



Memorandum

AGENDA ITEM 8

DATE: June 27, 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

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the 2023 Prop L 5-Year Prioritization Program (5YPP) for Managed Lanes and Express Bus</p> <p>Amend the Prop L Strategic Plan Baseline</p> <p>Appropriate \$1,000,000 in Prop L funds, with conditions, for the SF Freeway Network Management Study</p> <p>SUMMARY</p> <p>The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs, 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</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: ____</p>
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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.	
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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 request, including information on proposed leveraging (i.e., stretching Prop L sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop L Expenditure Plan. Attachment 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 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 Community Advisory Committee considered this item at its June 26, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - List of the 28 Programs in the Prop L Expenditure Plan
- Attachment 2 - 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
 - Attachment 11 - Resolution
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- Enclosure: Draft 2023 Prop L Managed Lanes and Express Bus 5-Year Prioritization Program

Attachment 1.

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	(YOES)
Sales Tax Revenue	\$4,674.6 M
Investment Income	\$4.4 M
Long Term Bond Proceeds	\$774.4 M
Loans - Yerba Buena Island Capital Projects	\$126.8 M
TOTAL	\$5,580.2 M

USES	(YOES)
Funds Available for Projects	\$3,022.9 M
Long Term Bond Principal	\$982.7 M
Financing Costs	\$681.5 M
Capital Reserve	\$468.4 M
Program Administration and Operating Costs	\$304.6 M
Loans - Yerba Buena Island Capital Projects	\$120.2 M
TOTAL	\$5,580.2 M

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 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 MANAGE																
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	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	\$ 1,224,621	\$ 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	\$ 8,194,058	\$ 8,333,396	\$ 8,477,315	\$ 8,620,636	\$ -	\$ -	
		\$ 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	\$ 8,360,407	\$ 8,474,328	\$ 8,596,613	\$ 8,670,636	\$ -	\$ -	
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	\$ -	\$ -	
		\$ 89,172,699	\$ 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	

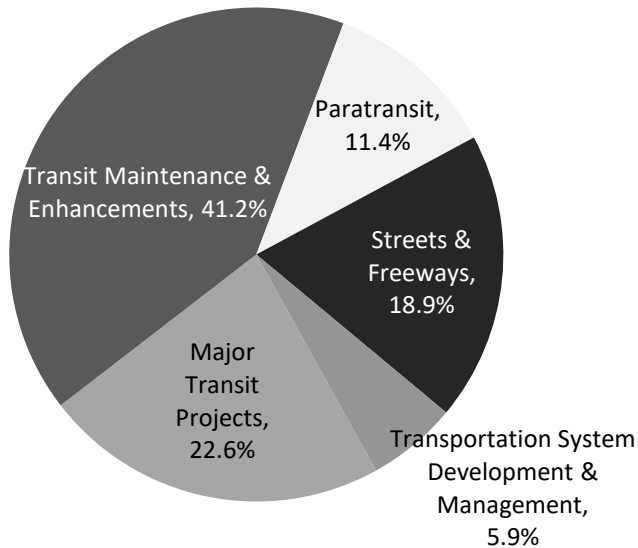
¹ See Attachment 6 for footnotes.

**Attachment 9
Prop L Summary - FY2024/25**

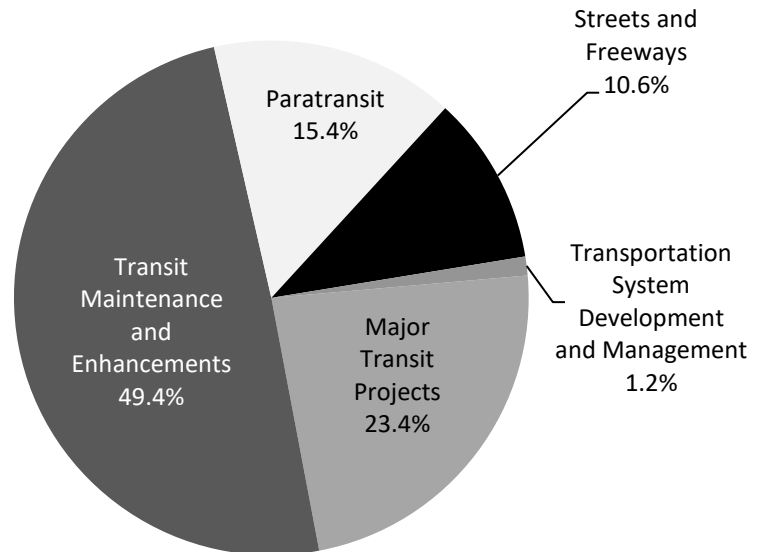
PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 65,917,637	\$ 13,465,500	\$ 32,142,819	\$ 17,504,318	\$ 2,805,000	\$ -
Current Request(s)	\$ 1,000,000	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 66,917,637	\$ 13,965,500	\$ 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 recommend a managed lanes program, including priced lanes 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
Email:	aliza.paz@sfcta.org	aliza.paz@sfcta.org

ATTACHMENT 11



**San Francisco
County Transportation
Authority**

BD070924

RESOLUTION NO. 25-04

RESOLUTION ADOPTING THE 2023 PROP L 5-YEAR PRIORITIZATION PROGRAM FOR MANAGED LANES AND EXPRESS BUS, AMENDING THE PROP L STRATEGIC PLAN BASELINE, AND APPROPRIATING \$1,000,000 IN PROP L FUNDS, WITH CONDITIONS, FOR THE SF FREEWAY NETWORK MANAGEMENT STUDY

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

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

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

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

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

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



Core Capacity; Caltrain Downtown Rail Extension and Pennsylvania Alignment; and Caltrain Maintenance, Rehabilitation, and Replacement, approved an accelerated cash flow schedule to support project delivery; and

WHEREAS, Working in collaboration with project sponsors and taking into consideration input from public engagement supporting the 5YPP development process as well as prior engagement related to the Expenditure Plan and the San Francisco Transportation Plan, Transportation Authority staff has recommended approval of the enclosed 2023 Prop L 5YPP for the Managed Lanes and Express Bus program; and

WHEREAS, Staff has prepared a proposed amendment to the Strategic Plan Baseline to reflect recommended programming and cash flow schedules for the proposed projects in the aforementioned 5YPP and their impact on anticipated financing assumed in the Strategic Plan (Attachments 1 and 2); and

WHEREAS, Transportation Authority staff prepared an appropriation request for \$1,000,000 in Prop L transportation sales tax funds, as summarized in Attachments 3, 4, and 5 and detailed in the attached allocation request form (Attachment 6), which include staff recommendations for Prop L appropriation amount, required deliverables, special conditions, and Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, The request seeks funds from the Managed Lanes and Express Bus Prop L Expenditure Plan Program; and

WHEREAS, The subject appropriation request is consistent with the proposed 5YPP recommended for approval by staff; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's Fiscal Year 2024/25 budget to cover the proposed appropriation; and

WHEREAS, At its June 26, 2024, meeting, the Community Advisory Committee was briefed on the proposed 5YPP, Strategic Plan Baseline amendment,



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

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

RESOLVED, That the Transportation Authority hereby adopts the enclosed
2023 Prop L 5YPP for the Managed Lanes and Express Bus program; and be it further

RESOLVED, That the Transportation Authority hereby appropriates
\$1,000,000 in Prop L funds, with conditions, for the SF Freeway Network
Management Study as detailed in the attached allocation request form; and be it
further

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

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

Attachments:

1. Strategic Plan Baseline Amendment - Programming & Cash Flow by FY
2. Prop L Strategic Plan Baseline Amendment Sources and Uses
3. Summary of Requests Received
4. Brief Project Descriptions
5. Prop L Allocation Summaries - FY2024/25
6. Prop L Allocation Request Form

Enclosure:

1. 2023 Prop L 5-Year Prioritization Program - Managed Lanes and Express Bus