTURE IN ABSTRACTED FEMININE FORM IS ALIGNED WITH THE MAJOR PEDESTRIAN ROUTES IN THE PLAZA. THE SPIRIT OF JANE WARNER IS COMMEMORATED AND EXPANDED TO INCLUDE THE POWER OF ALL WOMEN. THIS IS EXPRESSED BY THE EVOCATIVE POEM “WE RISE” BY AMANDA GORMAN WRITTEN IN FULL TEXT WITHIN THE PAVING.
- **REPRESENTATION OF UNDERREPRESENTED PEOPLE OF THE LGBTQIA+ COMMUNITY/ GRAPHICS OR ART ON THE GROUND** – THE PAVING MATERIAL IN THE PLAZA IS LIKE HARVEY MILK PLAZA BUT IS EMBEDDED WITH RAYS OF COLOR EMANATING FROM THE ILLUMINATED SCULPTURE. THE COLORS OF THESE RAYS REPRESENT THE MANY DIVERSE FLAGS OF THE LGBTQIA+ COMMUNITY. COLORS FROM ONE FLAG BLEND WITH ANOTHER FORMING AN INTERTWINED SYMBOL OF FAMILY.
- **MORE SEATING/ MOVABLE TABLES AND CHAIRS/ MOVE FROM SUN TO SHADE** – FLEXIBILITY IN SITE FURNISHINGS INCLUDING CAFE TABLES AND CHAIRS AND PLANTERS. FURNISHINGS CAN BE MOVED FROM SUN TO SHADE, OR TO SUPPORT PROGRAMMED EVENTS. OTHER HEAVIER FURNISHINGS CAN BE MOVED, WHEN NECESSARY, WITH A FORKLIFT & CAN BE INSTALLED OVER EMERGENCY STREETCAR TRACKS.
- **UTILIZE EXISTING CURB BULB OUT** AS EXTENSION OF LINEAR PLAZA FROM COLLINGWOOD STREET AT WESTERN END OF HARVEY MILK PLAZA TO THE CAFÉ ON MARKET STREET.
- **REINFORCING THE “GREEN EMBRACE”**
 - ADD BUFFER PLANTINGS AT STREET EDGE WITH SCULPTURAL BENCHES ON SIDEWALK SIDE.
 - EXPAND ROW OF MARKET STREET TREES.
- **ADD PEDESTRIAN SCALED LIGHTING** IN BETWEEN STREET TREES FOR SECURITY AND ATMOSPHERE.
- **PRESERVE RAINBOW WALK OF HONOR.** EXPAND IN HIGHER DENSITY RAINBOW WALK PLAQUES IN PLAZA AREA.
- **EXPAND SIDEWALK TO JOIN WITH MUNI BOARDING PLATFORM** TO HAVE ONE LARGE LEVEL PLAZA ON THE NORTH SIDE OF THE STREETCAR TRACKS.
- **IMPROVE TRANSIT SHELTER AND ACCESSIBLE PLATFORM.** INCORPORATE FURNISHINGS STORAGE AND JANE WARNER PLAQUE IN MUNI SHELTER STRUCTURE.
- **IF GAS STATION SITE IS DEVELOPED** FOR HOUSING WITH GROUND FLOOR COMMERCIAL USES – SOME ASSUMPTIONS:
 - DRIVEWAYS ON MARKET STREET WOULD NOT BE ALLOWED, EXPANDING PUBLIC USE IN LINEAR PLAZA. AUTO ACCESS OFF 17TH STREET.
 - GROUND FLOOR ACUTE ANGLE COULD BE DEDICATED TO PLAZA USE AS POPOS (PRIVATELY OWNED PUBLIC OPEN SPACE)
 - WORK WITH DEVELOPER TO HAVE FURNISHING STORAGE LOCKER BUILT INTO STRUCTURE WITH ACCESS FROM 17TH STREET.



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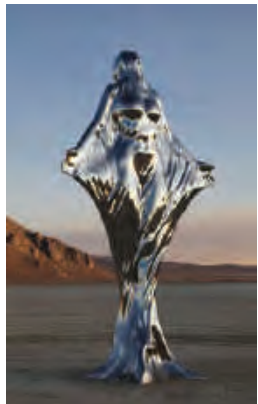
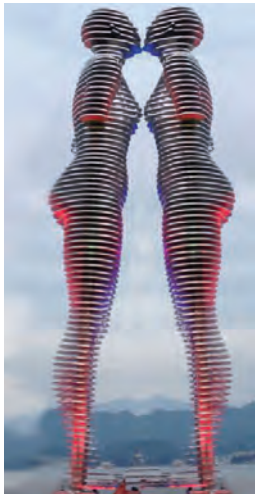
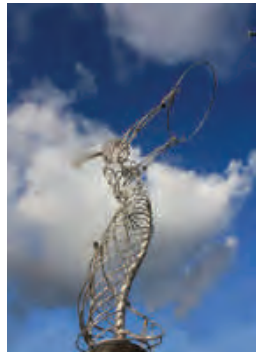
JANE WARNER PLAZA

PREFERRED CONCEPT VISION: MARCH 2024 -12-

Preliminary Concept Imagery : The Green Embrace



RADIATING METAL INSET PAVING DETAIL



CONTEMPORARY ILLUMINATED SCULPTURE "BEACON" AS SYMBOLIC TRIBUTE TO JANE WARNER.



RADIATING TEXT



ANODIZED METAL INSET IN FLAG COLORS



INTEGRALLY COLORED CONCRETE OR CONCRETE

"In this hour, it is our duty
to find the brave beauty
In rooting for other women
So they too know we are not victims,
We are victors, the greatest predictors
of progress. We press for change,
A new dawn drawn into the open
By women whose silence is broken."

EXCERPT FROM AMANDA GORMAN'S "WE RISE"



DROUGHT TOLERANT SIDEWALK PLANTING



POTTED PLANTS IN A VARIETY OF SIZES



MOVABLE POTTED TREES AT CASTRO STREET
EDGE



MOVABLE CAFE TABLES AND CHAIRS



RAISED PLANTER W/ BUILT-IN SEATING AT
BULB-OUT EDGE

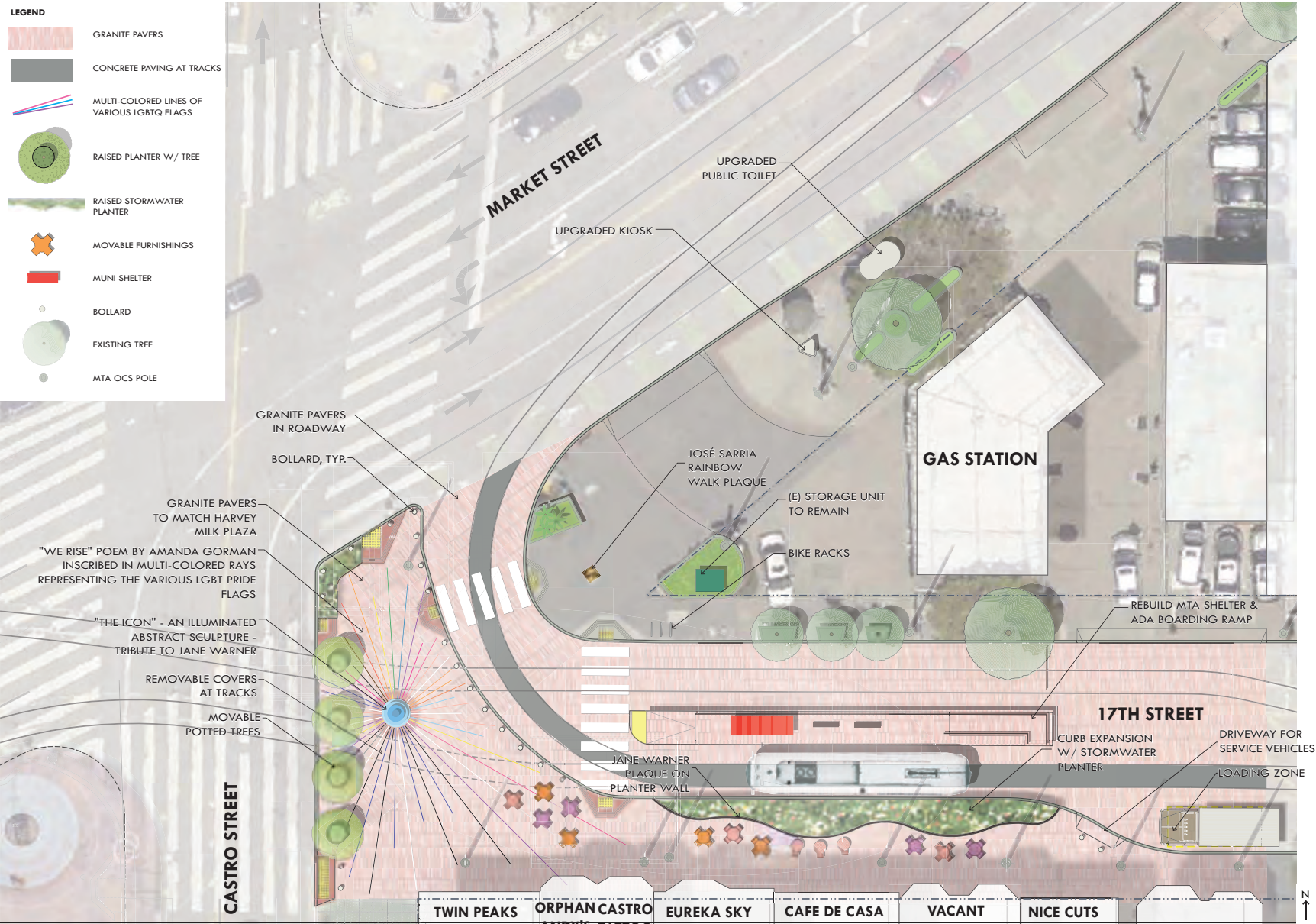


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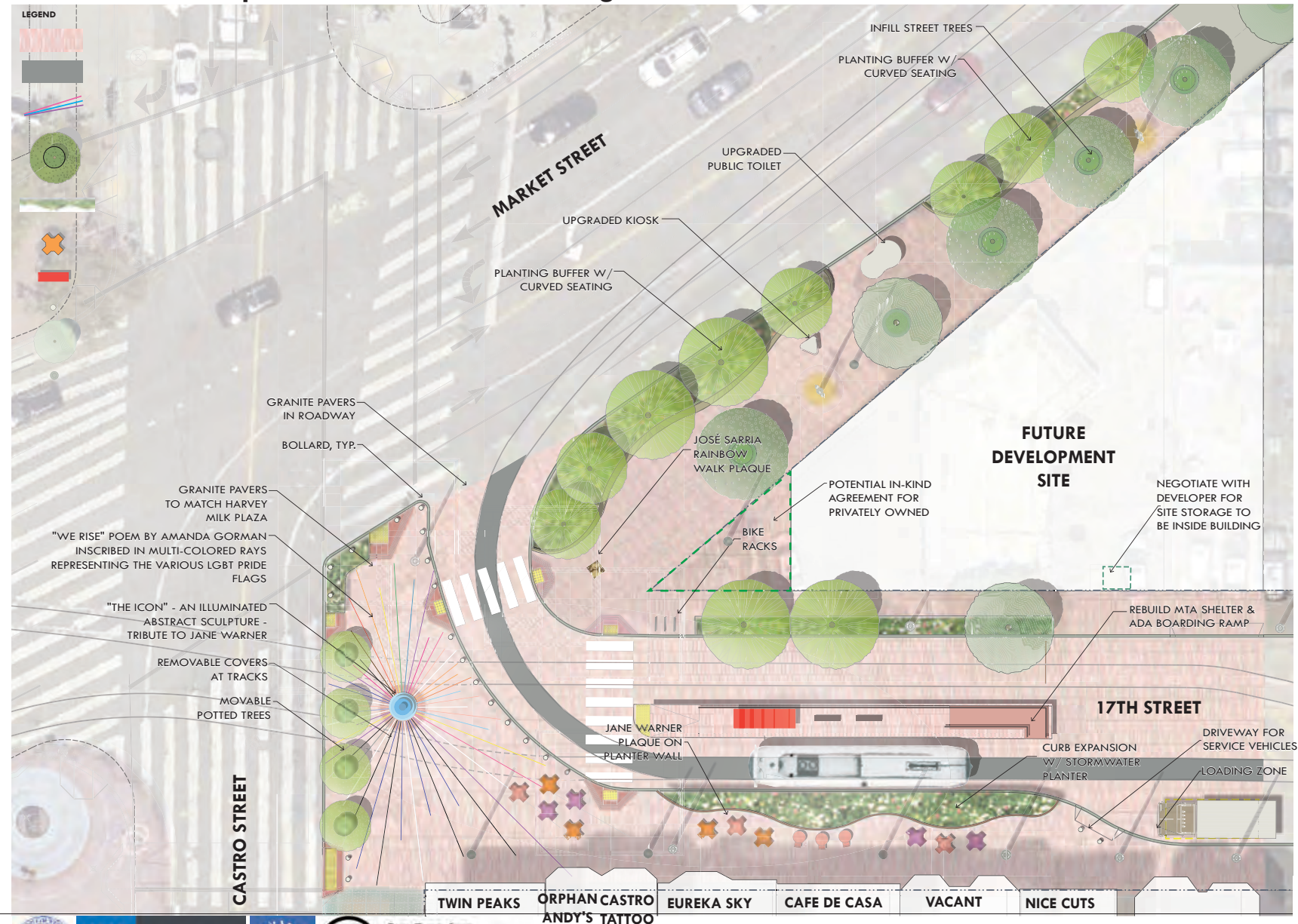
JANE WARNER PLAZA

PREFERRED CONCEPT VISION: MARCH 2024 -13-

Preferred Concept : Green Embrace - Short Term Plan



Preferred Concept : Green Embrace - Long Term Plan



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JANE WARNER PLAZA

PREFERRED CONCEPT VISION: MARCH 2024 -15-

CONCEPT NARRATIVE

SHORT TERM PLAN

- EMPLOY PLANTING MATERIAL AS A BUFFER FROM BUSY CASTRO AND MARKET STREETS - WRAP PLAZA IN A GREEN EMBRACE LEAVING A CENTRAL FLEXIBLE PLAZA AREA. USE SIDEWALK PLANTINGS AND NEW STREET TREES.
- FOCAL ENTRY FEATURE TO UPPER MARKET – AN INSPIRATIONAL SCULPTURE IN ABSTRACTED FEMININE FORM IS ALIGNED WITH THE MAJOR PEDESTRIAN ROUTES IN THE PLAZA. THE SPIRIT OF JANE WARNER IS COMMEMORATED AND EXPANDED TO INCLUDE THE POWER OF ALL WOMEN. THIS IS EXPRESSED BY AN EVOCATIVE POEM SUCH AS “WE RISE” BY AMANDA GORMAN WRITTEN IN FULL TEXT WITHIN THE PAVING.
- REPRESENTATION OF UNDERREPRESENTED PEOPLE OF THE LGBTQIA+ COMMUNITY– THE PAVING MATERIAL REPEATS HARVEY MILK PLAZA BUT IS EMBEDDED WITH RAYS OF COLOR EMANATING FROM THE SCULPTURE. THE COLORS OF THESE RAYS REPRESENT THE DIVERSE FLAGS OF THE COMMUNITY. COLORS FROM ONE FLAG BLEND WITH ANOTHER FORMING AN INTERTWINED SYMBOL OF FAMILY.
- FLEXIBILITY IN SITE FURNISHINGS - INCLUDE CAFE TABLES AND CHAIRS. FURNISHINGS CAN BE MOVED FROM SUN TO SHADE, OR TO SUPPORT PROGRAMMED EVENTS. OTHER HEAVIER FURNISHINGS CAN BE MOVED, WHEN NECESSARY, WITH A FORKLIFT & CAN BE INSTALLED OVER EMERGENCY STREETCAR TRACKS.
- UTILIZE EXISTING CURB BULB OUT AS EXTENSION OF LINEAR PLAZA FROM COLLINGWOOD STREET AT WESTERN END OF HARVEY MILK PLAZA TO THE CAFÉ ON MARKET STREET.
- ADD PEDESTRIAN SCALED LIGHTING IN BETWEEN STREET TREES FOR SECURITY AND ATMOSPHERE.
- PRESERVE RAINBOW WALK OF HONOR. EXPAND IN HIGHER DENSITY RAINBOW WALK PLAQUES IN PLAZA AREA.
- IMPROVE TRANSIT SHELTER AND ACCESSIBLE PLATFORM.

LONG TERM PLAN

IF GAS STATION SITE IS DEVELOPED FOR HOUSING WITH GROUND FLOOR COMMERCIAL USES:

- DRIVEWAYS ON MARKET STREET WOULD NOT BE ALLOWED, EXPANDING PUBLIC USE IN LINEAR PLAZA. AUTO ACCESS WOULD BE OFF 17TH STREET.
- GROUND FLOOR ACUTE ANGLE COULD BE DEDICATED TO PLAZA USE AS PRIVATELY OWNED PUBLIC OPEN SPACE (POPOS).
- WORK WITH DEVELOPER TO HAVE FURNISHING STORAGE LOCKER BUILT INTO STRUCTURE WITH ACCESS FROM 17TH STREET.



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JANE WARNER PLAZA

PREFERRED CONCEPT VISION: MARCH 2024 -16-

Concept Imagery : The Green Embrace



RADIATING METAL INSET PAVING DETAIL



ANODIZED METAL INSET IN FLAG COLORS



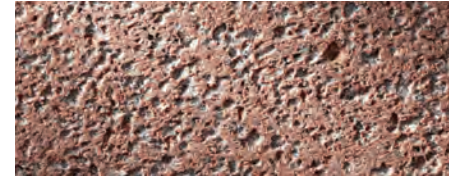
RADIATING TEXT



MOVABLE FURNISHINGS AT 17TH STREET



RAISED PLANTER W/ BUILT-IN SEATING AT BULB-OUT EDGE



RADIANT RED GRANITE PAVERS



PLANTER WITH CURVED EDGES



CONTEMPORARY ILLUMINATED SCULPTURE "BEACON"



MOVABLE POTTED TREES AT CASTRO STREET EDGE



UPGRADED PUBLIC TOILET



BOLLARD WITH CHAIN



UPGRADED BOARDING PLATFORM



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JANE WARNER PLAZA

PREFERRED CONCEPT VISION: MARCH 2024 -17-

Existing Street View at Castro Street & 17th Street



Proposed Street View at Castro Street & 17th Street



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JANE WARNER PLAZA

PREFERRED CONCEPT VISION: MARCH 2024 -19-



SFMTA



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JANE WARNER PLAZA

APPENDICES A-1

Short Term Plan Cost Estimate

**Note: LS = Lump Sum, EA= Each, LF = Linear Feet, CY= Cubic Yards, SF = Square Feet, AL = Allowance, MTH = Month
LBS = Pounds

		Estimated Quantity	Unit*	Unit Price	Extension
Site Work and Existing Conditions					
1	Remove 1 tree	1	EA	\$2,000.00	\$2,000
2	Protect existing tree to remain	4	EA	\$640.00	\$2,560
3	Adjacent property protection	400	LF	\$6.00	\$2,400
4	Remove existing paving, base materials, walls, curbs, footings, plumbing, site furnishings, lighting, and other site elements	12,000	SF	\$8.00	\$96,000
5	Grading and excavation	12,000	SF	\$3.20	\$38,400
6	Miscellaneous demo, allowance	1	LS	\$1,700.00	\$1,700
7	Miscellaneous protection, allowance	1	LS	\$9,500.00	\$9,500
8	Premium for ADA-compliant pedestrian access to adjacent buildings during construction	1	LS	\$10,600.00	\$10,600
9	SFMTA OCS Pole Changes	1	Allow	\$750,000.00	\$750,000

SUB-TOTAL - Site Work and Existing Conditions --> \$913,160

		Estimated Quantity	Unit*	Unit Price	Extension
Paving, Surfacing and Walls					
1	8-Inch Thick Concrete Street Base	4,400	SF	\$35.00	\$154,000
2	Granite Unit Pavers	10,800	SF	\$40.00	\$432,000
3	Concrete Curb and Gutter (6" curb and 2" gutter)	345	LF	\$50.00	\$17,250
4	4" Thick Concrete Subslab for sidewalks	6400	SF	\$20.00	\$128,000
5	Anodized Aluminum Color Strips	1000	LF	\$45.00	\$45,000
6	Integral Color Concrete (At sculpture base)	60	SF	\$25.00	\$1,500
7	Curb Ramps w/ Detectable Tiles	7	EA	\$5,000.00	\$35,000
8	Concrete Driveway	1	EA	\$3,500.00	\$3,500
9	Accessible Boarding Ramp	1	allow	\$150,000.00	\$150,000
10	Poured In Place Concrete Planter Walls w/ Special Finish (22" tall)	230	LF	\$400.00	\$92,000

SUB-TOTAL - Paving, Surfacing, Walls --> \$1,058,250

		Estimated Quantity	Unit*	Unit Price	Extension
Furnishings					
1	Illuminated Abstract Sculpture	1	allow	\$300,000.00	\$300,000
2	Bollard	20	EA	\$1,500.00	\$30,000
3	Bike Racks	3	EA	\$1,000.00	\$3,000
4	Planter pots	4	EA	\$3,000.00	\$12,000
5	Relocate Jane Warner Plaque	1	ALLOW	\$1,000.00	\$1,000

SUB-TOTAL - Furnishings --> \$346,000

		Estimated Quantity	Unit*	Unit Price	Extension
Planting					
1	Import soil, 18" depth at sidewalk planter and 3' depth for pots	38	CY	\$175.00	\$6,650
2	24" Box Trees	4	EA	\$2,000.00	\$8,000
3	Wood mulch, 3" thick	615	SF	\$1.90	\$1,169
4	Landscape Maintenance	12	MTH	\$1,200.00	\$14,400
5	Plants - 612 SF	270	EA	\$95.00	\$25,650
6	* 5 gallon plants spaced at 18" OC	1	LS	\$10,000.00	\$10,000
	Allowance for replacement of vandalized plants				

SUB-TOTAL - Planting --> \$65,869

		Estimated Quantity	Unit*	Unit Price	Extension
Irrigation					
1	Irrigation meter	1	LS	\$12,000.00	\$12,000
2	Irrigation system	2	LS	\$85,000.00	\$170,000

SUB-TOTAL - Irrigation --> \$182,000

		Estimated Quantity	Unit*	Unit Price	Extension
Hydraulics					
1	Drainage Infrastructure	1	EA	\$85,000.00	\$85,000

SUB-TOTAL - Hydraulics --> \$85,000

SUBTOTAL-->	\$2,650,279
35% SOFT COSTS -->	\$927,597
20% DESIGN CONTINGENCY -->	\$530,056
5% CONTRACTOR MOBILIZATION -->	\$132,514

TOTAL-->	\$4,240,446
TOTAL + 4% ESCALATION RATE PER YEAR (COMPOUNDED)	
2025 -->	\$4,410,063
2026 -->	\$4,586,466
2027 -->	\$4,769,925
2028 -->	\$4,960,722

*EXCLUSIONS: SFMTA OVERHEAD WIRE SYSTEM, F LINE TRACK WORK, MAJOR UTILITY MODIFICATIONS, OTHER UNFORESEEN INFRASTRUCTURE MODIFICATIONS ARE NOT INCLUDED IN THIS ESTIMATE

Long Term Plan Cost Estimate

		Estimated Quantity	Unit*	Unit Price	Extension
Site Work and Existing Conditions					
1	Remove 1 tree	1	EA	\$2,000.00	\$2,000
2	Protect existing tree to remain	2	EA	\$640.00	\$1,280
3	Adjacent property protection	450	LF	\$6.00	\$2,700
4	Remove existing paving, base materials, walls, curbs, footings, plumbing, site furnishings, lighting, and other site elements	19,000	SF	\$8.00	\$152,000
5	Grading and excavation	19,000	SF	\$3.20	\$60,800
6	Miscellaneous demo, allowance	1	LS	\$3,000.00	\$3,000
7	Miscellaneous protection, allowance	1	LS	\$18,000.00	\$18,000
8	Premium for ADA-compliant pedestrian access to adjacent buildings during construction	1	LS	\$20,000.00	\$20,000
9	SFMTA OCS Pole Changes	1	Allow	\$750,000.00	\$750,000

SUB-TOTAL - Site Work and Existing Conditions --> \$1,009,780

		Estimated Quantity	Unit*	Unit Price	Extension
Paving, Surfacing and Walls					
1	8-Inch Thick Concrete Street Base	4,400	SF	\$45.00	\$198,000
2	Granite Unit Pavers	15,920	SF	\$40.00	\$636,800
3	Concrete Curb and Gutter (6" curb and 2" gutter)	700	LF	\$50.00	\$35,000
4	4" Thick Concrete Subslab for sidewalks	11,520	SF	\$20.00	\$230,400
5	Anodized Aluminum Color Strips	1000	LF	\$45.00	\$45,000
6	Integral Color Concrete (At sculpture base)	60	SF	\$50.00	\$3,000
7	Curb Ramps w/ Detectable Tiles	7	EA	\$4,000.00	\$28,000
8	Concrete Driveway	1	EA	\$3,500.00	\$3,500
9	Accessible Boarding Ramp	1	EA	\$150,000.00	\$150,000
10	Poured In Place Concrete Planter Walls w/ Special Finish (22" tall)	400	LF	\$400.00	\$160,000

SUB-TOTAL - Paving and Surfacing and Walls --> \$1,489,700

		Estimated Quantity	Unit*	Unit Price	Extension
Furnishings					
1	Illuminated Abstract Sculpture	1	EA	\$300,000.00	\$300,000
2	Bollard	20	EA	\$1,500.00	\$30,000
3	Bike Racks	3	EA	\$1,000.00	\$3,000
4	Planter Pots	4	EA	\$3,000.00	\$12,000
5	Relocate Jane Warner Plaque	1	ALLOW	\$1,000.00	\$1,000

SUB-TOTAL - Furnishings --> \$346,000

		Estimated Quantity	Unit*	Unit Price	Extension
Lighting					
1	Pedestrian LED luminaire w/ round aluminum pole and footing	5	EA	\$10,000.00	\$50,000
2	Pull box with vandal resistant lid	5	EA	\$2,800.00	\$14,000
3	Conduit and wiring	380	LF	\$75.00	\$28,500
4	Connect to existing electrical	1	LS	\$3,000.00	\$3,000

SUB-TOTAL - Lighting --> \$95,500

		Estimated Quantity	Unit*	Unit Price	Extension
Planting					
1	Import soil, 18" depth at sidewalk planter and 3' depth for pots	166	CY	\$175.00	\$29,050
2	24" Box Trees	18	EA	\$1,200.00	\$21,600
3	Wood mulch, 3" thick	1762	SF	\$1.90	\$3,348
4	Landscape Maintenance	12	MTH	\$1,700.00	\$20,400
5	Plants - 1,762 SF				
6	* 5 gallon plants spaced at 18" OC	776	EA	\$95.00	\$73,720
	Allowance for replacement of vandalized plants	1	LS	\$10,000.00	\$10,000

SUB-TOTAL - Planting --> \$158,118

		Estimated Quantity	Unit*	Unit Price	Extension
Irrigation					
1	Irrigation meter	1	LS	\$12,000.00	\$12,000
2	Irrigation system	2	LS	\$120,000.00	\$240,000

SUB-TOTAL - Irrigation --> \$252,000

		Estimated Quantity	Unit*	Unit Price	Extension
Hydraulics					
1	Drainage Infrastructure	1	EA	\$85,000.00	\$85,000

SUB-TOTAL - Hydraulics --> \$85,000

SUBTOTAL-->	\$3,436,098
35% SOFT COSTS -->	\$1,202,634
20% DESIGN CONTINGENCY -->	\$687,220
5% CONTRACTOR MOBILIZATION -->	\$171,805
TOTAL-->	\$5,497,756
TOTAL + 4% ESCALATION RATE PER YEAR (COMPOUNDED)	
2025 -->	\$5,717,667
2026 -->	\$5,946,373
2027 -->	\$6,184,228
2028 -->	\$6,431,597



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APPENDICES A-2

Stakeholder Feedback

From Stakeholder Meeting No. 2 - September 15, 2023

Concept Input

- Green edges liked.
- Unsure about reading the poem.
- Lesbian flag colors - loves idea but will be unnoticeable.
- Sculpture should be prioritized.
- "Green Embrace" with South Bulb-Out favorable.
- Existing ambient lighting is strong, it will wash out any lighting we may propose in our design.
- Likes greenery at edges but could become a "bedroom."
- Open plan idea of "Love is Action" lacks safety.
- Hybrid between both alternatives wanted.
- Edge condition at Castro Street is preferred from "Green Embrace."
- Diverse representation should be by artists later, focus should be more on intent.
- Need more alternatives to represent underrepresented components of our community.
- Tie into Harvey Milk narrative, Jane Warner is controversial and I like a more general women/femme idea.
- Likes sculpture with reference to all women (lesbians, queer women, trans women).
- Concern about repetition of 'beacon' competing with Harvey Milk Plaza and confusion between the two.

Screening

- Potted trees at Castro Street edge is great for calming.
- Love for greenery.
- Greening at sidewalk edges is great but be mindful of tree placement and preserve views from windows.
- Tree placement can hide business frontage.
- Absence of a barrier/screen along Castro Street in "Love is Action."

Circulation and Pedestrian Safety

- Safety needed for pedestrians going to boarding platform.
- Continue to consider mobility for folks with limited mobility.
- Concealed tracks are great as tracks are especially dangerous when wet.
- Rainbow Honor Walk plaques are slippery when wet at 400 block of Castro St.
- Need to consider concerns from businesses regarding widened south sidewalk such as unhoused people.
- Clear pedestrian traffic way needed at Castro.

Bicycle Circulation

- Bike corral and bike parking amenity wanted.
- Need to establish cycling routes through plaza, there have been cyclist accidents. Cyclists come down the hill very fast, cyclists also come up Castro and go right on 17th Street.
- More bicycle infrastructure wanted.

Site Features

- Need for community flagpole, compliment large flagpole.
- Amenities at south side of 17th Street is great and really needed/forgotten.
- Concern about storage for nicer furnishings.
- Multiple flags are good.
- Need for storage unit or need to locate it as current storage unit is enough for folding tables and chairs.
- More community representation is needed with flagpoles.
- Leaning rails that face each other are wanted.
- People like having the boarding island set back.
- Is it possible to preserve the existing planters?
- Bollards are not safe enough and do not provide wind or sound buffer.
- There should be a plaque describing Jane Warner.
- There should be lighting, bike parking or rates, leaning posts, trash/recycling bins and a water fountain with a bottle refill station.
- Is there anything that can be done to break the wind?
- There is beauty and value already there that is worth saving.

Maintenance

- Consideration for hand-watering plants.
- Wood is not good for anti-graffiti.
- Would the sidewalk amenities need to be maintained by businesses? What do the merchants want? We need their input.
- Concern with maintenance as there would be more to clean and there is no capacity for that.
- Widened sidewalks on Castro can lead to grading and drainage issues.
- Concern about access for grease pick up, Recology and deliveries with widened sidewalk at 17th Street.
- Existing pavement at Jane Warner Plaza is awful. The cracks and holes present trip and fall hazards.
- Street should be resurfaced with something that can withstand spray washing.

Neighborhood

- Gas station driveways and involvement of owner to be considered.
- Gas station plan or lack of clarity is confusing and concerning distraction.
- South sidewalk extension is a big win, more seating and support for businesses is great and welcoming to customers.
- Work session with Harvey Milk Plaza team would be helpful.
- Likes design references to Harvey Milk Plaza but closer coordination wanted.
- Twin Peaks is a legacy attraction.
- Developer impact fees as potential funding for Jane Warner Plaza and Harvey Milk Plaza.
- Meeting possibly at EVN 3rd Thursday of the month in evening at Holy Redeemer Church, room for 100+ people.



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Stakeholder Feedback

From Meeting with Business Owners - December 12, 2023

Concept/ Site Features Input

- Twin Peaks would like open views through planters.
- Planter walls could be thin to discourage people from sleeping on them.
- Bollards with raised planter is preferred at "thumbnail", perhaps a low wall for safety/security like Harvey Milk Plaza.
- Bollards w/ chain will need MTA review.
- Sculpture can identify the gateway.
- Can the modern kiosk on Market Street store movable furnishings?
- Planting at the edges and continuing pavers from Harvey Milk Plaza is great.
- Instead of having a statue, could it be a stage that can fold up when not in use?
- A space that is flexible and safe is needed.
- MUNI OCS pole is on gas station property planting area, walls must be low at 2'-3' in height.

Business Operations

- Recology bins go on sidewalk for pick up, truck parks on Castro Street.
- Access for building maintenance trucks needed.
- Grease collection truck access needed in front of Orphan Andy's and Cafe de Casa, truck needs to park directly in front, takes about 20 minutes in early AM.
- Buildings need flue cleaning every 3 months.
- Mint Plaza in SF could be a precedent study with similar operations.
- Legal loading zones needed from businesses as all deliveries come in from loading zones.
- Adjacent buildings' driveways get blocked by delivery vehicles and cause issues.
- Existing driveway on 17th Street is used by large gas trucks (12,000 gal. capacity).

Neighborhood

- Agrees that potential exists for the long term plan.
- Issue is not about homelessness, it is a transience issue.
- Concerns about neighborhood security, seeking to improve security and safety.
- This is an important part of the city, lots of tourists get off the F line here, important for city image.
- People use planter on Market St. as a bathroom. Sprinklers are broken, shrubs are too large and people hide in them and attack others. Open to replacing with trees.
- Lighting needed on 17th Street.
- Long term plan should keep existing pedestrian lights on Market and on north side of 17th Street.

Maintenance

- Automatic irrigation system wanted as volunteers are hand-watering plants now.
- Site has existing water meter, who would pay for water?
- Question about who is owning/maintaining tables and chairs.
- Can PUC maintain planters if they are stormwater planters?
- Maintenance and management of new space would need to be figured out, for example, sidewalk repair would be done by Public Works.



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APPENDICES A-4